Los Angeles County
Metropolitan Transportation Authority

Appendix O Transportation Impacts Report

EASTSIDE TRANSIT CORRIDOR PHASE 2



Metro

May 2026

Appendix O Transportation Impacts Report

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Attachment B – Level of Service Synchro Sheets
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Attachment D – Grade Crossing Initial Screening

Acronyms

2016 RTP	2016-2040 Regional Transportation Plan
2024 RTP	Connect SoCal 2024-2050 Regional Transportation Plan
AADT	Annual Average Daily Traffic Volume
ADA	Americans with Disabilities Act
am	Ante Meridiem
Blvd	Boulevard
BMP	Best Management Practices
BRT	Bus Rapid Transit
Cal/OSHA	California Division of Occupational Safety and Health Administration
Caltrans	California Department of Transportation
CBM18	Corridor Based Model 2018
COVID	Coronavirus Disease
CPUC	California Public Utilities Commission
EA	Environmental Assessment
EB	Eastbound
FLM	First/Last Mile
FTA	Federal Transportation Administration
GCCOG	Gateway Cities Council of Governments
HCM	Highway Capacity Manual
I	Interstate
L	Left
LACFD	Los Angeles County Fire Department
LACMTA	Los Angeles County Metropolitan Transportation Authority

LAX	Los Angeles International Airport
LCI	Governor's Office of Land Use and Climate Innovation
LOS	Level of Service
LRT	Light Rail Transit
LRTP	Long Range Transportation Plan
LRV	Light Rail Vehicles
Metro	Los Angeles County Metropolitan Transportation Authority
Metro Board	Metro Board of Directors
Metro Micro	Metro's Microtransit program
mins	Minutes
MOW	Maintenance of Way
mph	Miles Per Hour
MRDC	Metro Rail Design Criteria
MSF	Maintenance and Storage Facility
MUTCD	California Manual of Uniform Traffic Control Devices
NB	Northbound
NEMA	National Electrical Manufacturers Association
NEPA	National Environmental Policy Act
NMM	NEPA Mitigation Measure
NPM	NEPA Project Measure
OCS	Overhead Catenary System
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
pm	Post meridiem
Project	Eastside Transit Corridor Phase 2 Project

R	Right
ROW	Right-of-Way
RTP	Regional Transportation Plan
SB	Southbound
SCAG	Southern California Association of Governments
SCORE	Southern California Optimized Rail Expansion
sec	second
sec/veh	Seconds/Vehicle
SGV	San Gabriel Valley
SR	State Route
T	Through
TBM	Tunnel Boring Machine
TOC	Transit-Oriented Communities
TPSS	Traction Power Substations
TSP	Transit Service Policy
TWSC	Two-Way Stop Control
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
W.	West
WB	Westbound
Y	Year
-	Not Applicable
%	Percent
>	Greater Than
≤	Less Than or Equal to

1.0 INTRODUCTION

This impacts report discusses the Eastside Transit Corridor Phase 2 Project setting in relation to transportation. It briefly summarizes the Project (Atlantic to Greenwood Alternative [Build Alternative] and the No Build Alternative), describes the regulatory setting and affected environment, and evaluates the environmental consequences of the alternatives.

The Build Alternative consists of 4.7 miles of reconfigured and new light rail transit (LRT) guideway to extend the Los Angeles County Metropolitan Transportation Authority (LACMTA/Metro) E Line east from the current terminus at Atlantic Boulevard in East Los Angeles to an at-grade terminal station at the Greenwood station in the City of Montebello.

The area of analysis (Study Area) is in eastern Los Angeles County and includes portions of the unincorporated community of East Los Angeles and the Cities of Commerce and Montebello. It has a diverse mix of land uses, including single- and multi-family residences, commercial and retail uses, industrial development, parks and recreational, health and medical uses, educational institutions, and vacant land. The Build Alternative would traverse densely populated, low-income, and heavily transit-dependent communities with major activity centers within the Gateway Cities subregion of Los Angeles County.

2.0 PROJECT ALTERNATIVES

2.1 Project Setting

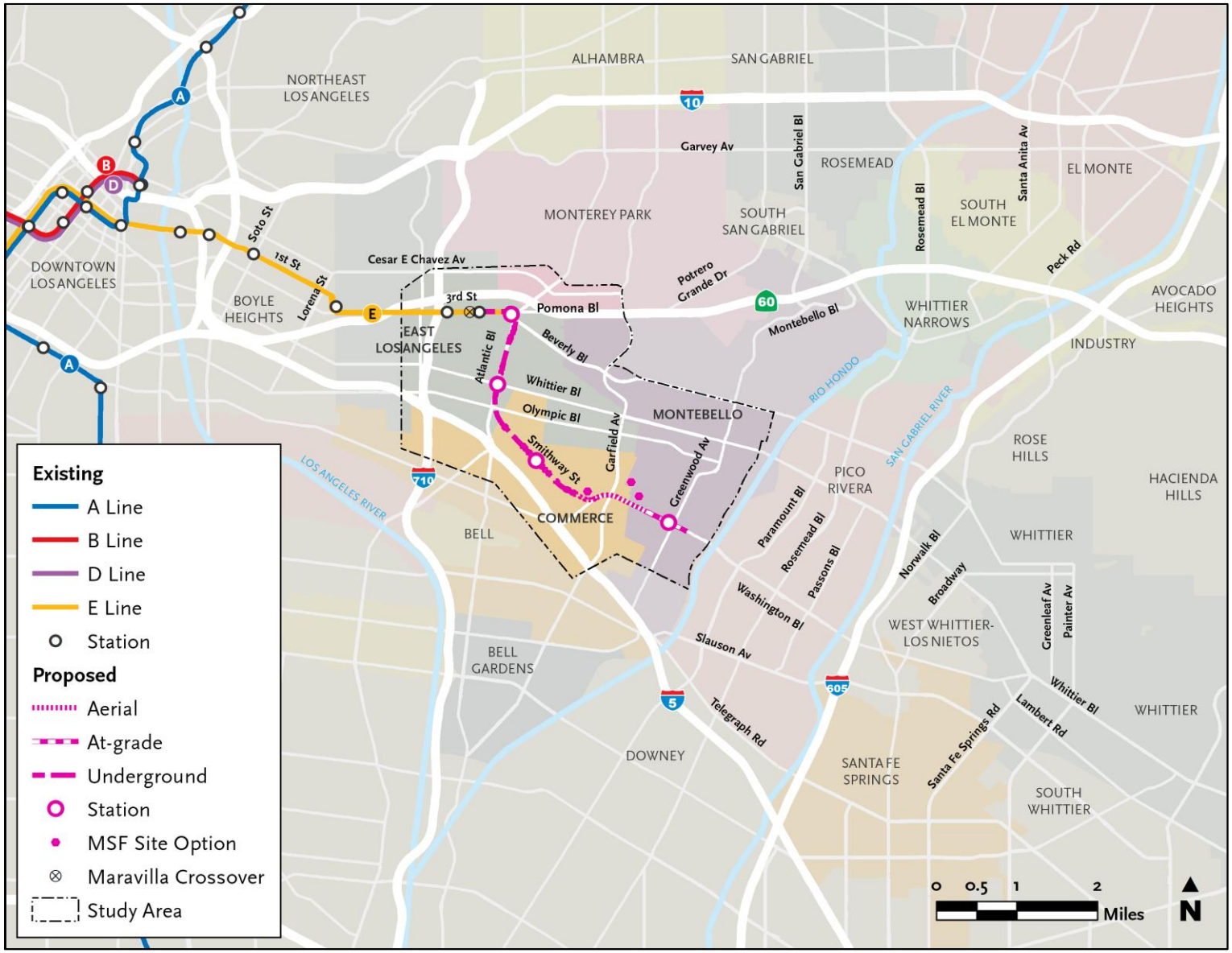
This Impacts Report evaluates potential environmental effects of the Build Alternative and No Build Alternative. The Study Area for the Build Alternative generally includes the area within a 0.5-mile to 2-mile radius from the Build Alternative's guideway's centerline.[1] The Study Area varies in distance from the alignment to encompass the area of localized effects and also include nearby boundaries of Cities and census tracts that are considered in the evaluation of topics such as land use and growth. It primarily encompasses a portion of the communities located along the Build Alternative alignment: the Cities of Commerce and Montebello and unincorporated East Los Angeles. A small portion of Monterey Park is located on the northwestern edge. **Figure 2.1** shows the Study Area boundaries.

As discussed in **Section 1.0**, the Study Area and surrounding region serve a diverse mix of uses. Major activity centers include East Los Angeles Community College, recreation areas, major retail and commercial centers (e.g., Citadel Outlets and the Historic Whittier Boulevard Shopping District), and medical centers. The Study Area is densely populated with low-income and transit-dependent communities. In addition, many industrial and commercial properties utilize the arterials and freeways within the region for logistical freight activities.

2.2 Project Description

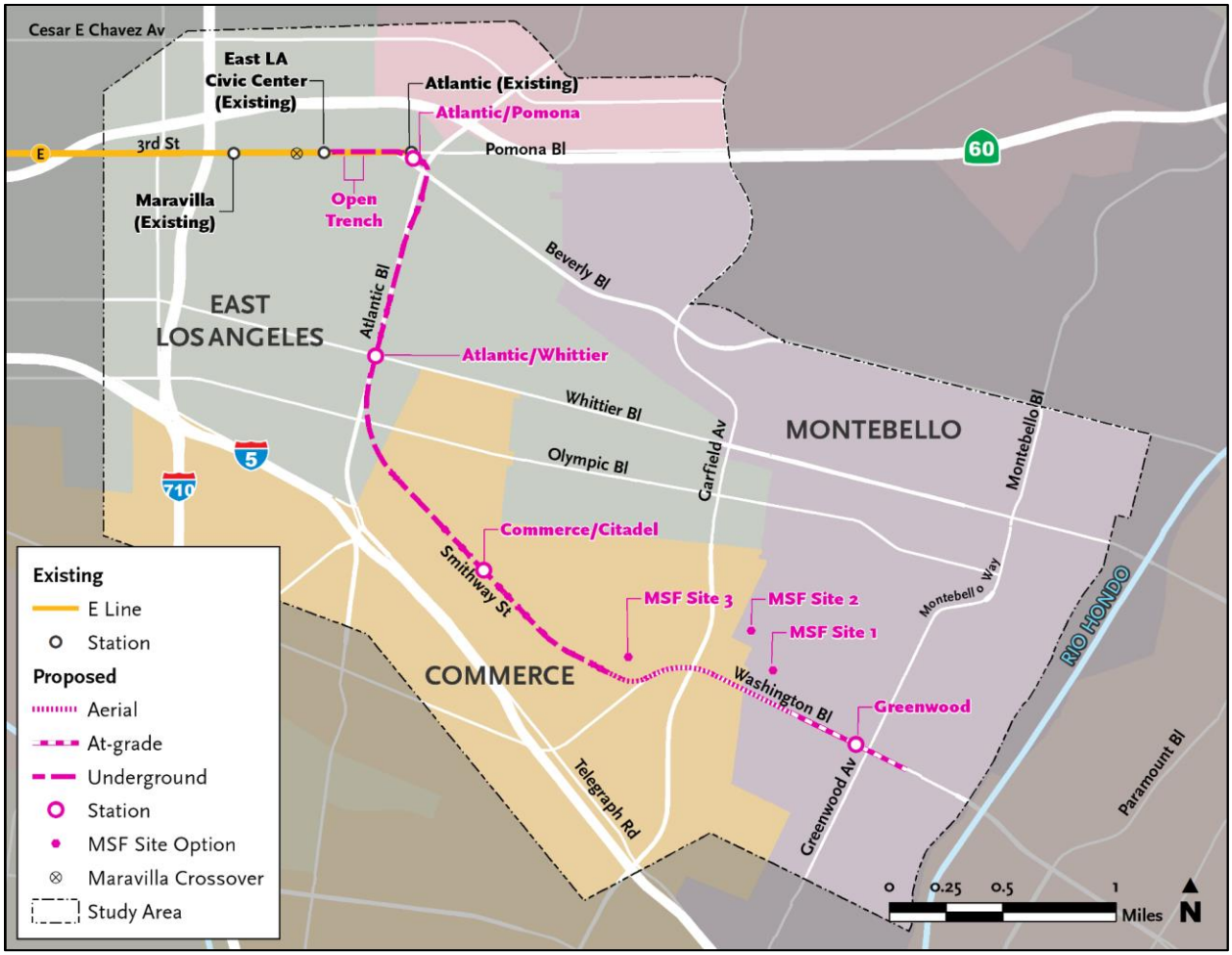
The Build Alternative is an electric-powered LRT service extension in eastern Los Angeles County. The Build Alternative would consist of 4.7 miles of reconfigured and new LRT guideway to extend the Metro E Line east from the current terminus at Atlantic Boulevard to an at-grade terminal station at the Greenwood station in the City of Montebello. The 4.7 miles would include reconfiguration of 0.4 miles of existing track for a transition to a new 4.3-mile extension. The configuration includes an approximately 3.1-mile underground guideway, 0.9-mile aerial guideway, and 0.7-mile at-grade guideway. It also includes a relocated underground Atlantic/Pomona station and three new stations. As discussed in greater detail below, the Build Alternative also includes guideway and system facilities to support vehicle operations, such as overhead catenary systems (OCS), radio communications, and train control houses that would be constructed along the alignment, a modification to existing tracks west of the proposed alignment extension (Maravilla Crossover); and a maintenance and storage facility (MSF). Three site options for the MSF are being evaluated based on project requirements, constructability, environmental impacts, operational efficiency, and compatibility with surrounding land uses, but only one would be selected. Of the evaluated MSF sites, two are in the City of Montebello (MSF Sites 1 and 2) and one is in the City of Commerce (MSF Site 3). **Figure 2.2** shows a close-up of the Study Area and the alignment with the proposed stations and MSF site options.

[1] According to the Federal Transit Administration (FTA), a guideway refers to a public transportation facility using and occupying a separate right-of-way (ROW) or rail line for the exclusive use of public transportation (FTA 2025). The Build Alternative guideway is the proposed rail line, including the underground, aerial, and at-grade configurations. The centerline refers to the center line between the guideway LRT tracks or structures that supports, contains, and physically guides the LRT vehicles.



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 2.1. Study Area



Source: Metro; CDM Smith/AECOM JV 2026.

Figure 2.2. Study Area Close-up

2.2.1 Guideway Alignment

The Build Alternative includes revisions to the existing Metro E Line tracks west of the existing East Los Angeles Civic Center Station and a new guideway extension that begins east of the station in East Los Angeles (unincorporated Los Angeles County).

The existing tracks would be reconfigured to install a new at-grade double crossover[2] on 3rd Street between Arizona Avenue and Kern Avenue as shown in **Figure 2.3**. The new crossover, referred to as the Maravilla Crossover, is required to meet operational requirements of the guideway extension. Construction of the Maravilla Crossover would involve a minor shift of the existing track to the east and roadway resurfacing within the existing right-of-way (ROW). A train control house with electric power switches and auxiliary power room would be constructed at the vacant lot owned by Metro on the south side of 3rd Street between South Arizona Avenue and South Mednik Avenue (see **Figure 2.3**). This site is

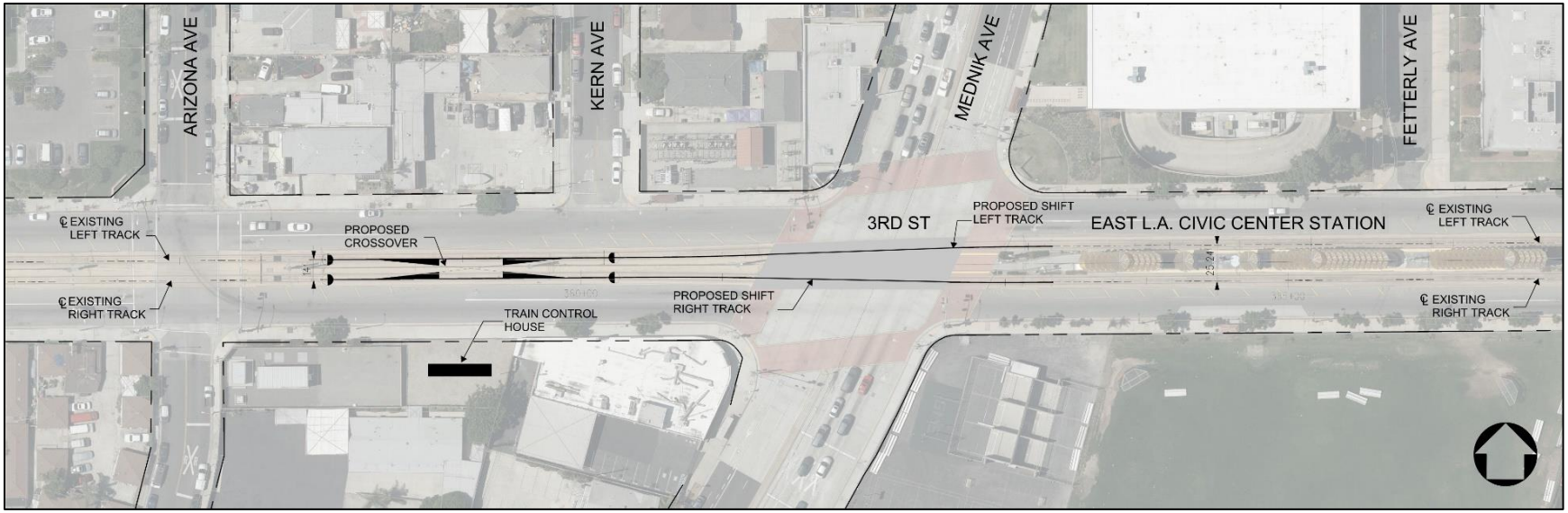
[2] Track crossovers allow a train to reverse direction and use adjacent track to continue operation. The Build Alternative includes the Maravilla Crossover and crossovers along the alignment extension.

adjacent to an existing traction power substation (TPSS) that is surrounded by a block wall. The block wall would be extended to include the train control house site.

The new guideway would begin with a transition from the existing at-grade guideway to an underground guideway within an open trench extending from east of Civic Center Way to east of La Verne Avenue as shown in **Figure 2.4.** The trench would eliminate vehicle and pedestrian crossings of 3rd Street at La Verne Avenue and therefore, left turns to and from La Verne Avenue would be prohibited during construction and operation of the Build Alternative. Left turns would also be eliminated at Civic Center Way; however, the pedestrian crosswalk at this location would remain. To facilitate traffic movement to and from La Verne Avenue and Civic Center Way, eastbound traffic on 3rd Street would be allowed to make a U-turn on Wood Avenue to reverse direction. Westbound traffic would continue to be allowed to make a U-turn at Mednick Avenue to reverse direction. Additionally, a new access road would be constructed to allow Sheriff's Department vehicles to turn left from the Sheriff's Department driveway onto 3rd Street. A new high-visibility crosswalk would provide pedestrian access across 3rd Street between the existing pedestrian access at Civic Center Way and Woods Avenue.

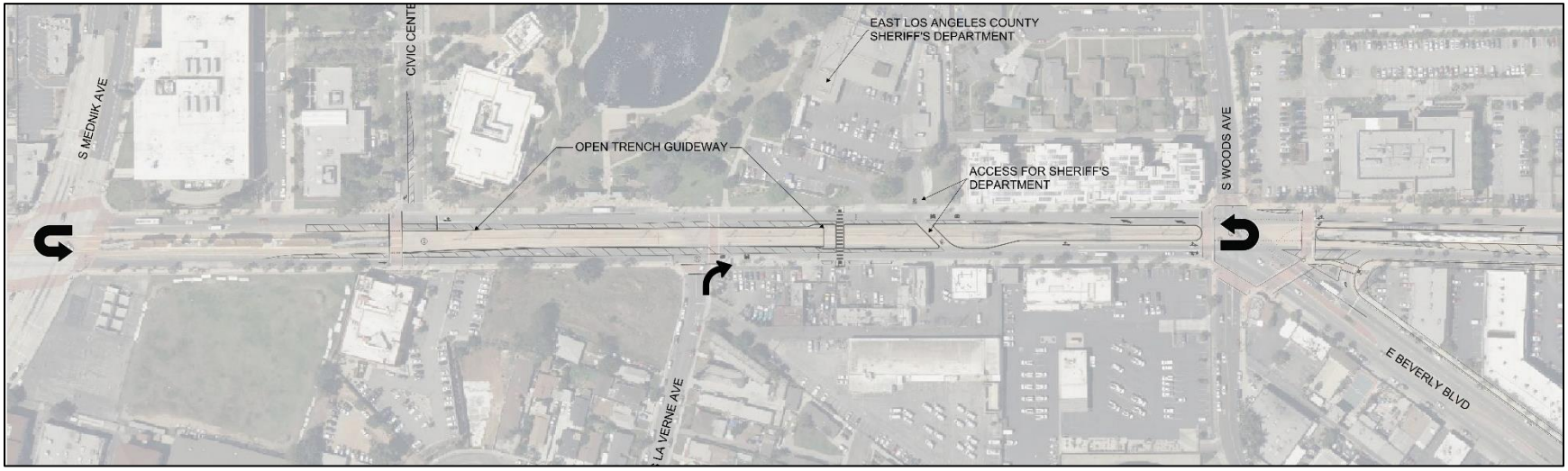
Once underground, the guideway would follow 3rd Street to the proposed relocated underground Atlantic/Pomona station east of Beverly Boulevard. The underground guideway would then turn south, running east of Atlantic Boulevard until south of 4th Street and then underneath Atlantic Boulevard to approximately Verona Street and Olympic Boulevard. Then the underground guideway would curve southeast, running under Smithway Street near the Citadel Outlets in the City of Commerce.

After crossing Saybrook Avenue, the guideway would transition from underground to an aerial configuration. If MSF Site 1 or 3 is selected, the aerial guideway would continue east and merge into the center of Washington Boulevard at Gayhart Street. However, if MSF Site 2 is selected, the aerial guideway would continue east immediately to the north of Washington Boulevard then merge into the center of Washington Boulevard east of Garfield Avenue.



Source: Metro; HNTB/Cordoba 2026.

Figure 2.3. Maravilla Crossover Exhibit



Source: HNTB/Cordoba 2026.

Figure 2.4. Conceptual 3rd Street Modifications

Under all three MSF site options, the aerial tracks would transition to an at-grade configuration between Vail Avenue and Maple Avenue. The alignment would remain at-grade in the center of Washington Boulevard until the intersection of Washington Boulevard and Greenwood Avenue in the City of Montebello, where it would shift slightly south of the center of Washington Boulevard. Revenue service would terminate at Greenwood station to the west of Greenwood Avenue and tail tracks would continue further east to Montebello Boulevard to allow for the LRT to reverse direction. The guideway and trackwork design would comply with the Metro Rail Design Criteria (MRDC).

2.2.1.1 Traffic Circulation Changes

Left turns would be eliminated at the intersection of Washington Boulevard and Maple Avenue where the at-grade alignment begins just west of the intersection. At the intersection of Washington Boulevard and Montebello Boulevard, two options for the guideway are being considered:

- Montebello Boulevard Option 1 (no left turn) – This option would remove left-turn pockets on Washington Boulevard and eliminate left turns onto Montebello Boulevard from both directions. Only through traffic movement and right turns would be allowed from Washington Boulevard at this intersection.
- Montebello Boulevard Option 2 (left-turn pocket) – This option would retain left-turn pockets on Washington Boulevard for traffic in both directions. This option would require widening Washington Boulevard and involves additional property acquisitions.

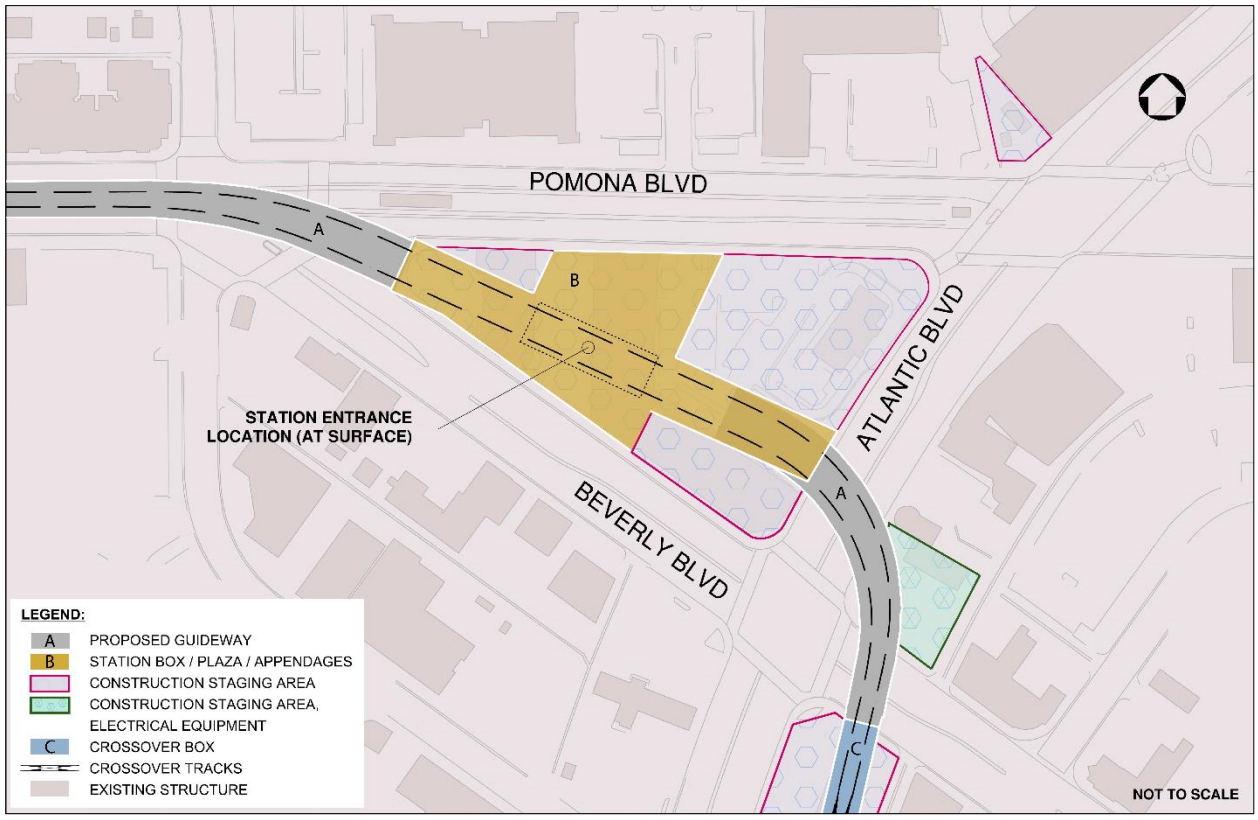
Additional changes to traffic circulation include a reduction in the number of traffic lanes on eastbound 3rd Street from two lanes to one between Civic Center Way and the new Sheriff's Department access road to accommodate the open trench and on Washington Boulevard between Saybrook Avenue and the eastern terminus from three lanes to two lanes to allow for the placement of columns to support the aerial guideway and for the right-of-way needs of the at-grade guideway. Unsignalized left-turns along the at-grade guideway would be prohibited. Minor changes to lane configurations at intersections may be required to accommodate new or modified traffic circulation patterns, such as along Washington Boulevard and near the intersection of 3rd Street and Atlantic Boulevard to accommodate the trench for the transition. There may also be new traffic signals or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to and from stations. Additional changes may include access changes at selected cross streets due to at-grade or aerial crossings and driveway widening at some industrial properties along Washington Boulevard.

2.2.2 Proposed Stations

The following stations would be constructed under the Build Alternative:

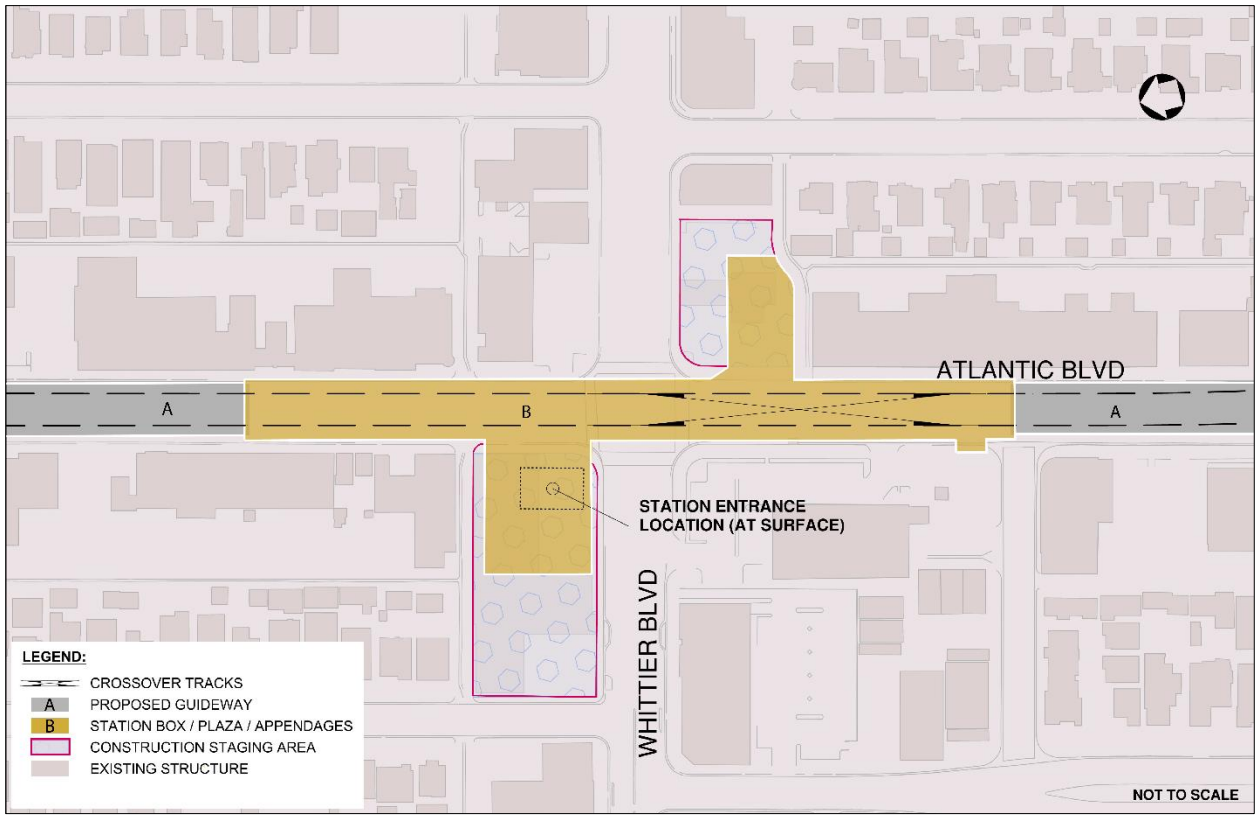
- Atlantic/Pomona – The Atlantic/Pomona station would relocate the existing at-grade Atlantic Station to an underground station with a center platform layout. This station would be located beneath the triangular parcel bounded by Atlantic Boulevard, Pomona Boulevard, and Beverly Boulevard. The existing parking structure with 280 parking spaces is located north of the 3rd Street and Atlantic Boulevard intersection would continue to serve this station. In coordination with Metro Art, efforts would be made, as feasible, to relocate the artwork from the existing Atlantic Station to the new Atlantic/Pomona station.
- Atlantic/Whittier – This station would be underground with a center platform located beneath the intersection of Atlantic and Whittier Boulevards in East Los Angeles. Parking would not be provided at this station. Access to the station would be provided via an entrance located on the northwest corner of the Whittier Boulevard and Atlantic Boulevard intersection.
- Commerce/Citadel – This station would be underground with a center platform located beneath Smithway Street near the Citadel Outlets in the City of Commerce. Parking would not be provided at this station. Access to the station would be provided via an entrance located south of Smithway Street west of Gaspar Avenue.
- Greenwood – This station would be at-grade with a center platform on Washington Boulevard located just west of Greenwood Avenue in the City of Montebello. This station would provide a surface parking facility with 270 to 370 proposed new surface parking spaces near the intersection of Greenwood Avenue and Washington Boulevard.

Conceptual station site plans are shown in **Figure 2.5** through **Figure 2.8**. Station public area designs and amenities would comply with the Systemwide Station Design Standards, Metro Art Program Policy, MRDC, and Architectural Standard and Directive Drawings. Design elements would include, but would not be limited to, station signs, entrance portal canopies at the underground stations, platform canopies at the at-grade station, plaza paving and landscaping, interior architectural finishes and furnishings, lighting, passenger telephones, sound attenuation features, customer information panels, real-time information digital screens, fare gates, fare vending machines, integrated public art, security cameras, and bike racks and lockers. Station entry portals with escalators and elevators would provide access to underground stations. Access to all stations would be compliant with the Americans with Disabilities Act (ADA) and would also have bicycle and pedestrian connections. Bicycle and pedestrian connections to the stations would comply with the Metro First/Last Mile (FLM) Guidelines and the MRDC. Details, including station area planning and urban design, would be determined during the Build Alternative's final design phase in compliance with Metro design standards and policies for Metro rail stations.



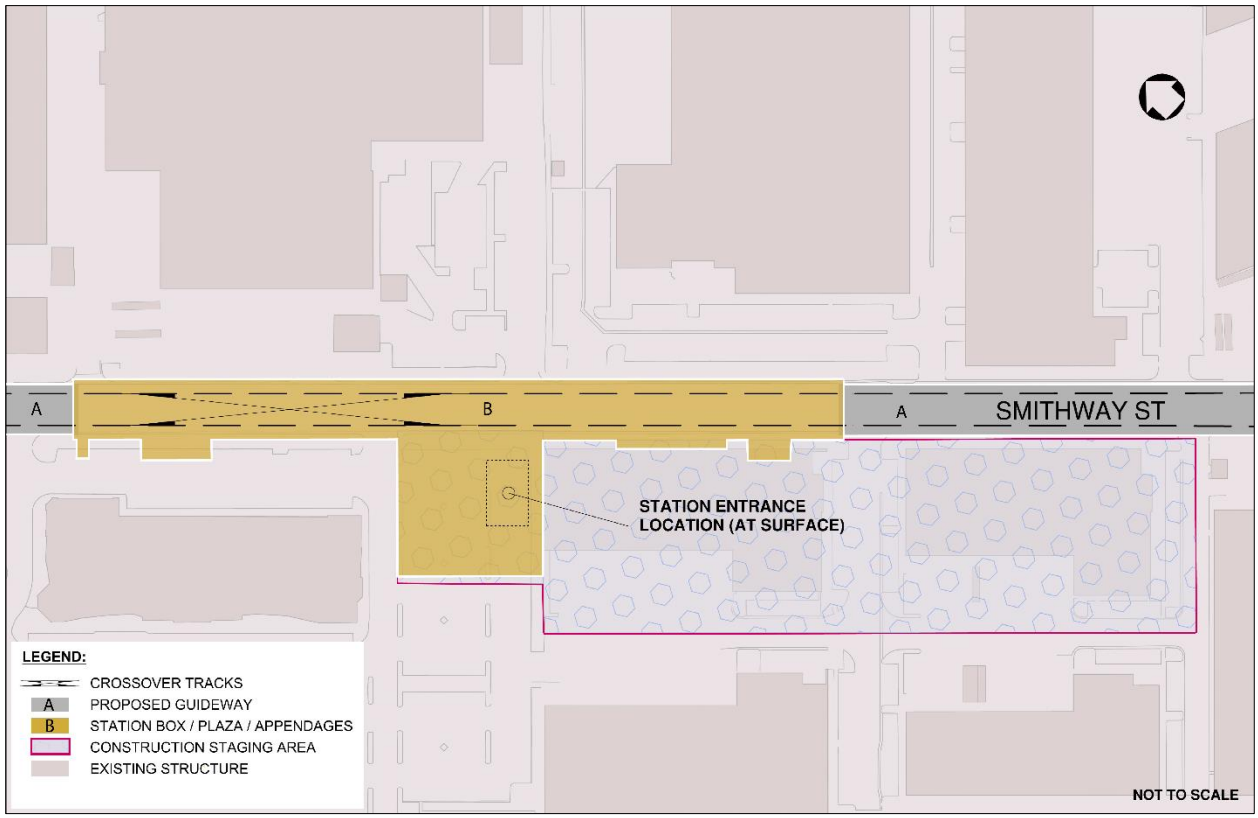
Source: Metro; HNTB/Cordoba 2026.

Figure 2.5. Atlantic/Pomona Station Conceptual Site Plan



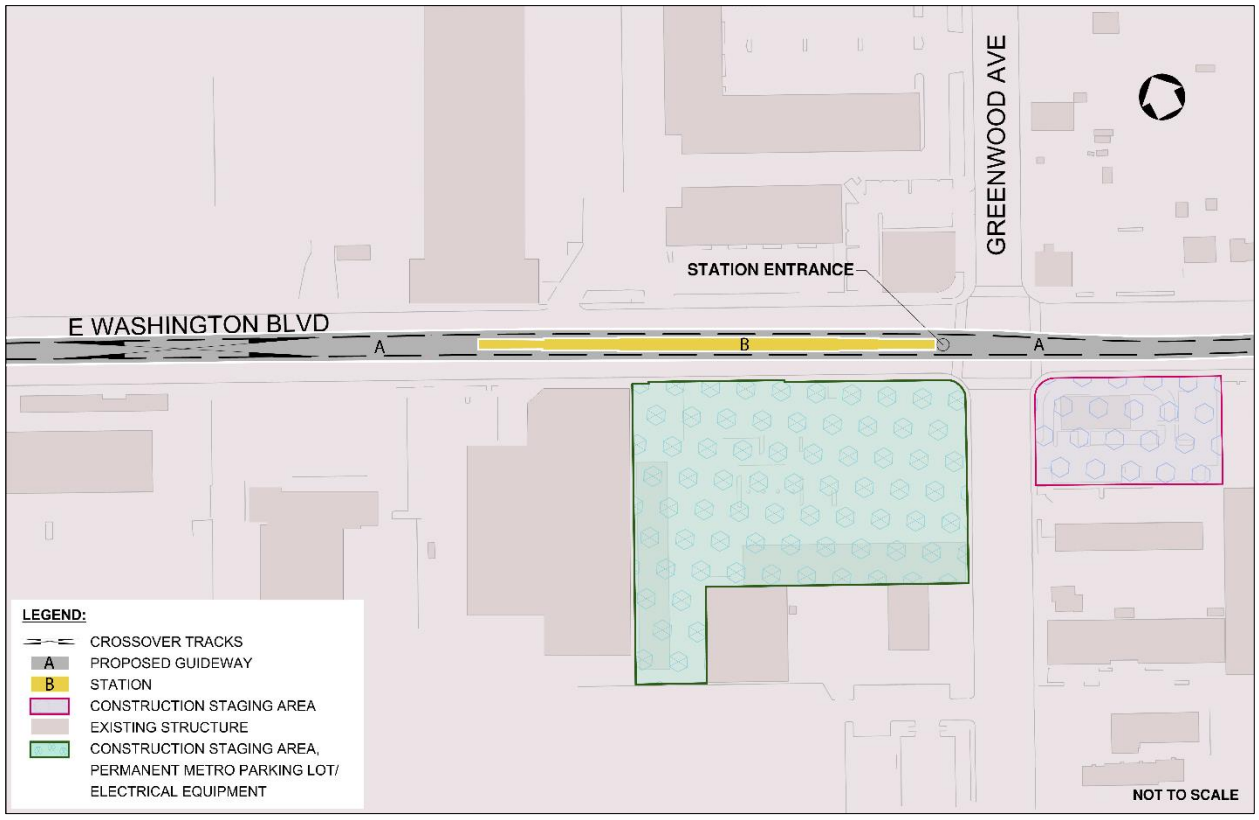
Source: Metro; HNTB/Cordoba 2026.

Figure 2.6. Atlantic/Whittier Station Conceptual Site Plan



Source: Metro; HNTB/Cordoba 2026.

Figure 2.7. Commerce/Citadel Station Conceptual Site Plan



Source: Metro; HNTB/Cordoba J2026.

Figure 2.8. Greenwood Station Conceptual Site Plan

2.2.3 Guideway and System Facilities

The Build Alternative would include additional elements to support vehicle operations, including but not limited to the OCS, tracks, crossovers, cross passages, ventilation structures, emergency fire exits, TPSS, train control houses with electric power switches and auxiliary power rooms, radio communications, an emergency generator, and the MSF. The Build Alternative would have an underground alignment of approximately 3.1 miles in length between La Verne and Saybrook Avenue. Ventilation shafts and emergency fire exits would be installed along the underground portion of the alignment as required by the current version of Metro's Fire Life Safety Criteria. These would be located at the underground stations and adjacent to the crossover following the Atlantic/Pomona station. The Build Alternative alignment would travel along the median of the roadway for most of the route. The precise location of railroad system facilities would be determined in a subsequent design phase.

2.2.4 Maintenance and Storage

2.2.4.1 Maintenance and Storage Facility (Sites 1, 2, and 3)

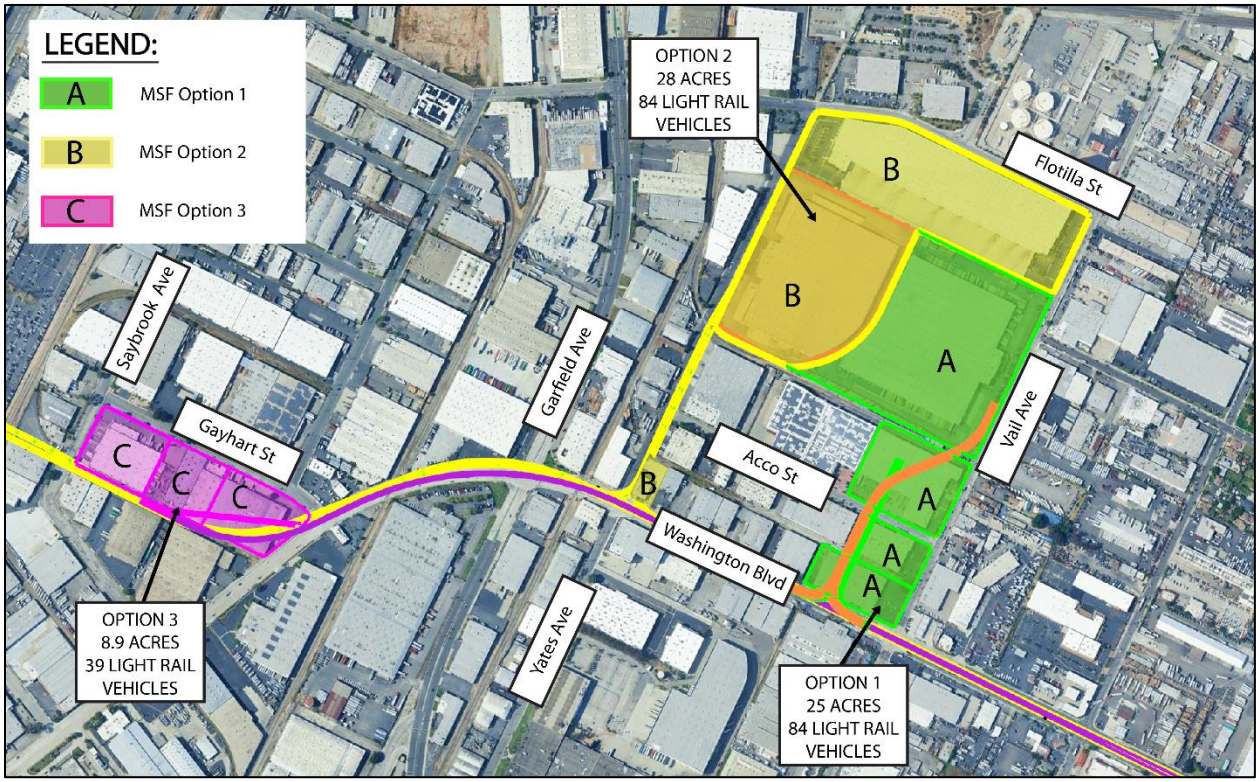
The Build Alternative would include equipment and facilities for cleaning and maintenance of rail cars and to store vehicles that are not in service. This would be supported by a new MSF that would be constructed in an industrial zone in the City of Montebello or in the City of Commerce.

Three site options for the MSF are evaluated in this report: MSF Sites 1 and 2 (25 acres and 28 acres in size, respectively) are in the City of Montebello and MSF Site 3 (9 acres in size) is in the City of Commerce. Only one of the three sites would be selected and constructed. The MSF would include equipment and facilities to clean and maintain rail cars, tracks, and other system components. The MSF would enable storage of light rail vehicles that are not in service and Metro's hi-rail service vehicles, and it would also provide office space for operation and administrative staff. MSF Sites 1 and 2 would have repair facilities and larger storage capacity as compared to MSF Site 3.

MSF Sites 1 and 2 would be north of Washington Boulevard and south of Flotilla Street. Specifically, MSF Site 1 would be west of Vail Avenue with mid-block yard lead tracks and MSF Site 2 would be west of MSF Site 1 with yard lead tracks on Yates Avenue. MSF Sites 1 and 2 would require yard lead tracks that connect to the main line at a wye junction (i.e., three-way junction). The yard lead tracks for MSF Sites 1 and 2 would connect to the mainline alignment in an aerial configuration and transition to at-grade as the track approaches the MSF.

MSF Site 3 would be located west of MSF Sites 1 and 2, at the tunnel boring machine launch (TBM) site at Gayhart Street, east of Saybrook Avenue. The tracks to the MSF would come off the mainline in the LRT ROW north of Washington Boulevard on the parcel east of Saybrook Avenue and south of Gayhart Street as the alignment transitions from an underground to an aerial configuration.

The evaluation of the MSF in this report refers to MSF Sites 1, 2, and 3. MSF Sites 1, 2, and 3 are discussed separately only when there is a difference in the analysis between the three sites. **Figure 2.9** shows the location of the three MSF site options, which are described in greater detail in the following sections.

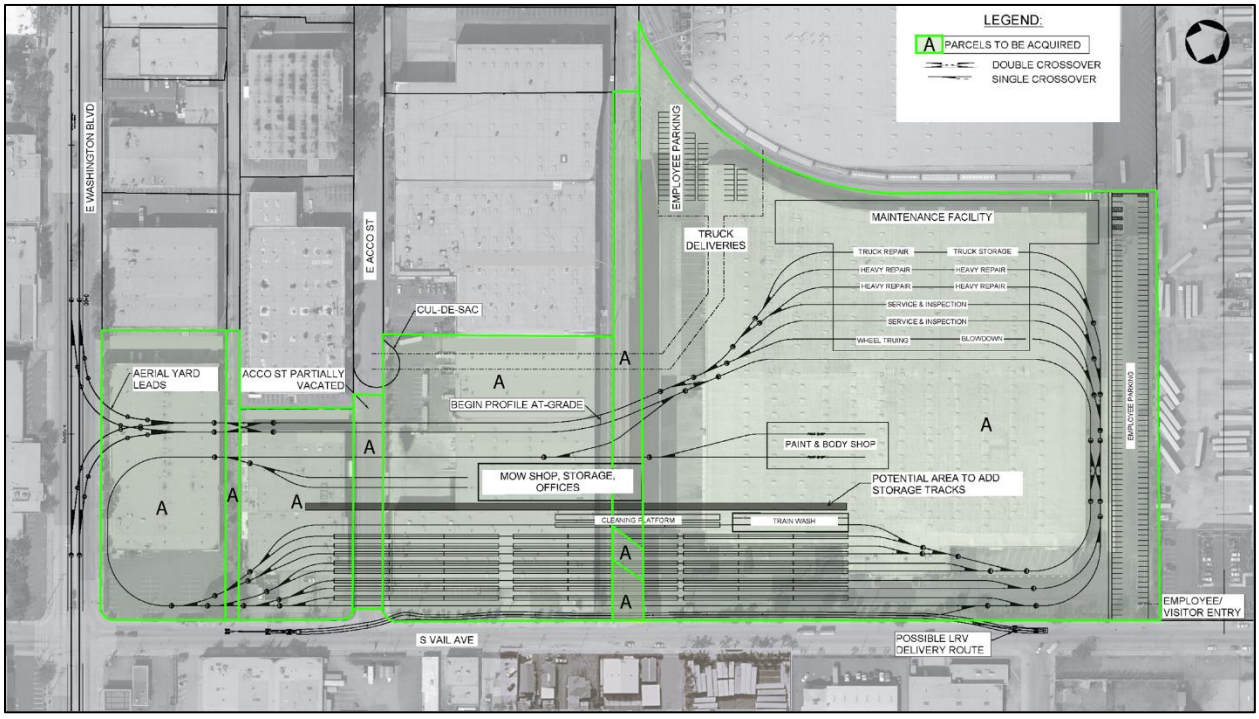


Source: HNTB/Cordoba 2026.

Figure 2.9. MSF Site Options

2.2.4.1.1 MSF Site 1: Aerial Yard Lead Tracks Located Mid-Block

MSF Site 1, shown in **Figure 2.10**, would be approximately 25 acres in size and would encompass four parcels on the west side of Vail Avenue between Flotilla Street and Washington Boulevard. The yard lead tracks to MSF Site 1 would be in an aerial configuration from Washington Boulevard, paralleling Vail Avenue, and would transition to at-grade as the track approaches the MSF. The yard lead tracks would require elimination of through-access to vehicles on Acco Street from Yates Avenue to Vail Avenue. A cul-de-sac would be provided on the westerly side of the lead tracks to ensure that access to businesses in this area is maintained from Yates Avenue. MSF Site 1 would require the full acquisition of five properties and partial acquisitions of two properties with commercial and industrial uses to accommodate the MSF and the lead tracks. A partial vacation of Acco Street would also be required. MSF Site 1 would accommodate storage of up to 84 light rail vehicles (LRV) cars and would have approximately 204 employee parking stalls (including 6 ADA parking stalls).

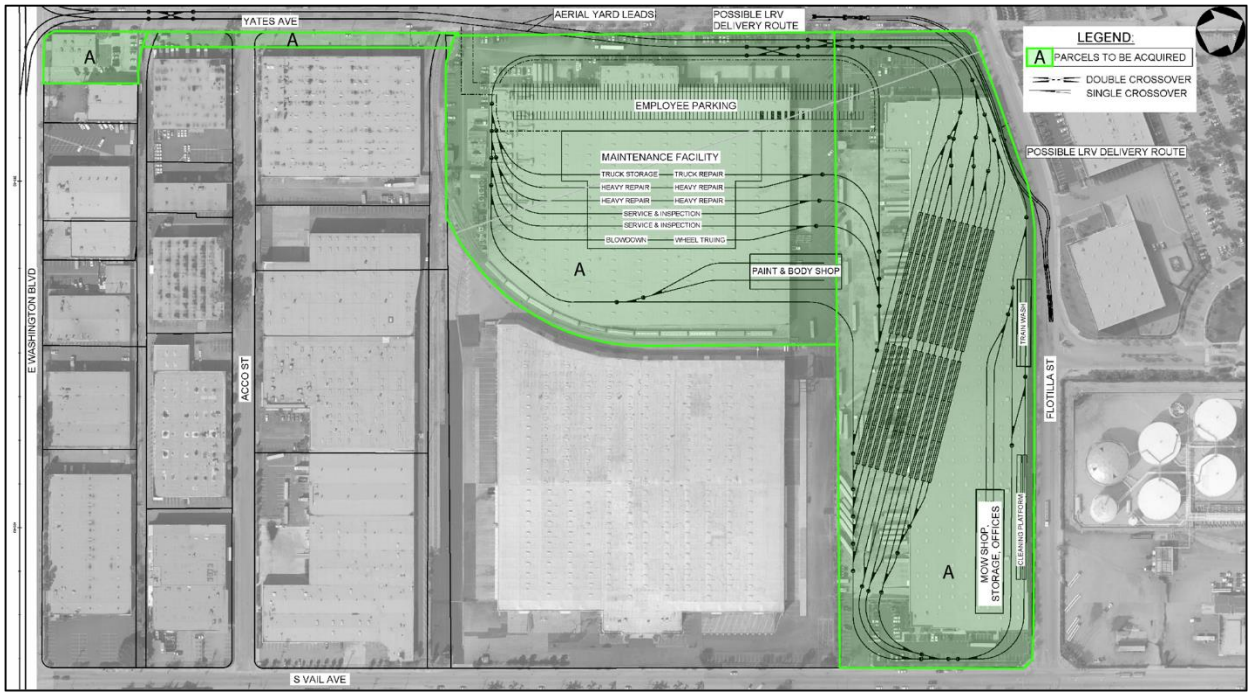


Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

Figure 2.10. MSF Site 1

2.2.4.1.2 MSF Site 2: Aerial Yard Lead Tracks Located along Yates Avenue

MSF Site 2, shown in **Figure 2.11**, would be approximately 28 acres in size and would encompass one parcel along the south frontage of Flotilla Street between Yates Avenue and Vail Avenue, and one adjacent parcel immediately to the south, east of Yates Avenue. Additional acreage would be needed to accommodate the yard lead tracks and associated construction staging. If MSF Site 2 is selected, the aerial guideway east of Gayhart Street would be located immediately to the north of Washington Boulevard and merge into the center median of Washington Boulevard east of Garfield Avenue. The yard lead tracks to the MSF would partially be in the City of Commerce, starting in an aerial configuration from Washington Boulevard along the easterly edge of Yates Avenue, and transitioning to at-grade as the tracks approach the MSF. Yates Avenue would retain one vehicle lane in both directions. Two lanes of traffic would be maintained in each direction along Washington Boulevard. MSF Site 2 would require full acquisition of seven parcels for the MSF and the yard lead tracks. MSF Site 2 would also require 10 partial acquisitions of properties including properties along Yates Avenue between Washington Boulevard and MSF Site 2 to accommodate the yard lead tracks and along Washington Boulevard between Gayhart Street and Yates Avenue for the mainline alignment and lead tracks. The MSF would accommodate storage of up to 84 LRV cars and would have approximately 255 employee parking stalls (7 ADA parking stalls).

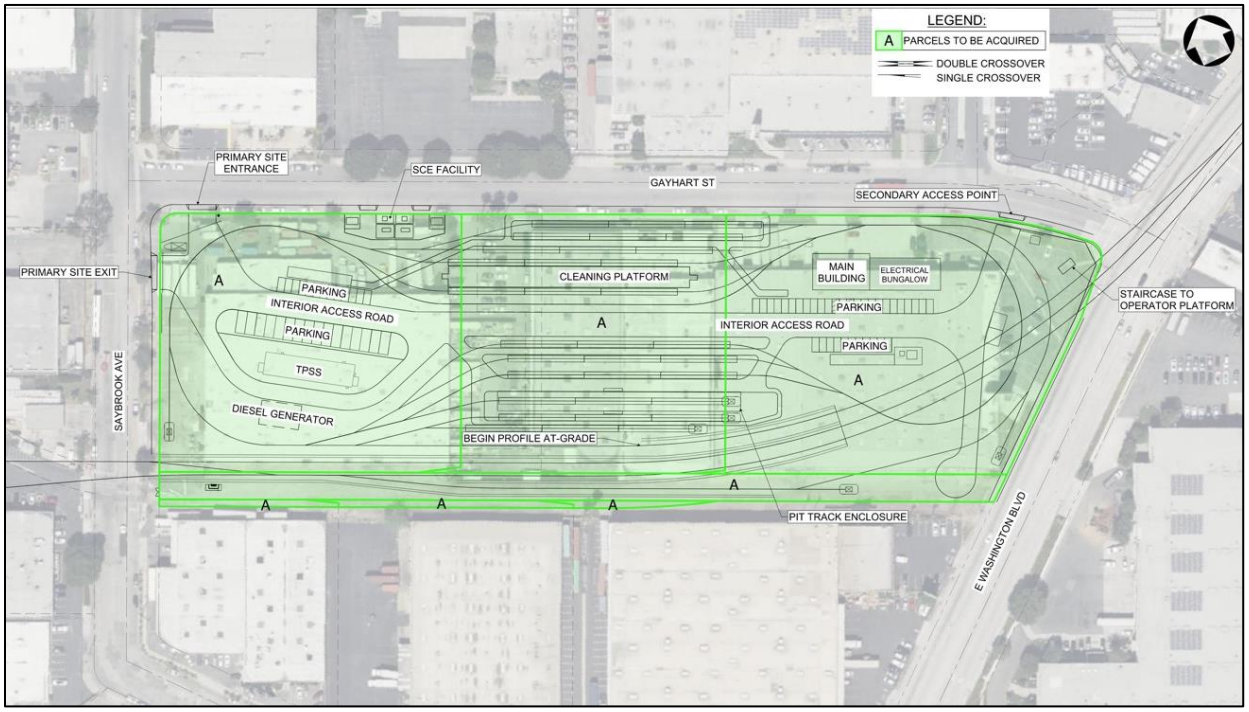


Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; MOW = Maintenance of Way

Figure 2.11. MSF Site 2

2.2.4.1.3 MSF Site 3: Satellite Yard at Gayhart Street

MSF Site 3, shown in **Figure 2.12**, would be approximately 8.9 acres in size and would encompass three parcels south of Gayhart Street between Saybrook Avenue and Washington Boulevard in the City of Commerce. MSF Site 3 would require full acquisition of five parcels for the MSF, which would also be used for the transition from the tunnel to aerial tracks, construction staging, and the launching of the TBM. The tracks into the MSF would connect to the main line in an at-grade configuration between Saybrook Avenue and Washington Boulevard as the main line alignment transitions from underground to aerial. MSF Site 3 would accommodate storage of a minimum of 39 LRV cars and would have approximately 62 employee parking stalls (3 ADA parking stalls). MSF Site 3 would not have repair facilities.



Source: Metro; HNTB/Cordoba 2026.
Key: LRV = Light Rail Vehicle; SCE = Southern California Edison; TPSS = traction power substation

Figure 2.12. MSF Site 3

2.2.5 Construction

The Build Alternative would include the construction of an underground, aerial, and at-grade guideway for LRT. Key construction activities associated with the guideway (at-grade, aerial, underground) would include temporary roadway decking for the cut and cover sections of the underground guideway and the underground stations, tunnel boring for the remaining portions of the underground guideway, and the construction of an aerial viaduct for the aerial guideway. Additional activities would include underground and at-grade station construction, demolition, utility relocations, street improvements (such as sidewalk reconstruction and traffic signal installation), retaining walls, and LRT operating systems installation including TPSS and OCS. The Build Alternative would also include construction of a parking facility, other railroad system facilities, the Maravilla Crossover and other crossovers along the alignment, potential street widening, and the MSF. Utility relocation work would generally occur within the affected ROW and on adjacent and nearby streets.

In addition to adhering to regulatory requirements, the development of the Build Alternative would employ conventional construction methods, techniques, and equipment. All work for development of the LRT system would conform to accepted industry specifications and standards, including Best Management Practices (BMPs). Project engineering and construction would, at minimum, be completed in conformance with applicable regulations, guidelines, and criteria, including, but not limited to, Metro Rail Design Criteria, Architectural Standard and Directive Drawings, California Public Utilities Commission regulations, California Building Code, Metro Operating Rules, and Metro standard and directive drawings from other engineering disciplines as needed. Cooperation with the corridor cities and Los Angeles County would occur throughout the construction process.

Build Alternative construction is anticipated to last approximately 60 to 84 months. Construction activities for the at-grade alignment, aerial alignment, and underground alignment would occur simultaneously. The construction of the underground stations is anticipated to take 36 to 48 months, while the construction of the at-grade station is expected to last approximately 12 to 18 months. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions and disruptions to businesses and other land uses along the alignment. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Manual of Uniform Traffic Control Devices standards. Standard traffic control methods and devices would be used, including the use of signage, roadway markings, flagging, and barricades to regulate, warn, or guide road users. Laydown and storage areas (staging areas) for construction equipment and materials would be in the vicinity of the Build Alternative within parking facilities, and/or on parcels that would be acquired for the proposed stations and the MSF. Staging areas would be used to store building materials and construction equipment, assemble the TBM, temporarily store excavated materials, and house temporary field offices for Metro's contractor. A temporary electrical conduit would be extended from the existing Vail Substation north of Flotilla Street to the TBM launch site to power the TBM. This would involve installing the temporary conduit in a trench within the ROW of Yates Avenue and Washington Boulevard. The trench excavation would be approximately 3-feet wide and about 20-feet deep.

2.2.6 Operations

Operation of the Build Alternative would be managed by Metro staff and personnel. The Build Alternative would operate a train line using light rail technology. Operational activities of the Build Alternative would include train car operations, train car maintenance (including cleaning and storage), track maintenance, and general administration. In addition, the Build Alternative would include emergency lighting, communications and wayfinding systems, a command-and-control system, a public information system, and security systems to monitor activity at station platforms along the alignment and at the MSF. Operation of an MSF would include daily service and cleaning, inspection, and storage of light rail vehicles. MSF Sites 1 and 2 would also include repair facilities.

The operating hours and schedules for the Build Alternative would be comparable to the weekday, Saturday and Sunday, and holiday schedules for the Metro E Line. It is anticipated that trains would operate every day from 4 am to 1 am the following day. On weekdays, trains would operate approximately every 6 minutes during peak hours, every 10 minutes mid-day, and every 12 to 20 minutes in the early morning and after 7 pm. On weekends, trains would operate every 10 minutes from 9 am to 9 pm, and every 20 minutes before 9 am and after 9 pm. The operational headways (the time between vehicles past a given point) are consistent with Metro design requirements for future rail services.

Forecasted ridership for the Build Alternative anticipate approximately 7,550 total weekday station boardings by 2050 compared to 3,010 boardings at the existing Atlantic/Pomona Station under the No Build Alternative. Based on the operating headway requirements and ridership forecasts, Metro anticipates the need for an additional three trains for the Metro E Line to operate the Build Alternative. Each train would have three cars and there would be one spare train consisting of three train cars for a total of 12 new train cars.

2.3 No Build Alternative

The No Build Alternative evaluates the reasonably foreseeable effects within the Study Area if the Build Alternative were not approved. The No Build Alternative would maintain existing transit service through the year 2050. No new transportation infrastructure would be built within Los Angeles County aside from projects currently under construction or funded for construction and operation by 2050 via the 2008 Measure R or 2016 Measure M sales taxes. The No Build Alternative would include existing roadway and transit projects identified for funding in Metro's 2020 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) Connect SoCal 2024-2050 Regional Transportation Plan (2024 RTP). The No Build Alternative would include existing projects from the base year (2025) and planned regional projects in operation in the horizon year (2050).

The No Build Alternative is used for comparison purposes to assess the relative benefits and adverse effects of constructing a new transit project in the Study Area versus implementing only currently planned and funded projects. The No Build Alternative is required as a baseline for comparison under the National Environmental Policy Act (NEPA).

3.0 REGULATORY FRAMEWORK

3.1 Federal

NEPA does not include specific guidance or direction with respect to the evaluation of alternatives and their relative effects on traffic and transportation.

3.2 State

3.2.1 Assembly Bill 1358 The Complete Streets Act

This law requires cities and counties to include complete streets policies as part of their general plans so that roadways are designed to safely accommodate all users, including bicyclists, pedestrians, transit riders, and motorists (California General Assembly 2008). Since January 2011, any substantive revision of the circulation element in the general plan of a California local government will include complete streets provisions.

3.2.2 Senate Bill 960 Complete Streets

This law requires the California Department of Transportation (Caltrans) to prioritize pedestrian, cyclist, and public transit user safety and accessibility during road maintenance and improvement projects. Eligible projects include those related to sidewalks, bike lanes, bus-only lanes, comfortable and accessible public transportation stops, frequent and safe crosswalks, median islands, accessible pedestrian signals, curb extensions, and narrower travel lanes. This law also streamlines the decision-making process for local jurisdictions seeking safety improvements on state highways within their communities, ensuring expedited and transparent approvals. Senate Bill 960 also requires Caltrans to prioritize public transit, track and report on investments in complete streets facilities, such as transit priority facilities, and establish and monitor complete streets targets for the state highway system management plan. Senate Bill 960 builds on Assembly Bill 1358, The Complete Streets Act of 2008.

3.2.3 Senate Bill 743 Transportation Impacts

This law requires all projects to be analyzed by their impact on vehicle miles traveled (VMT) rather than vehicle delay and level of service (California State Senate 2013). In compliance with Senate Bill 743, the Governor's Office of Land Use and Climate Innovation (LCI) (formerly the Governor's Office of Planning and Research [OPR]), developed a Technical Advisory on Evaluating Transportation Impacts in December 2018. The advisory contains LCI's recommendations on methodology to calculate VMT, thresholds of significance, and mitigation measures. The overall guidance for transportation projects (especially

transit and active transportation projects) is that they are presumed to not have an adverse effect if they reduce VMT.

3.3 Regional and Local

3.3.1 Southern California Association of Governments

Transportation planning for Los Angeles County at the regional level is the responsibility of SCAG, which serves as the Metropolitan Planning Organization for the six-county Southern California region and consists of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. In 2024, SCAG adopted the 2024 RTP as the tool used for identifying the transportation priorities of the SCAG region (SCAG 2024). Only projects and programs included in the 2024 RTP are eligible for federal funding. The 2024 RTP includes the Project among the list of projects in the Strategic Plan. The policies and goals of the 2024 RTP focus on the need to coordinate land use and transportation decisions to manage travel demand.

3.3.2 Gateway Cities Council of Governments

In 2016, the Gateway Cities Council of Governments (GCCOG) released their Strategic Transportation Plan that brought together all elements of the Gateway Cities' transportation systems (Cities of southeastern Los Angeles County), including freeways, arterial highways, transit, bikeways, pedestrian facilities, technology, and goods movement. This document describes the unified vision for the future, and the plan's development includes multiple years of data collection, modeling, analysis, engineering, and stakeholder engagement. The GCCOG covers the affected jurisdictions that are discussed in the General and Specific Plans in **Section 3.3.4**.

3.3.3 Los Angeles Metropolitan Transportation Authority

Metro is the state-designated planning and programming agency for Los Angeles County and submits recommended transportation projects and programs to SCAG for inclusion in the Regional Transportation Plan (RTP). Following are relevant plans and policies:

- In 2016, Los Angeles County voters passed sales tax Measure M to fund transit infrastructure expansion throughout Los Angeles County. Metro prepared the Measure M Expenditure Plan to specify the projects and programs to be implemented by the sales tax funds. The Build Alternative is listed in the Los Angeles County Transportation Expenditure Plan developed by Metro for implementing the transportation projects funded by Measure M.

- Metro adopted the Supportive Transit Parking Program Master Plan in 2018, which governs how Metro manages its park-and-ride spaces. The plan is intended to provide an implementation roadmap for parking management policies, planning, enforcement, operations, maintenance, and the technologies required to support the plan. The plan incorporates findings from its Parking Management Pilot Program and other case studies and development of parking management alternatives.
- The Metro Grade Crossing Safety Policy is used to conduct evaluation of all LRT alternative grade crossings (Metro 2010). The policy is intended to provide a structured process for the evaluation of grade crossings along light rail lines. The policy includes three levels of review: (1) planning-level; (2) detailed operational evaluation with assessment of potential impacts to rail operation; and (3) development of consensus regarding the proposed design solution with local constituencies, including other involved agencies and the community, as appropriate.
- Metro adopted a Transit Oriented Communities (TOC) Policy in 2018 and TOC Implementation Plan in 2020 that include land use planning and community development policies that maximize access to transit as a key organizing principle and acknowledge mobility as an integral part of the urban fabric (Metro 2018a; 2020a). TOCs promotes mix of uses close to transit including housing, as well as building densities, parking policies, urban design elements, and FLM facilities that support ridership and reduce auto dependency.
- Metro adopted the NextGen Bus Plan in October 2020 that reorganizes their bus system to provide fast, frequent, reliable, and accessible service to meet the needs of current and future riders (Metro 2020b). Proposed improvements cited in the plan includes adding more Metro bus lines, providing riders with 10-minute or better frequency, expanding midday, evening, and weekend service, having 0.25 mile walk to/from bus stops, and creating a more comfortable and safer waiting environment. Implementation of the NextGen Bus Plan was rolled out in phases starting in December 2020 (Metro 2021a).
- As part of Metro's Administrative Code (Title 8) Metro Parking Ordinance, fees are to be paid by Metro system users for parking at any Metro parking facilities. This policy was established as part of the Metro Board of Directors' (Metro Board) resolution in April 2020 (Metro 2020c). All alternatives are assumed to be designed per the MRDC, unless otherwise noted.
- In September 2020, Metro adopted the 2020 LRTP which provides a detailed roadmap for how Metro will plan, build, operate, maintain, and partner for improved mobility in the next 30 years (Metro 2020d). The Build Alternative is included in the plan as a "near-term" project that has recently broke ground. Additionally, Metro adopted a new Short Range Transportation Plan in September 2025, which is a 15-year strategy to implement, operate, and maintain Metro's transportation network.

- Metro FLM policies and activities are captured and described in the FLM Guidelines adopted by the Metro Board in May 2021 (Metro 2021b). In addition to the Guidelines themselves, policies include Metro Board Motion 14.1 (Metro 2016a) and 14.2 (Metro 2016b). Collectively, these policies describe a process and set of roles whereby Metro initiates station access improvements through planning stages and provides various incentives and assistance for local agencies to deliver planned improvements. FLM efforts focus on streetscape elements that improve access, safety, and user experience for people walking, biking, or using other rolling modes as the predominant means that riders use to access the Metro systems. In January 2025, Metro adopted the Eastside Transit Corridor Phase 2 FLM Plan, which proposes walk and wheel projects that develop and improve first/last mile connectivity and access for people going to and from the planned 0.5-mile station areas and the broader 3-mile area. All proposed projects aim to make the walking and rolling experience safe and comfortable, for all road users (Metro 2025d).
- Metro adopted its most recent version of its Transit Service Policy (TSP) in July 2025, which updated its 2022 TSP as part of the NextGen Bus Plan (Metro 2022, Metro 2025e). This document sets forth the policies, principles, and service guidelines that are used by Metro staff in the design or modification of the bus network to better serve customers and make more beneficial use of available operational resources. The TSP outlines the service change process that provides the quantitative tools to evaluate the system, identifies the process required to seek public input on and approvals for major service changes, and ensures the regional transit system is adjusted according to the service goals and objectives approved by the Metro Board. As of 2025, the majority of the NextGen Bus Plan has been implemented with the updated TSP as well as the opening of the K Line, Regional Connector, and A Line extension to Pomona. Future transit will also fall under the TSP including rail cars entering service and Metro Micro program.
- Metro has a Systemwide Station Design Standard that is outlined in Metro's Systemwide Station Design Standards Policy (adopted in January 2018). This policy requires that all future Metro Rail station designs comply with Metro's Systemwide Station Design Standards and follow a consistent, integrated systemwide design approach (Metro 2018b).
- Metro's Active Transportation Strategic Plan sets the vision for how walking, biking, and rolling are supported across Los Angeles County. Originally adopted in 2016 and updated in 2023, this plan lays the groundwork for more connected and safe mobility (Metro 2023f).

3.3.4 General and Specific Plans

Specific plans for each of the affected jurisdictions provide regulatory tools that local governments use to guide development in a local area consistent with each general plan. While general plans are the primary guide for growth and development in a community, specific plans focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area. The general plans and specific plans that provide a framework for this study include the plans from the Cities of Commerce and Montebello and East Los Angeles (unincorporated Los Angeles County).

3.3.4.1 Los Angeles County

Los Angeles County plans that are relevant to the Project include the Los Angeles County 2035 General Plan (2015-2022), Metro Area Plan (2024), Step by Step Los Angeles County: Pedestrian Plans for Unincorporated Communities (2019), and the Bicycle Master Plan (Los Angeles County Department of Public Works 2012).The Los Angeles County 2035 General Plan (adopted in October 2015 and updated in 2022) provides guidelines for unincorporated areas of Los Angeles County. This plan, specifically the Circulation Element, contains traffic and circulation goals, objectives, and policies for the development of the unincorporated areas of Los Angeles County and the integration of transit into this framework. Additionally, the Los Angeles County Department of Public Works' 2012 Bicycle Master Plan currently acts as the long-range bicycle plan for the county.

The Metro Area Plan provides policies and strategies that focus on encouraging more housing development and multi-modal transportation within the seven unincorporated Los Angeles County communities in the Study Area.

Step by Step Los Angeles County – Pedestrian Plans for Unincorporated Communities provide a policy framework for how the County proposes to get more people walking, make walking safer, and support healthy active lifestyles. The framework includes Community Pedestrian Plans for unincorporated communities in Los Angeles County. The pedestrian plan for East Los Angeles includes analysis of current pedestrian conditions and proposes new pedestrian facilities, actions, and programs.

3.3.4.2 Cities of Commerce and Montebello

The general plans, circulation elements, and specific plans for the Cities of Commerce and Montebello provide local regulatory frameworks and policies related to transportation issues.

City of Commerce plans that are relevant to the Project include the City of Commerce 2020 General Plan (City of Commerce 2008), Commerce Bicycle and Pedestrian Plan (City of Commerce 2020), Commerce Housing Element (2021-2029), and Commerce Transportation Element (City of Commerce 2008). As of 2025, the City of Commerce is currently in the process of updating its general plan.

City of Montebello plans that are relevant to the Project include Montebello General Plan 2024-2040 (2024a), Montebello Bicycle Master Plan in April 2024 (City of Montebello 2024c), and the Downtown Montebello Specific Plan (City of Montebello 2024d). A draft of the 2024 Hazard Mitigation Plan was released in October 2024 (City of Montebello 2024b) and approved in August 2025 (Citizen Portal 2025). The City of Montebello is in the process of drafting the Washington Corridor Transit-Oriented Communities and Multimodal Connectivity Specific Plan, which aims to enhance multimodal transportation access and address connectivity challenges for the community surrounding the Washington Boulevard and Greenwood Avenue area and Washington corridor (Construction Bid Source 2025).

4.0 METHODOLOGY

This section details the approved methodologies for travel demand modeling, data collection, and area of potential impact for transit impacts, transportation network impacts, pedestrian and bicycle circulation impacts, MSF impacts, and construction impacts. To analyze mode shift resulting from the Project, the following key elements are included (with their applicable impact area[s]):

- New Transit Riders (Transit)
- Mode Share Increase (Transit)
- Station Access Modes (Transit)
- Travel times and delays (Transit and Local Roadway Circulation)
- Shifts from Auto to Rail (Regional Transportation)
- Vehicle Miles Traveled (Regional Transportation)
- Service Levels (Local Roadway Circulation)
- Induced Demand/Adjustment Factors (post-COVID travel patterns) (Travel Demand Modeling assumption)

4.1 Travel Demand Modeling

Ridership forecasts, VMT estimates, and other travel demand modeling projections used in this analysis are based on the outputs of the Corridor Based Model 2018 (CBM18). The base-year data in the CBM18 are from 2017 and represent the most recently available data when the model was created in 2018. These data have been used to represent 2017, the original model's base year in this study with future projections reflecting conditions in 2042, the original model's horizon forecast year. The CBM18 was updated and refined specifically for use in this study to include major roadway and transit improvements expected to be completed by 2042.

Specifically, the travel demand modeling analysis includes Metro Measure M projects identified in the Measure M Expenditure Plan and included in the CBM18 identified to be completed by the forecast year. Similarly, any roadway improvement projects specified by jurisdictions are included in the travel demand modeling analysis. Projects expected to be completed by the forecast year are included in the No Build Alternative and Build Alternative, with the entire list of planned projects listed in **Section 6.1.1.1**. In addition to Metro's Measure M Expenditure Plan, there are many other planned transit projects and programs in various stages of planning that do not have a finalized plan and timeline for implementation at the time of this analysis. Projects and programs that have not been finalized and incorporated into CBM18 are not incorporated into the transit impacts analysis. Examples of transit projects in planning that are not included in this analysis are Metro's Bus Rapid Transit (BRT) Plan, Metro's NextGen Bus Study, Metro's Microtransit Study, Metrolink's Southern California Optimized Rail Expansion Program, and the California High-Speed Rail system.

The horizon year model was then used to develop the following future (Year 2050) scenarios for this analysis:

- No Build Alternative
- Build Alternative

As mentioned in **Section 3.3**, due to the release of 2024 RTP and the updated demographics, the base and forecast years were updated to 2025 and 2050, respectively. No new model runs were performed, but the forecasts developed for the original base and forecast years were adjusted to develop forecasts for the years 2025 and 2050 (the Build Alternative's new base and forecast years) using updated traffic counts collected in 2025.

Population and employment were compared between the 2016-2040 Regional Transportation Plan (2016 RTP), which is the basis for CBM18, and the current 2024 RTP to develop average growth factors for population and employment. **Table 4.1** shows the comparison between Los Angeles County and the Orange County area, as these areas are considered the major markets served for the Build Alternative. Population slightly decreases between 2017 (2016 RTP) to 2025 (2024 RTP) by about 1 percent and by about 6 percent between 2042 (2016 RTP) to 2050 (2024 RTP). Employment increases by about 15 percent between 2017 and 2025 and 4 percent between 2042 and 2050. Since travel demand depends both on the population and employment, an average was taken into account to come up with the adjustment factor. Therefore, an average growth rate of 7.4 percent was used to adjust the 2017 forecasts to generate the 2025 forecasts and -1.2 percent to be applied to 2042 to come up with 2050.

Table 4.1. Population Employment Growth Between 2016 RTP and 2024 RTP (Los Angeles County and Orange County Area)

Year (Y)	Population	Employment	Average Growth of Population and Employment
Y2017 (2016 RTP)	13,345,632	6,010,362	-
Y2025 (2024 RTP)	13,256,343	6,936,586	-
Percent Change	-1%	15%	7.4%
Y2042 (2016 RTP)	15,125,316	7,217,979	-
Y2050 (2024 RTP)	14,229,797	7,476,844	-
Percent Change	-6%	4%	-1.2%

Sources: SCAG 2016 RTP, SCAG 2024 RTP.
Key: RTP = Regional Transportation Plan; - = not applicable; % = percent; Y = year

In addition to the changes due to the RTP, to account for the impacts due to Coronavirus Disease (COVID), Metro is making the following adjustment factors to forecasts across their portfolio of projects:

- Reduce bus boardings by -15 percent
- Reduce rail boardings by -30 percent

- Reduce Metrolink boardings by -40 percent
- No additional adjustments to Auto VMT[3]

4.2 Data Collection

The following sections document the data collection program that is used in the transportation impact evaluation.

4.2.1 Transit

Data on the existing transit network within the Study Area were obtained from individual transit providers for the base year, including operator, type, service area, hours of operation, and current ridership. The proposed transit improvements in the Study Area are described in the transit environmental consequences section (**Section 6.0**), including the Measure M Expenditure Plan as presented in Metro's regional travel demand forecasting model, CBM18. Future transit ridership is based on output from CBM18, summarizing trips by mode, daily boardings, and travel speeds/times for the Build Alternative. Based on observations of local transit ridership patterns, any potential changes to local and regional transit were evaluated for the Project. The following transit performance measures are derived from Metro's CBM18 and reported on:

- Daily Linked Fixed Guideway Trips – A trip from origin to destination on the Metro rail system. Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the Metro rail system.
- Daily Linked Bus Trips – A trip from origin to destination on the countywide bus system. Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the countywide bus system.
- Daily Linked Transit Trips – A trip from origin to destination on the countywide transit system (includes bus and rail modes). Even if a person must make several transfers during a journey, the trip is counted as one linked trip on the countywide transit system.
- Daily Linked Trips (from all travel modes) – A trip from origin to destination utilizing any travel mode. Even if a person used multiple transfers (e.g., bus to bus) or modes (e.g., car to rail), the trip is counted as one linked trip on the system.
- Total Transit Mode Share – The percentage share of all linked trips that involve the use of a transit vehicle as their primary mode of travel. As such, if a person drives to a parking facility to take a train or gets dropped off at a kiss-and-ride facility, the trip is counted as one linked trip on the transit system and is considered part of the transit mode share.

[3] There is no Caltrans data to justify similar VMT reductions on highway side related to COVID. To be conservative, no additional adjustments for COVID-related VMT are applied.

4.2.2 Local and Regional Transportation

Data on the existing transportation network for the surrounding Los Angeles County region were obtained for the base year, including roadway infrastructure and regional travel performance measures. The existing roadway network was itemized for freeway and arterial segments. Regional transportation performance measures were extracted from CBM18, including VMT, vehicle hours traveled (VHT), average vehicle speed in miles per hour (mph), and Ante meridiem (am) and Post meridiem (pm) peak vehicle trips for the Los Angeles County region.

Detailed weekday am and pm peak period intersection turning movement counts were obtained to determine existing traffic volumes on a typical weekday throughout the Study Area. New traffic counts were collected at 40 Study Area intersections (as shown in **Figure 4.1**) during typical weekday peak commute hours from 7 am to 9 am and 4 pm to 6 pm during the regular school year the following days:

- Tuesday, January 28, 2025
- Thursday, January 30, 2025
- Tuesday, February 4, 2025

Intersection signal timing plans were obtained from each of the jurisdictions to properly model existing conditions in the Study Area.

Goods movement information on existing freight operations and service within eastern Los Angeles County was obtained from Los Angeles County and Caltrans. Truck traffic data was calculated from the existing traffic counts and vehicle classification. For locations of potential at-grade crossings, a quantitative analysis was conducted to focus on the safety of grade crossings and evaluation against Metro's Grade Crossing Policy (described in more detail in **Section 4.2.2.3**). Other effects on traffic safety—such as those effects due to changes to lane configurations, traffic control devices, or goods movement (i.e., truck routes)—are evaluated qualitatively. Highway traffic data was collected from Caltrans, but the latest available data is from 2022.

4.2.2.1 Level of Service Analysis

The Level of Service (LOS) analysis was evaluated under the following scenarios:

- Existing Conditions: Represent the physical conditions at the start of the transportation analysis in 2025.
- No Build (2050 Cumulative) Conditions: Represent projected conditions in the forecast year 2050, accounting for existing, approved, and reasonably foreseeable future developments without the proposed Project.
- Build (2050 Cumulative Plus Project) Conditions: Reflect forecast year 2050 cumulative conditions combined with the Build Alternative. Build Alternative-specific impacts were assessed by comparing these conditions to cumulative conditions and determining whether the Build Alternative would have adverse transportation impacts.



Source: CDM Smith/AECOM JV 2025.

Figure 4.1. Study Intersections

The Build Alternative's impact on the cumulative year is identified by comparing the results of the 2050 Cumulative Conditions with the 2050 Cumulative Plus Build Alternative Conditions.

The Highway Capacity Manual (HCM), an industry-standard guidance document, was used to evaluate the intersection LOS and determine whether the Build Alternative would adversely affect traffic operations. Under the HCM (7th Edition) methodology, LOS thresholds are based on the average delay experienced by vehicles passing through an intersection. Delay is influenced by several factors, including the signal cycle length (including pedestrian crossings), roadway capacity (i.e., the number of travel lanes available at each intersection approach), and traffic demand volumes.

An intersection's LOS is graded from A to F based on control delay and volume-to-capacity ratios. LOS A represents optimal flow with delays under 10 seconds per vehicle (sec/vehicle) and smooth progression, allowing most vehicles to pass without stopping. LOS B (10–20 seconds per vehicle) still flows well but with slightly more stops. LOS C (20–35 seconds per vehicle) has noticeable stopping and occasional cycle failures. LOS D (35–55 second per vehicle) has frequent stops and high volume, often with ineffective signal timing. LOS E (55–80 second per vehicle) has frequent cycle failures under heavy congestion and poor progression. LOS F (over 80 seconds per vehicle) or volume exceeding capacity) indicates severe congestion where queues often remain unclear. The relationship between LOS and delay for signalized intersections is shown in **Table 4.2**.

Table 4.2. Level of Service Criteria for Signalized Intersections

Signalized Intersection Control Delay (seconds/vehicle)	Level of Service	
	Volume/Capacity ≤1.0	Volume/Capacity > 1.0
0 -10	A	F
> 10 – 20	B	F
> 20 – 35	C	F
> 35 – 55	D	F
> 55 – 80	E	F
> 80	F	F

Source: Highway Capacity Manual 7th Edition 2022.
Key: > = greater than; ≤ = less than or equal to

The traffic analysis software Synchro (Version 12) was used to calculate the intersection delay and resulting LOS. Synchro is a traffic signal progression analysis tool that is capable of performing intersection delay analyses using various methodologies, including those outlined in the HCM 7th Edition. HCM 7th Edition results were used for the analysis; however, for intersections where the HCM 7th Edition method could not be generated in Synchro due to National Electrical Manufacturers Association (NEMA) phasing requirements for traffic signal operations, HCM 2000 results were used instead.

4.2.2.2 Freeway Off-Ramps

The methodology for evaluating freeway off-ramp effects considers vehicle queue lengths resulting from the controlling off-ramp intersection. The 95th percentile queue lengths (the theoretical maximum) were calculated using the HCM methodology based on intersection LOS results. The Build Alternative is considered to have an adverse effect at a study off-ramp if additional vehicles at the controlling

intersection cause the 95th percentile queue to exceed available storage space or add vehicles to a location where the off-ramp queue already extends back onto the freeway mainline.

4.2.2.3 Grade Crossings

An initial screening analysis was conducted for key intersections and grade crossings according to Metro's Grade Crossing Safety Policy for Light Rail Transit (Metro 2010). Metro's grade crossing policy provides a framework for evaluating traffic safety and operations related to at-grade crossings and identifying the need for safety treatments and/or grade separation. The methodology for Milestone 1 – Initial Screening of the Metro Policy is described as follows.

Milestone 1 includes an initial screening based upon readily available planning level information regarding the project description, roadway volumes, and number of lanes, as well as train frequencies.

- Project Description Data – Identifies all of the potential grade crossings or grade separations.
- Roadway Volumes and Number of Lanes – The initial screening is based upon the estimated peak-hour per-lane volume of traffic crossing the alignment (highest directional volume). This analysis utilized forecast year traffic volumes derived from CBM18.
- Train Frequencies – The initial screening is based on train frequencies of 12 trains per hour per direction (5-minute headways).

Metro's grade crossing policy uses a nomograph (i.e., chart) to visualize grade separation thresholds based on the peak-hour per-lane volume of traffic crossing the alignment (in vehicles per lane per hour) and the peak-hour train traffic (in trains per hour). The nomograph is divided into three categories (visualized as areas or portions of the chart): "At-Grade Operation Should be Feasible", "Possible At-Grade Operation", and "Grade Separation Usually Required". Grade crossings can be plotted on the nomograph based on their vehicle and train traffic values to determine the potential need for grade separation. The policy states that any crossing "very close to" one of the thresholds may be considered in the more restrictive category.

For a median-running light rail alignment, the peak-hour per-lane volume of crossing vehicle traffic is generally calculated as the maximum of the following values:

- Cross-Street Traffic – Sum of the left-turn and through movement volumes on a given cross street approach, divided by the number of lanes on that approach serving those movements.
- Parallel Left-turn Movement – Volume on a given left-turn movement from the parallel roadway divided by the number of lanes serving that left-turn movement.

In most cases, cross-street traffic is the controlling value, but the parallel left-turn movement(s) should be considered in cases where they are the principal movement(s) crossing the light rail alignment.

4.2.2.4 Emerging Travel Modes

Recently emerging travel modes, such as rideshare vehicles operated by transportation network companies, may influence the regional transportation system. These vehicles have the potential to provide greater FLM connections, and a percentage of the drop-offs (kiss-and-ride) are appropriated to these modes at proposed stations. The emergence of on-demand delivery vehicles also influences the

regional transportation network; however, no data for e-commerce and on-demand delivery services are available for analysis at the time of this study and, therefore, not included in the Metro model or directly analyzed. Similarly, connected vehicles and autonomous vehicles are potential future transportation modes that could impact the regional transportation network, but no data for connected vehicles or autonomous vehicles are available for analysis at the time of this study and, therefore, not included in the Metro model or directly analyzed.

4.2.3 Parking

The utilization of on-street and off-street parking in the Study Area was identified through field surveys conducted on Wednesday, May 7, 2025, and Thursday, May 29, 2025, between the hours of 6 am and 7 pm.

The future projections for station parking demand are estimated using CBM18 for the Build Alternative. CBM18 was run with unconstrained parking demand for all stations except for the proposed Atlantic/Whitter station and the Commerce/Citadel station. CBM18 constrained the parking demand to zero at these two stations because no parking facilities are proposed in the station design.

4.2.4 Pedestrians and Bicyclists

Existing and planned pedestrian and bicycle facilities within the Study Area were obtained from the following documents:

- Los Angeles County Bicycle Master Plan (Los Angeles County 2012)
- Metro Active Transportation Strategic Plan (Metro 2023f)
- Gateway Cities Strategic Transportation Plan (GCCOG/Metro 2016)
- San Gabriel Valley (SGV) Regional Bicycle Master Plan Study (Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte 2014)
- Montebello's City Bicycle Master Plan (Montebello 2024)
- Commerce's Bicycle and Pedestrian Plan (Commerce 2020)

Facility and bicycle route conditions and potential conflict locations were observed during the traffic count data in late January and early February 2025. Bicycle and pedestrian counts were conducted at 40 intersections within the Study Area during the typical weekday peak commute hours of 7 am to 9 am and 4 pm to 6 pm.

The future projections for weekday pedestrian trips to and from the Build Alternative stations were estimated using CBM18 for the Build Alternative. These am and pm peak-period walk trip boardings and pedestrian trips at station locations are presented to identify if sidewalk overcrowding could occur. A qualitative assessment of the proposed physical environment from the advanced conceptual plan and profile drawings were used to evaluate any potential impacts to the adequacy of pedestrian facilities along the Build Alternative and near each proposed station.

Metro is continuing to expand their Bike Share Program throughout the county and may provide service in the Study Area by opening year, depending on the content of locally adopted plans. Third-party dockless bikeshare and e-scooter companies have recently emerged to provide additional options for active transportation users utilizing bike lanes and related infrastructure. Potential benefits resulting from improved bicycle connectivity or quality of service are taken into account in evaluating overall cumulative impacts.

4.2.5 Emergency Access

Fire and police stations are identified within the Study Area to address whether the Project would affect emergency response times and capabilities resulting in the need for new or expanded facilities to maintain adequate levels of service, as well as the potential for any fire and police stations within the Study Area to be directly impacted as a result of new construction or operations. Section 3.14, Safety and Security, and **Appendix H**, Community Impacts Assessment, of this EA also discuss Build Alternative effects on emergency services, such as effects related to physical alteration or increased use of the services.

4.3 Area of Impacts

The Study Area generally includes the area within a 0.5-mile to 2-mile distance from the guideway centerline as shown in **Figure 2.1**. As shown in **Figure 2.1**, the Study Area includes the Cities of Commerce and Montebello and portions of unincorporated Los Angeles County, including East Los Angeles. In general, the analysis of environmental consequences focuses on transit, regional transportation, pedestrian, and bicycle circulation in the immediate vicinity of proposed stations and within 0.25 mile of the MSF. It also includes all signalized intersections along the Build Alternative that would cross at-grade. Given the range of individual environmental topics under the umbrella of transportation, the area of impacts for each of the environmental topics is summarized by the following, with further detail in **Section 5.0**:

- Transit – Transit services within the Study Area include the Metro Rail E Line (three stations: Maravilla, East Los Angeles Civic Center, and Atlantic Stations), Metrolink (Montebello/Commerce Station), Metro and other jurisdictional bus lines in the Study Area (see **Section 5.1**).
- Transportation Network – Freeway network and arterial network of major north/south and east/west roadways within the Study Area and surrounding region (see **Section 5.2**).
- Pedestrian Circulation – Sidewalks, crosswalks, and other pedestrian facilities near the proposed stations and within the Study Area (see **Section 5.5.1**).
- Parking – Off-street and on-street parking facilities available near the proposed stations. Spillover parking during operations is analyzed for the surrounding areas around applicable proposed stations and within the Study Area (see **Section 5.4**).
- Bicycle Circulation – Class I through Class IV bicycle facilities and bicycle parking near the proposed stations and within the Study Area (see **Section 5.5.2**).

- Emergency Access – Emergency access facilities including police stations, fire departments, and hospitals within the Study Area (see **Section 5.6**).

4.3.1 Transportation Network and Analysis Assumptions

4.3.1.1 General Assumptions

The following general assumptions are made across all alternatives for this transportation analysis:

- Horizon year (2050) truck percentages are assumed to be the same as existing conditions.
- Bicycle facilities are classified with the following standard typology per the Caltrans Highway Design Manual (2018). Although these facilities are defined for bicyclists, they can be used by pedestrians and other modes of personal mobility (where local regulations do not prohibit specific uses, such as e-scooters).
    - Class I (Bike Path) – A ROW to serve corridors not served by streets and highways or where a wide ROW exists to construct a facility away from the influence of parallel streets. Bicycle paths should offer opportunities not provided by the road system, such as a recreational opportunity or direct high-speed commute routes if cross flow by motor vehicle and pedestrian conflicts can be minimized.
    - Class II (Bike Lane) – A ROW delineated with a striped lane on a street or a highway for the use of bicycles separate from motor vehicles to provide for more predictable movements by each.
    - Class III (Bike Route) – A ROW designated by signs or pavement markings for shared use with bicyclists and motor vehicles to provide continuity to other bicycle facilities and/or designate preferred routes through high-demand corridors.
    - Class IV (Separated Bikeways) – A bikeway for the exclusive use of bicycles and including a separation between the separated bikeway and motor vehicle traffic.

4.3.1.2 Project Assumptions

The assumptions are as follows:

- On Washington Boulevard between Garfield Avenue and the proposed terminus Greenwood station, the Build Alternative would result in a reduction in traffic lanes, from three to two through lanes to allow for the placement of columns to support the aerial segments and for the ROW needs of the at-grade segments.
- Turn lanes could be provided at intersections along Washington Boulevard, requiring sliver property takes.

- New turn phases to stop vehicles from turning across the LRT at-grade crossings, and elimination of access (i.e., prohibition of left turns or closure of cross streets) would be established due to the LRT at-grade crossings or aerial structure supports.
- Trains would operate without signal pre-emption along the at-grade sections. Trains would vary in operational run times, depending on the volume of traffic, with longer travel times during peak periods and shorter travel times during off-peak periods.

5.0 AFFECTED ENVIRONMENT

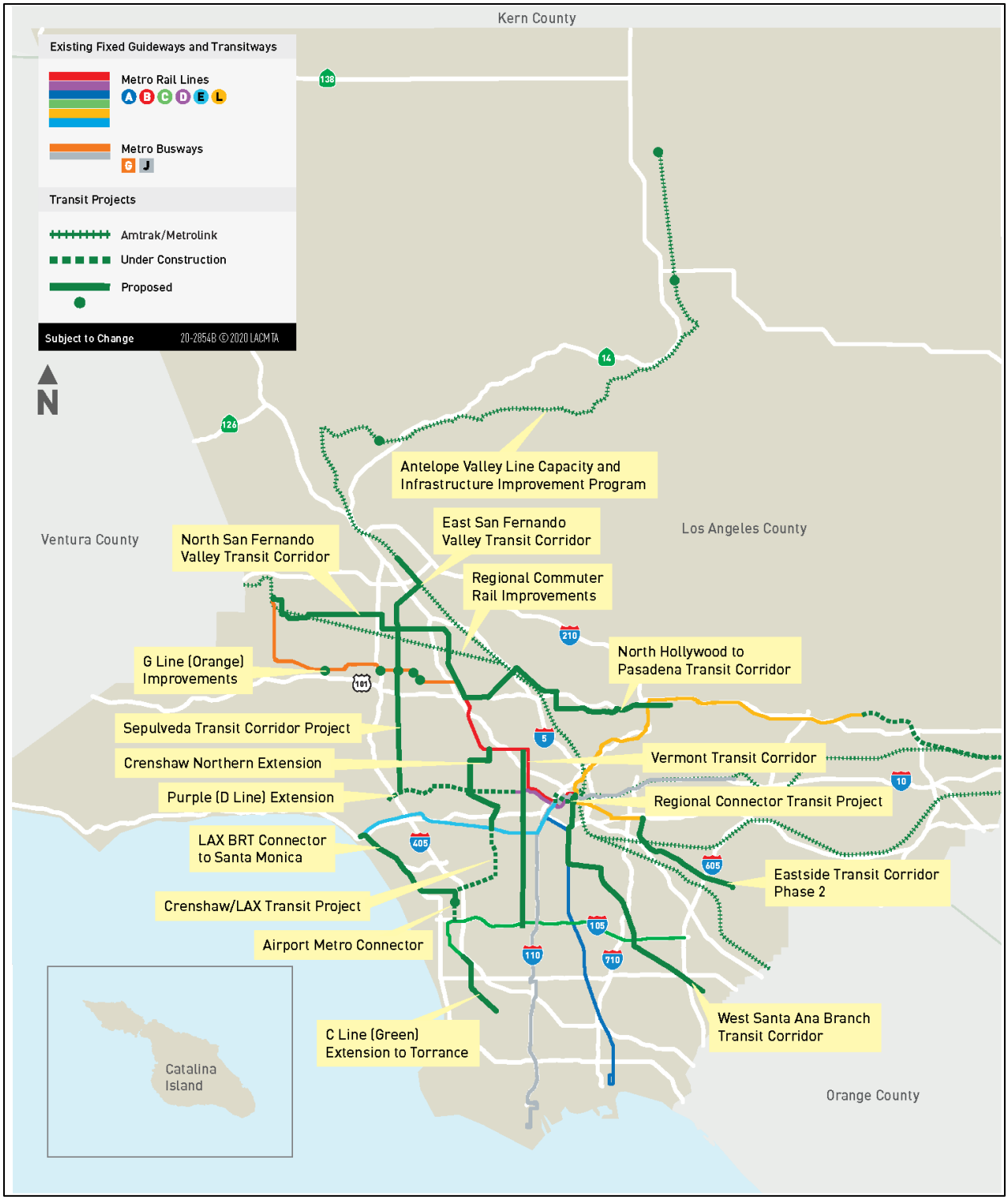
5.1 Transit

The Study Area is served by local and regional transit agencies, including Metro bus and rail services, Metrolink commuter rail, Montebello Bus Lines, Commerce Municipal Bus Lines, and El Sol Shuttle (East Los Angeles Shuttle). Transit service types within the Study Area include rapid bus, express bus, limited bus, LRT, commuter rail, and local bus lines. Commuter and intercity rail service within the Study Area are provided by Metrolink with stations in the Cities of Montebello and Commerce. There are no existing or planned direct routes that would parallel the Build Alternative corridor without several transit transfers.

5.1.1 Metro Rail

Metro operates a rail transit network throughout the urbanized portion of Los Angeles County, consisting of 109 miles of lines with 107 stations, serving an estimated weekday ridership of approximately 205,040 in 2024 (Metro 2025a, Metro 2025b). The existing Metro E Line serves the Study Area with three stations: Maravilla, East Los Angeles Civic Center, and Atlantic. The Build Alternative would extend the existing Metro E Line south and east from the Atlantic/Pomona station. Generally, existing rail lines run at 6 to 8 minute headways during peak hours and 10 to 20 minute headways during off-peak hours. The regional Metro rail network includes six lines which all provide access to the Study Area via transfers to the existing Atlantic Station. Additionally, Metro is currently planning several additional rail lines scheduled to be in operation by the proposed 2035 opening year of the Build Alternative and the horizon year of 2050 as shown on **Figure 5.1**. The existing and planned Metro Rail Lines within the Study Area are described following **Figure 5.1**.

- Metro A Line from Pomona North to Long Beach, LRT – The Metro A Line opened in 1990, operating between 7th Street/Metro Center in Downtown Los Angeles and the City of Long Beach. This was the first LRT system in Los Angeles County since the historic Los Angeles streetcar system closure in the 1960s. In 2003, the Metro A Line passed through communities in Long Beach, Los Angeles, and SGV communities, connecting Azusa to Long Beach. The A Line originally terminated in downtown Los Angeles. With the opening of the Regional Connector in 2023, the northern portion of the Metro L Line between Azusa and the Little Tokyo/Arts District Station was absorbed into the Metro A Line, allowing a rider to travel between the City of Azusa and the City of Long Beach in one trip. In 2025, the second phase of the Metro A Line Foothill Extension opened, connecting the City of Azusa to the City of Pomona in San Bernardino County (Metro 2025h). The Metro A Line served approximately 66,750 average daily weekday riders in 2024 (Metro 2025b).



Source: Metro Long Range Transportation Plan (2020).
Note: Final alignments to be identified during environmental processes. Map includes projects to be completed prior to 2050 (horizon year of the LRTP).

Figure 5.1. Regional Rail and Busway Map

- Metro B Line from Union Station to North Hollywood and Metro D Line from Union Station to Wilshire/Western, heavy rail transit subways – The Metro B and Metro D Lines initially began operations between Union Station and Wilshire/Vermont in 1993, followed by extensions to Wilshire/Western in 1996 and North Hollywood in 2000. The Metro D Line is completely underground, traveling west to Wilshire/Western in the Mid-Wilshire/Koreatown District. Construction is currently underway to extend the Metro D Line to Century City/Westwood. Construction is occurring in three sections. Section 1 of the extension is between Wilshire/Western and Wilshire/La Cienega. Section 2 will extend the D Line to Century City. Section 3 will further extend the D Line from Century City to Westwood/VA Hospital (Metro 2025h). The underground Metro B Line travels northeast to North Hollywood where it connects to the Metro G (formerly the Orange Line), a Bus Rapid Transit (BRT) service. The Metro B Line served approximately 66,640 average daily weekday riders in 2024; statistics are not available for the Metro D Line (Metro 2025b).
- Metro C Line from the LAX/Metro Transit Center to Norwalk, LRT – The Metro C Line opened in 1995, primarily operating in the median of Interstate (I)-105 between the City of Norwalk and the City of Redondo Beach. In 2024, the Metro C Line western terminus changed from Redondo Beach Station to a temporary terminus at Aviation/Century (Metro 2023g). In June 2025, the Metro C Line opened its final terminus at the LAX/Metro Transit Center, connecting to the Metro K Line (Metro 2025i). The Metro C Line served approximately 20,990 average daily weekday riders in 2024 (Metro 2025b).
- Metro E Line from East Los Angeles to Santa Monica, LRT – Phase 1 of the Metro E Line opened in 2012 with service from downtown Los Angeles to Culver City; Phase 2 extended the line to Santa Monica in 2016. With the opening of Regional Connector in 2023, the eastern portion of the Metro L Line (east of downtown Los Angeles) was connected to the Metro E Line at the Little Tokyo/Arts District Station (Metro 2023b). In 2025, the Metro E Line provides service from Downtown Santa Monica Station to Atlantic Station in East Los Angeles. The Metro E Line served approximately 49,990 average daily weekday riders in 2024 (Metro 2025b).
- Metro K Line from the Jefferson Park neighborhood in Los Angeles to Redondo Beach, LRT – The Metro K Line opened in late 2022, operating between the Jefferson Park and Westchester neighborhoods in the City of Los Angeles. In 2024, the Metro K Line southern terminus was extended to Redondo Beach, which was previously served by the Metro C Line (Metro, 2023g). There are plans to extend the Metro K Line further north to connect to the Metro B and D Lines, and south to Torrance (Metro 202h, Metro 2025k). The Metro K Line will connect with the LAX Automated People Mover at the LAX/Metro Transit Center station, which is expected to begin service in 2026 (Metro 2025i). The Metro K Line served approximately 3,680 average daily weekday riders in 2024 (Metro 2025b).

5.1.2 Commuter Rail

Metrolink operates a commuter rail system throughout Southern California with 547 total route miles serving an average of 25,980 weekday riders (Metrolink 2025). Metrolink directly serves the Study Area at the Montebello/Commerce Station on the Riverside Line. As shown in **Table 5.1**, Metrolink's Riverside Line provides rail service from downtown Riverside to Union Station with an average of 1,190 weekday riders in 2024/2025 (Metrolink 2025). Metrolink also provides service just outside of the Study Area at the Commerce Station on the Orange County Line, which connects to both Orange County and Union Station.

Amtrak also provides rail passenger service throughout Southern California and the United States. Near the Study Area, Amtrak operates between Union Station and the City of Fullerton and provides regional connections to destinations throughout Southern California (Amtrak 2025).

5.1.3 Bus

Four transit providers operate bus service within the Study Area (**Figure 5.2**), including Metro, Montebello Bus Lines, Commerce Municipal Bus Lines, and El Sol (East Los Angeles Shuttle) operated by Los Angeles County. Transit service types within the Study Area include rapid, express, limited, and local lines. **Table 5.1** shows the ridership on existing bus lines in the Study Area. **Figure 5.2** shows the transit routes in the Study Area and surrounding region.

Metro's BRT Vision and Principles Study (Metro 2020e) provides the foundational definition of BRT and sets the operational standards and design guidelines for the future development of BRT routes and services. This study also identifies ideal candidate corridors for BRT implementation. Although there is no existing BRT service within the Study Area, the BRT Vision and Principles Study identifies the Atlantic Boulevard corridor (East Los Angeles E Line terminus to Downtown Long Beach) as one of the top five BRT candidates eligible for Measure M Countywide BRT program funds.

The NextGen Bus Plan was approved by the Metro Board in October 2020 to revise and overhaul Metro's bus service (Metro 2020b). The plan was implemented through phases beginning in December 2020. The NextGen Bus Plan involves a strategy to build a world-class bus system by improving the competitiveness of the bus network. As of 2025, the majority of the NextGen Bus Plan has been implemented (Metro 2025e).

Table 5.1. Study Area Transit Routes and Lines (Rail and Bus)

Transit Line	Operating Route			Frequency Weekday (Minutes)[1]			Average Daily Weekday Ridership[2]
	From/To	To/From	Via	am	Mid-Day	pm	
Metro Rail							
Metro E Line	Atlantic Station	Santa Monica Station	Metro E Line Corridor, 1st Street, 3rd Street, and Exposition Blvd	8-20	8-10	8-20	46,990
Metrolink Commuter Rail3							
Riverside Line	Riverside – Downtown	Union Station	Union Pacific Railroad	60	-	60	1,190
Metro Local Bus Lines to/from Downtown Los Angeles							
18	Wilshire Center	Montebello	Whittier Blvd	6-16	8	6-60	20,320
62	Hawaiian Gardens	Downtown Los Angeles	Telegraph Road	45-60	30-60	25-60	3,150
66	Wilshire Center	Montebello	Olympic Blvd	7-30	10	10-60	12,720
Metro Local Bus North-South Lines							
258	Paramount	Highland Park	Fremont Avenue and Eastern Avenue	40	40	40-50	2,120
260/261	Compton/Lynwood	Pasadena	Fair Oaks Avenue and Atlantic Blvd	12-20	13-15	11-30	10,650
Montebello Bus Lines							
10	Monterey Park	Whittier	Atlantic Blvd and Whittier Blvd	17-20	20	15-20	-
20	Rosemead	Montebello	Montebello Blvd and San Gabriel Blvd	28	28	15-28	-
30	San Marino	South Gate	Garfield Avenue	40-60	40-60	55-65	-
40	Downtown Los Angeles	Montebello	Beverly Blvd	15-30	25-30	25	-
50	Downtown Los Angeles	Whittier	Washington Blvd	45	45	40-50	-
70	Montebello	Montebello	Via Campo and Wilcox Avenue	90	90-110	90-110	-
90X	Downtown Los Angeles	Montebello and Whittier	Beverly Blvd	45-50	-	180	-

Transit Line	Operating Route			Frequency Weekday (Minutes)[1]			Average Daily Weekday Ridership[2]
	From/To	To/From	Via	am	Mid-Day	pm	
Commerce Municipal Bus Lines							
100 (Green)	Commerce Center	Veterans Park	Olympic Blvd, Garfield Avenue, and Gage Avenue	60	45-70	60-90	-
200 (Blue)	Commerce Center	Cal State Los Angeles	Eastern Avenue and Ford Blvd	30	30	30	-
300 (Yellow)	Transit Center	Veterans Park	Eastern Avenue, Florence Avenue, Garfield Avenue, and Gage Blvd	50-80	70-90	70-160	-
400 (Pink)	Commerce Center	Transit Center	Eastern Avenue, Atlantic Blvd, and Washington Blvd	30	15-60	15-45	-
500 (Purple)	Shopping Center	Bandini Park	Eastern Avenue, Atlantic Blvd, Astor Avenue, and Harbor Street	75	75-90	75-90	-
600 (Black)	Transit Center	Citadel Outlets	Commerce Way, Telegraph Blvd, and Grand Avenue	30	45-70	30-60	-
700 (Red)	Commerce Center	Veterans Park	Garfield Avenue, Commerce Way, Gage Avenue, Bandini Blvd, and Eastern Avenue	60-70	60-200	75-80	-
El Sol (East Los Angeles Shuttle)[4]							
Union Pacific / Salazar Park	3rd Street and La Verne Avenue	3rd Street and La Verne Avenue	1st Street, 3rd Street, La Verne Avenue, Whittier Blvd, and Indiana Street	60	60	60	-
Whittier Blvd/ Saybrook Park	3rd Street and La Verne Avenue	3rd Street and La Verne Avenue	3rd Street, Hillview Avenue, 6th Street, Westside Drive, Whittier Blvd, and Ford Blvd	60	60	60	-
City Terrace / East Los Angeles College	3rd Street and La Verne Avenue	3rd Street and La Verne Avenue	3rd Street, Cesar Chavez Avenue, Eastern Avenue, City Terrace Drive, and Gage Avenue	60	60	60	-

Sources: CDM Smith/AECOM JV 2025 from Metro, Metrolink; the Cities of Montebello, Commerce, and Los Angeles County Public Works.

Notes:

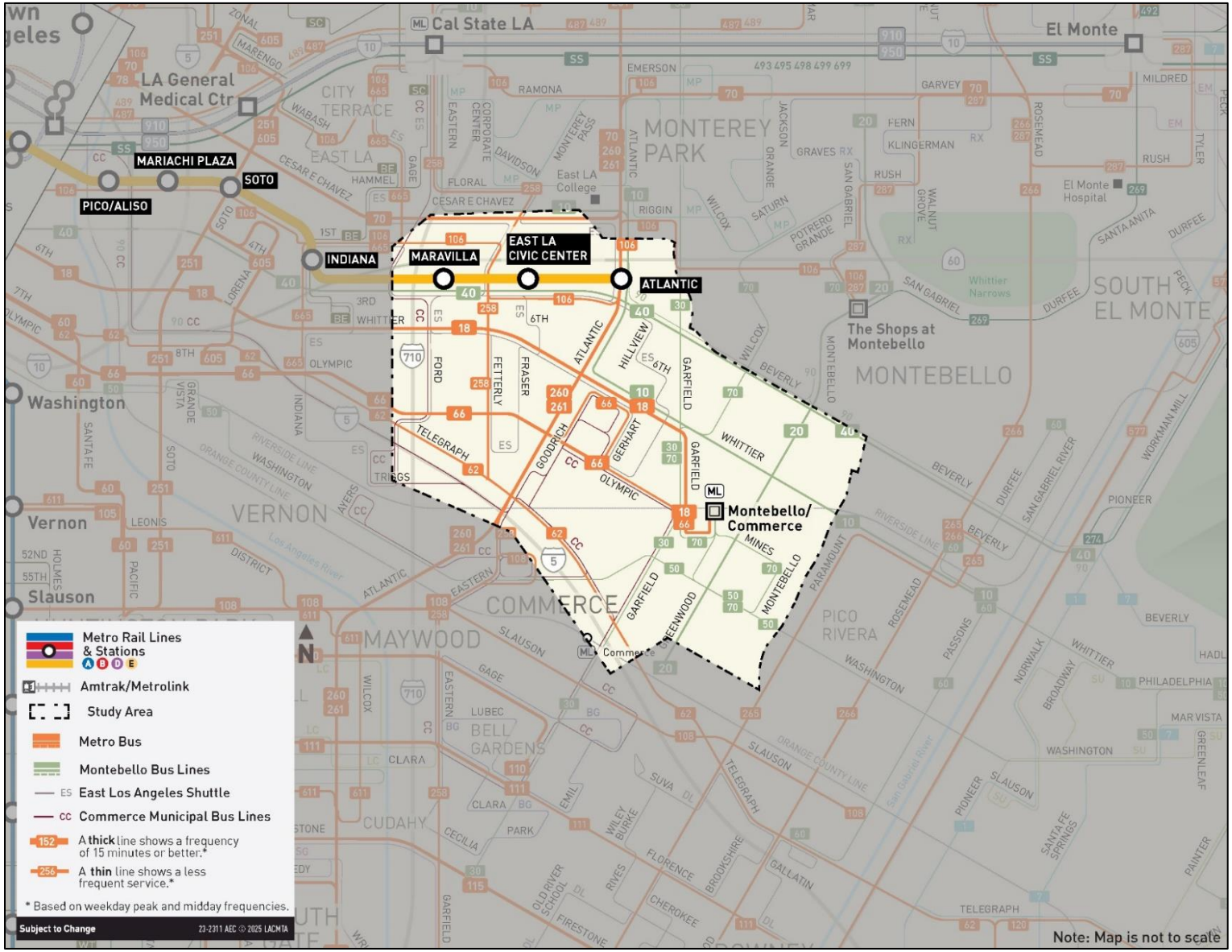
[1] Weekday frequency times were identified for the following time intervals - am: 4 am to 9 am; mid-day: 9 am to 3 pm; and pm: 3 pm 1:30 am.

[2] Average daily ridership (boardings) obtained for Metro rail and buses represent numbers from 2024 Annual Ridership (Metro 2025b) and for Metrolink represent numbers from Q3 of Fiscal Year 2024-2025 (Metrolink 2025).

[3] The Metrolink Riverside Line's inbound route from Riverside to Union Station operates in the am hours, with one mid-day train. The Riverside Line's outbound route from Union Station to Riverside operates in the pm hours, with one mid-day train.

[4] The El Sol Shuttle maintains operations on Mondays and Thursdays from 6 am to 9 am and on Fridays from 6 am to 11 pm.

Key: Blvd=Boulevard; - = Not Applicable



Source: Metro; CDM Smith/AECOM JV 2025.

Figure 5.2. Study Area Transit Routes

As part of the approved NextGen Bus Plan, buses now would arrive every 5 to 10 minutes for 83 percent of current riders (compared to 48 percent prior to implementation). This improvement was achieved by increasing the frequency of buses, improving service on most routes, and allocating more buses in areas with the greatest demand. Under the NextGen Bus Plan, existing local and rapid bus routes were combined into new lines, rerouted, or have other efficiency improvements. Frequencies are adjusted on new lines to align with passenger demand. Transit signal priority, which has been a key part of rapid service has been seamlessly incorporated into the operation of new lines. The result has been faster door-to-door trips for riders. Metro bus lines within the Study Area that have already been revised per the NextGen Bus Plan (Metro 2020b) include:

- Metro Line 62 – Proposed to be discontinued and replaced with a new Line 262. Line 262 will operate between East Los Angeles College, existing Metro E Line Atlantic Station, and Hawaiian Gardens via Atlantic Avenue, Telegraph Road, Pioneer Boulevard.
- Metro Line 66 – Proposed to discontinue late-night service, replace Line 62 along 8th Street, and discontinue service between Olympic and Gerhart and the Metrolink Montebello/Commerce Station.
- Metro Line 258 – Proposed to serve stops along Whittier Boulevard in place of Telegraph Road and along Floral Avenue in place of Monterey Pass Road and discontinued underutilized service in San Marino. Weekend service is now operating.

5.1.4 Other Transit

Metro's Microtransit program (Metro Micro) is an on-demand ridesharing service that uses small vehicles (seating up to 9 passengers) in designated service zones where it can be challenging for Metro to operate fixed-route buses. Metro Micro launched its first phase in December 2020 and covered three zones. As of 2025, Metro Micro operates within eight service zones, which are Watts/Compton, LAX/Inglewood, North Hollywood/Burbank, El Monte, Highland Park/Eagle Rock/Glendale, Altadena/Pasadena/Sierra Madre, Northwest San Fernando Valley and University of California – Los Angeles/Westwood/Veterans Affairs Medical Center (Metro 2025f). None of the service zones are in the Study Area.

Major transit travel corridors in the Study Area include east-west corridors such as Whittier Boulevard, Beverly Boulevard, Olympic Boulevard, 3rd Street, and Washington Boulevard, and north-south corridors such as Atlantic Boulevard, Garfield Avenue, Eastern Avenue, and Montebello Boulevard. Rail feeder bus routes provide direct connections to Metrolink and Amtrak rail stations from major shopping areas (e.g., Citadel Outlets), recreation facilities (Montebello City Park, Saybrook Park), medical facilities, civic centers, and public schools within the Study Area. **Figure 5.2** shows the transit routes in the Study Area.

Figure 5.3 shows the transit ridership for select bus alignments greater than 1,000 daily riders. The line with the highest ridership in the Study Area is Metro Line 18 from Wilshire Center to Montebello (via Whittier Boulevard) with over 20,320 daily riders. Existing ridership on transit routes within the Study Area demonstrates high utilization, which indicates that transportation investments would further enhance transit operations, access, and amenities by improving current services to communities with increased transit demands.

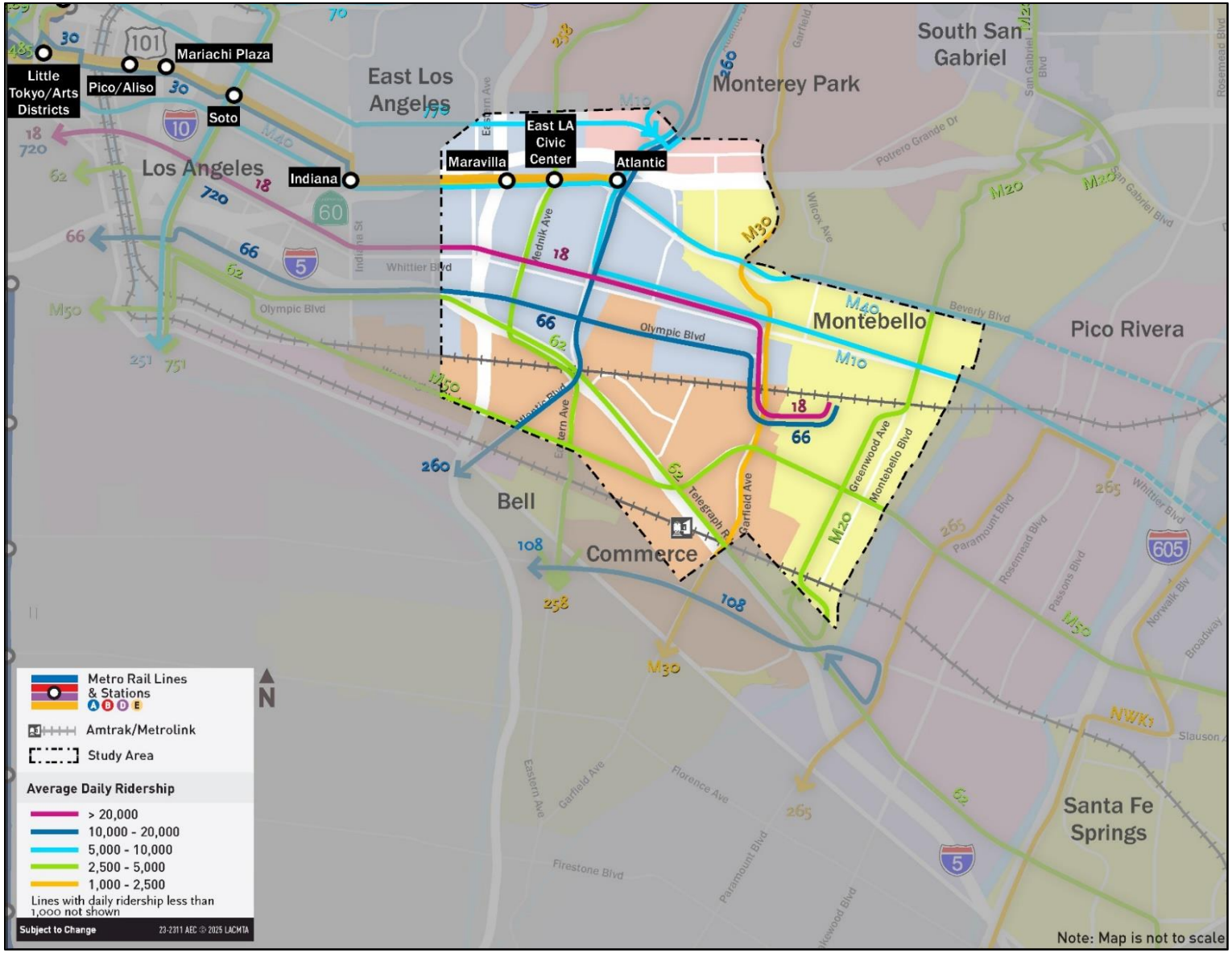
5.2 Transportation Network

The surrounding region is well-served by multiple Interstate Highways, a State Highway, and multiple north-south and east-west arterial streets, including prominent freeways in the region. The key roadways and highway network are shown in **Figure 5.4**. Note that each local jurisdiction has a specific naming scheme for the classes of roadways within its limits. Common classifications have been grouped into freeways and key roadways.

5.2.1 Freeways

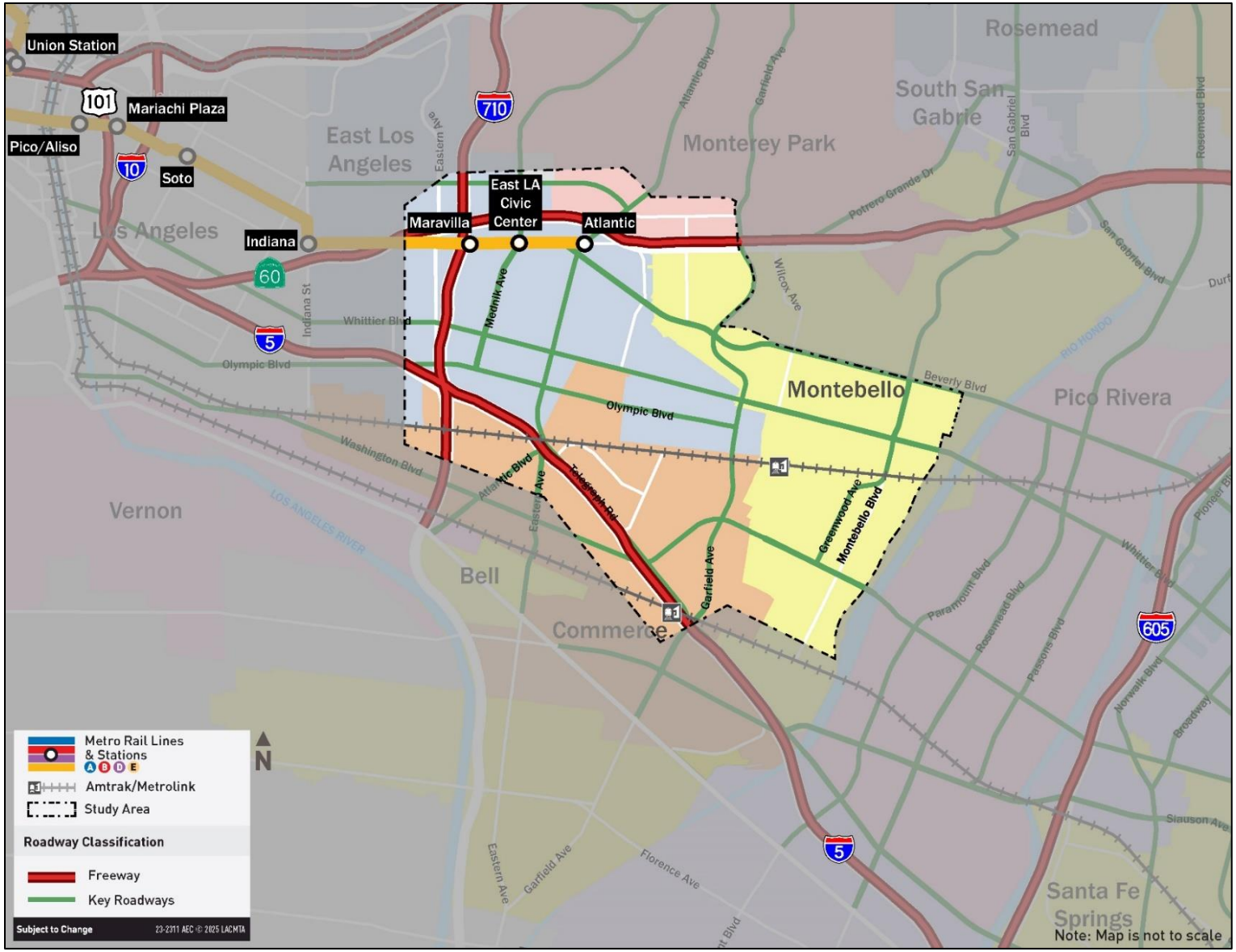
The freeways and highways within the surrounding region include the following:

- I-5, connecting between the Mexican and Canadian borders, runs north-south through California and has interchanges with I-710 and I-605 in the surrounding region. I-5 provides four travel lanes in each direction in the surrounding region. In this area, I-5 runs through Commerce, Montebello, and unincorporated Los Angeles County. On average, I-5 carries 222,714 vehicles per day within the surrounding region (Caltrans 2022).
- I-710 is a north-south freeway from Alhambra to Long Beach with five travel lanes in each direction in the surrounding region. Within this area, I-710 runs through Commerce and unincorporated Los Angeles County. On average, I-710 carries 185,500 vehicles per day within the surrounding region (Caltrans 2022).
- State Route (SR)-60 – SR-60 is an east-west freeway with four to five travel lanes in the westbound direction and four mixed lanes in the eastbound direction within the surrounding region. SR-60 extends from Beaumont to downtown Los Angeles. Within the surrounding region, SR-60 runs through Montebello and unincorporated Los Angeles County. On average, SR-60 carries 216,928 vehicles per day within the surrounding region (Caltrans 2022).



Source: CDM/AECOM JV 2025; Metro 2025b; City of Montebello 2019.

Figure 5.3. Existing Bus Ridership, Selected Lines in Study Area



Source: CDM Smith/AECOM JV 2025.

Figure 5.4. Regional Highways and Key Roadways

5.2.2 Transportation Statistics

Table 5.2 presents transportation statistics throughout the region for existing conditions in the base year.

Table 5.2. Regional Transportation Statistics for Existing Conditions

Region-wide Statistics	Existing Conditions
VMT	510,828,000
VHT	15,476,000
Average Vehicle Speed (miles per hour)	33
am Peak Vehicle Trips	8,910,000
pm Peak Vehicle Trips	11,932,000

Sources: CDM Smith/AECOM JV 2025; Metro CBM18.
Key: VMT = vehicle miles traveled; VHT = vehicle hours traveled

5.3 Local Roadway Circulation

5.3.1 Key Roadway Network

The key directional roadways in the Study Area include the following:

- Key North/South Roadways (listed from east to west):
  - Greenwood Avenue/Montebello Boulevard – Montebello and Commerce
  - San Gabriel Boulevard – Montebello
  - Garfield Avenue – East Los Angeles (Unincorporated Los Angeles County), Montebello, and Commerce
  - Atlantic Boulevard – East Los Angeles (Unincorporated Los Angeles County)
  - Arizona Boulevard/Mednik Avenue – East Los Angeles (Unincorporated Los Angeles County)
- Key East/West Roadways (listed from north to south):
  - Pomona Boulevard/Via Campo – East Los Angeles (Unincorporated Los Angeles County) and Montebello
  - Beverly Boulevard – East Los Angeles (Unincorporated Los Angeles County) and Montebello
  - Whittier Boulevard – East Los Angeles (Unincorporated Los Angeles County) and Montebello
  - Olympic Boulevard – East Los Angeles (Unincorporated Los Angeles County) and Montebello
  - Washington Boulevard – Commerce and Montebello
  - Telegraph Road – Commerce

5.3.2 Roadway Characteristics Summary

Characteristics of the key arterial roadways were compiled based on fieldwork conducted in the surrounding region. A summary of this information is provided in **Table 5.3**.

5.3.3 Daily Traffic Volumes

Daily traffic volumes vary along the Study Area arterials depending on roadway capacity, accessibility to freeways, and land use. The daily traffic volumes for selected key east-west and north-south roadways in the immediate vicinity of the proposed alignments are presented in **Table 5.4** and **Figure 5.5**. **Table 5.4** shows annual average daily traffic volumes (AADTs) in the base year within the Study Area at selected key roadway segments adjacent to the Build Alternative, ranging between 4,600 vehicles to 41,000 vehicles per day. **Attachment A** provides detailed turning movement counts by Study Area intersection for existing conditions.

- Traffic volumes on roadways along the Build Alternative include Atlantic Boulevard at 18,400 to 41,000 vehicles per day, Washington Boulevard at 27,600 to 30,300 vehicles per day, and Smithway Street at 4,600 vehicles per day.
- Traffic volumes on major arterials crossing the Build Alternative along Atlantic Boulevard include Beverly Boulevard at 13,600 to 18,900 vehicles per day and Whittier Boulevard at 19,400 to 23,700 vehicles per day.
- Traffic volumes on major arterials crossing the Build Alternative along Washington Boulevard include Garfield Avenue at 28,000 vehicles per day and Greenwood Avenue at 12,000 to 13,400 vehicles per day.

Table 5.3. Study Area Roadway Characteristics

Limits	Posted Speed Limit (mph)	Number of Lanes NB/EB	Number of Lanes SB/WB	Median Type	General Land Use	Roadway Classification	Jurisdiction
NORTH/SOUTH ROADWAYS (LISTED FROM EAST TO WEST)							
Passons Blvd							
Goodbee Street to Nan Street	25	1	1	Striped	Residential/ commercial	Arterial	Unincorporated Los Angeles County
Rosemead Blvd							
Carron Drive to Danbridge Street	25-40	2	2	Striped	Residential/ commercial	Arterial	Pico Rivera
San Gabriel Blvd							
Paramount Boulevard to Plaza Drive	45	3	2	Raised Median/ Striped	Residential/ commercial	Arterial	Montebello
Paramount Blvd							
Bradbury Drive to Montebello Boulevard	40	2	3	Raised Median/ Striped	Residential/ commercial/open space	Arterial	Montebello
Goodbee Street to Canford Street	40	2	2	Raised Median/ Striped	Residential/ commercial	Arterial	Pico Rivera
Greenwood Avenue							
Beach Street to Frankel Avenue	25	2	2	Striped	Residential/ commercial/open space	Arterial	Montebello
Garfield Avenue							
Flotilla Street to Elm Street	40	2	2	Raised Median/ Striped	Residential/ commercial/open space	Arterial	Commerce
Atlantic Blvd							
1st Street to Repetto Street	35-40	3	2	Raised Median	Commercial	Arterial	Unincorporated Los Angeles County
Repetto Street to Union Pacific Avenue	35	2	2	Striped	Commercial	Arterial	Unincorporated Los Angeles County
Arizona Avenue/Mednik Avenue							
1st Street to 4th Street	35	2	2	Raised/Striped Median	Residential/commercial	Arterial	Unincorporated Los Angeles County

Limits	Posted Speed Limit (mph)	Number of Lanes		Median Type	General Land Use	Roadway Classification	Jurisdiction
		NB/EB	SB/WB				
EAST-WEST ROADWAYS (LISTED FROM NORTH TO SOUTH)							
Pomona Blvd							
Woods Avenue to Sadler Avenue	35	2	2	Striped	Commercial/ open space	Arterial	Unincorporated Los Angeles County
Beverly Blvd							
3rd Street to Hillview Avenue	35	2	2	Striped	Commercial	Arterial	Unincorporated Los Angeles County
Whittier Blvd							
Vancouver Avenue to Hillview Avenue	25	2	2	Striped	Commercial	Arterial	Unincorporated Los Angeles County
Olympic Blvd							
Vancouver Avenue to Goodrich Blvd	35-40	2	2	Striped	Residential/ commercial	Arterial	Unincorporated Los Angeles
Washington Blvd							
Gayhart Street to Bluff Road	40	2	2	Striped	Residential/ commercial	Arterial	Montebello
Bluff Rd to Paramount Blvd	40	2	2	Striped	Open space/river	Arterial	Montebello
Paramount Blvd to Rosemead Blvd	40	2	2	Striped	Open space/river	Arterial	Montebello
Pioneer Boulevard to Appledale Avenue	40	2	2	Raised Median	Commercial	Arterial	Santa Fe Springs
Telegraph Road							
Atlantic Boulevard to Washington Blvd	45	3	3	Striped	Commercial	Arterial	Commerce

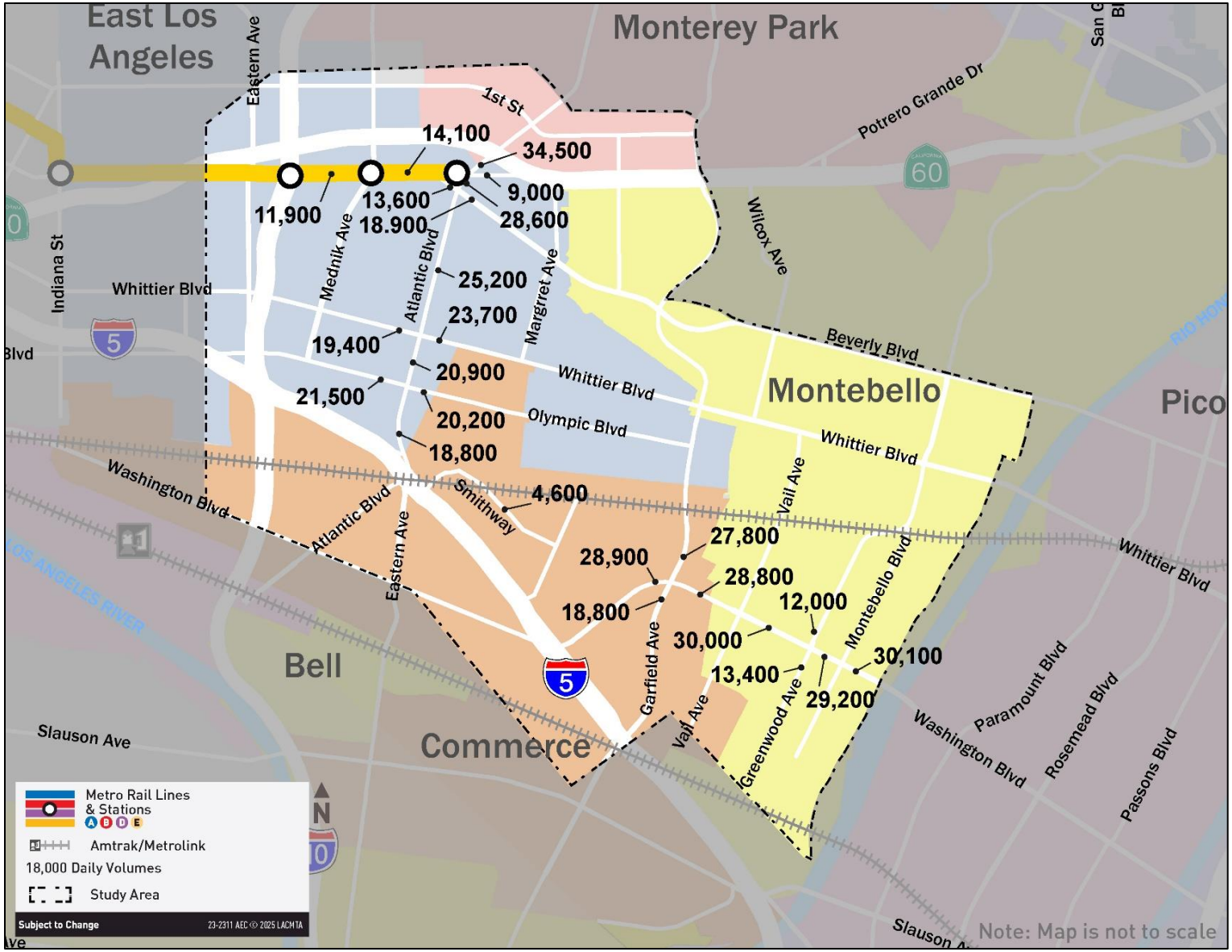
Source: CDM Smith/AECOM JV 2025.

Key: Blvd = Boulevard; NB = Northbound; SB = Southbound; EB = Eastbound; WB = Westbound; Blvd = boulevard; mph = miles per hour

Table 5.4. Traffic Volumes for Selected Arterial and Freeway Segments along the Build Alternative

Street Name	Count Location	Total Daily Volume (Base Year)
North-South Arterials		
Smithway Street	Between Hoefner Avenue and Tubeway Avenue	4,600
Woods Avenue	North of Pomona Blvd/3rd Street	9,500
Atlantic Blvd	Between Pomona Blvd and Beverly Blvd	28,600
Atlantic Blvd	Between 4th Street and Eagle Street	26,300
Atlantic Blvd	Between Eagle Street and E 6th Street	25,800
Atlantic Blvd	Between E 6th Street and Hubbard Street	24,700
Atlantic Blvd	Between Hubbard Street and Whittier Blvd	23,800
Atlantic Blvd	Between Whittier Blvd and Verona Street	21,400
Atlantic Blvd	Between Verona Street and Olympic Blvd	20,300
Atlantic Blvd	Between Olympic Blvd and Union Pacific Avenue	18,400
Atlantic Blvd	Between Union Pacific Avenue and Ferguson Drive/Telegraph Road/Triggs Street/Goodrich Blvd	19,200
Atlantic Blvd	Between Railroad Track and Ferguson/Triggs Street	41,000
Garfield Avenue	North of Washington Blvd	28,000
Greenwood Avenue	North of Washington Blvd	12,000
Greenwood Avenue	South of Washington Blvd	13,400
East-West Arterials		
3rd Street	Between McDonnell Avenue and Arizona Avenue	11,900
3rd Street	West of Beverly Blvd/Woods Avenue	14,100
Pomona Blvd	Between Beverly Blvd and Woods Avenue and Atlantic Blvd	7,000
Pomona Blvd	Between Atlantic Blvd and Hillview Avenue	9,000
Pomona Blvd	Between Sadler Avenue and Gerhart Avenue	8,800
Beverly Blvd	Between Woods Avenue/Pomona Blvd/3rd Street and Atlantic Blvd	13,600
Beverly Blvd	East of Atlantic Blvd	18,900
Whittier Blvd	West of Atlantic Blvd	19,400
Whittier Blvd	East of Atlantic Blvd	23,700
Olympic Blvd	West of Atlantic Blvd	21,500
Olympic Blvd	East of Atlantic Blvd	20,200
Washington Blvd	West of Gayhart Street	29,600
Washington Blvd	Between Gayhart Street and Garfield Avenue	28,100
Washington Blvd	Between Garfield Avenue and Yates Avenue	27,600
Washington Blvd	Between Yates Avenue and Vail Avenue	30,000
Washington Blvd	Between Vail Avenue and Maple Avenue	30,300
Washington Blvd	Between Maple Avenue and Greenwood Avenue	29,700
Washington Blvd	Between Greenwood Avenue and S Montebello Blvd	29,200

Sources: CDM Smith/AECOM JV 2025; Montebello and Commerce.
Key: Blvd = Boulevard



Source: CDM/AECOM JV 2025.

Figure 5.5. Selected Roadway AADT Volumes along the Build Alternative

5.3.4 Intersection Level-of-Service

An existing intersection LOS analysis was conducted to evaluate existing intersection operations during the weekday am and pm peak hours. **Attachment B** provides the Synchro analysis output sheets for the LOS analysis.

Under existing conditions, shown in **Table 5.5**, all intersections operate at LOS D or better, except the following:

- Woods Avenue and Beverly Boulevard and 3rd Street/Pomona Boulevard during the am and pm peak hours (Intersection #8)
- Atlantic Boulevard and Triggs Street/Goodrich Boulevard and Telegraph Road/Ferguson Drive during the am and pm peak hours (Intersection #24)
- Vail Avenue and Mines Avenue during the pm peak hour (Intersection #26)
- Garfield Avenue and Flotilla Street during the pm peak hour (Intersection #27)
- Vail Avenue and Washington Boulevard during the am and pm peak hours (intersection #34)

Table 5.5. Existing Conditions LOS Analysis

Int #	Location	Traffic Control Type	AM Peak Hour Delay (sec/veh)	AM Peak Hour LOS	PM Peak Hour Delay (sec/veh)	PM Peak Hour LOS
1	Atlantic Blvd and 1st Street/SR-60 WB Off-Ramp	Signal[1]	22.4	C	26.6	C
2	Atlantic Blvd and SR-60 EB Off-Ramp	Signal	23.5	C	22.0	C
3	Ford Blvd and 3rd Street	Signal	24.7	C	21.6	C
4	McDonnell Avenue and 3rd Street	Signal	13.4	B	14.5	B
5	Arizona Avenue and 3rd Street	Signal[1]	18.1	B	16.1	B
6	Mednick Avenue and 3rd Street	Signal	36.2	D	35.9	D
7	La Verne Avenue and 3rd Street	Signal[1]	16.0	B	12.4	B
8	Woods Avenue and Beverly Blvd and 3rd Street/Pomona Blvd	Signal[1]	**232.9**	**F**	**557.2**	**F**
9	Atlantic Blvd and Pomona Blvd	Signal	42.7	D	46.6	D
10	Hillview Avenue and Pomona Blvd	Signal	8.6	A	7.0	A
11	Atlantic Blvd and Beverly Blvd	Signal	42.2	D	51.4	D
12	Hillview Avenue and Beverly Blvd	Signal	8.5	A	8.8	A
13	Atlantic Blvd and 4th Street	Signal[1]	16.6	B	9.3	A
14	Atlantic Blvd and Eagle Street	Signal	14.8	B	11.2	B
15	Atlantic Blvd and 6th Street	Signal	15.0	B	11.1	B
16	Atlantic Blvd and Hubbard Street	Signal[1]	15.3	B	13.4	B
17	Ferris Avenue and Whittier Blvd	Signal	10.3	B	9.9	B
18	Atlantic Blvd and Whittier Blvd	Signal[1]	27.2	C	29.9	C
19	Goodrich Blvd and Whittier Blvd	Signal	10.0	B	13.0	B
20	Atlantic Blvd and Verona Street	Signal	6.9	A	9.5	A
21	Atlantic Blvd and Olympic Blvd	Signal	24.0	C	31.5	C
22	Atlantic Blvd and Union Pacific Avenue	Signal	10.4	B	9.7	A
23	I-5 NB On and Off-Ramps/Woods Avenue and Telegraph Road	Signal	15.0	B	15.4	B

Int #	Location	Traffic Control Type	AM Peak Hour Delay (sec/veh)	AM Peak Hour LOS	PM Peak Hour Delay (sec/veh)	PM Peak Hour LOS
24	Atlantic Blvd and Triggs Street/Goodrich Blvd and Telegraph Road/Ferguson Drive	Signal[1]	**112.7**	**F**	**119.1**	**F**
25	Hoefner Avenue and Flotilla Street /Smithway Street	TWSC[2]	9.7	A	10.0	B
26	Vail Avenue and Mines Avenue	TWSC[2]	25.2	D	**43.7**	**E**
27	Garfield Avenue and Flotilla Street	Signal	17.1	B	**57.8**	**E**
28	Yates Avenue and Flotilla Street	TWSC[2]	13.5	B	16.7	C
29	Vail Avenue and Flotilla Street	Signal	6.5	A	13.3	B
30	Tubeway Avenue and Smithway Street	TWSC[2]	10.8	B	21.1	C
31	Gayhart Street and Washington Blvd	Signal	5.3	A	8.2	A
32	Garfield Avenue and Washington Blvd	Signal	41.4	D	50.9	D
33	Yates Avenue and Washington Blvd	Signal	16.2	B	19.1	B
34	Vail Avenue and Washington Blvd	Signal	**249.8**	**F**	**577.8**	**F**
35	Maple Avenue and Washington Blvd	Signal	8.8	A	8.7	A
36	Greenwood Avenue and Washington Blvd	Signal	13.2	B	14.9	C
37	Montebello Blvd and Washington Blvd	Signal	8.4	A	5.5	A
38	Bluff Road and Washington Blvd	Signal[1]	28.3	C	25.4	C
39	Telegraph Road and I-5 NB On and Off-Ramps	Signal[1]	31.8	C	37.6	D
40	I-5 SB On- and Off-Ramps and Washington Blvd	Signal	19.1	B	15.2	B

Source: CDM Smith/AECOM JV 2025.

Notes:

[1] LOS results are reported using the Highway Capacity Manual (HCM) 2000 methodology due to limitations in Synchro 12.

[2] TWSC - the worst approach LOS is reported.

Boldface type indicates that the intersection operates at LOS (LOS E/F).

Key: sec/veh = seconds/vehicle; LOS = Level of Service; blvd = boulevard; TWSC = Two-Way Stop Control; NB = northbound; EB = eastbound; SB = southbound; WB = westbound; SR = state route; I = Interstate

5.3.5 Queue Analysis

Table 5.6 presents the results of the freeway off-ramp analysis for existing conditions. In the existing conditions, all freeway off-ramps have maximum queues that do not exceed the available queuing space during either the weekday am or pm peak hours, except I-5 NB Ramps/Woods Avenue and Telegraph Road (Intersection #23), but they do not back up onto the freeway mainline as the queue only exceeds the left-turn pocket but not the overall length of the off-ramp. However, the maximum queues at all freeway off-ramps remain within the overall available queuing space during both the weekday am and pm peak hours. **Attachment B** provides the Synchro analysis output sheets for the LOS analysis.

Table 5.6. Existing Conditions - Off-ramp Queue Length Analysis (2025)

Int #	Off-Ramp Location	Controlling Intersection Approach	Available Storage Length (feet)	Turning Movement	Existing Conditions 95th Percentile Queue Length (feet) am	pm
1	Atlantic Blvd /1st Street/SR-60 WB	WB	1,360	WBT	331[1]	250
2	Atlantic Blvd/SR-60 EB Ramps	EB	1,400	EBL	229	266
			460	EBR	243	273
23	I-5 NB Ramps/Woods Avenue and Telegraph Road	NB	50	NBL	107	129
			320	NBR	0	0
39	Telegraph Road and I-5 NB Ramps	EB	240	EBT	168	157
			600	EBR	49	68
40	I-5 SB Ramps and Washington Blvd	SB	360	SBL	232	70
			800	SBR	30	0

Source: CDM Smith/AECOM JV 2025.
Note:
[1] 95th percentile volume exceeds capacity, queue may be longer.
Key: Blvd = Boulevard; SR = state route; I = Interstate; EB = Eastbound; NB = Northbound; SB = Southbound; WB = Westbound; L = Left; R = Right; T = Through; Goods Movement

The freeways in the surrounding region link the Port of Los Angeles and Port of Long Beach to the nation's Interstate System. These freeways carry among the highest volumes of goods movement in the country. Additionally, several roadway arterials in the surrounding region are heavily used by truck traffic for goods movement. Arterials in Commerce and western Montebello serve a dense industrial, manufacturing, and commercial business district. Arterials adjacent to freeways also serve as alternative trucking routes. Freeways in the surrounding region (as discussed in **Section 5.2.1**) carry an average of 224,500 trucks daily. Garfield Avenue carries 205,000 trucks on average daily. Other roadways carry an average of 200,000 or more trucks daily (Caltrans 2022). Along Washington Boulevard, truck percentages of vehicles on the road are highest during mid-day, but total vehicle volume is lower during mid-day than am and pm peak periods.

5.4 Parking

The availability of parking throughout the Study Area varies depending on the location. This section provides an overview of off-street and on-street parking in the vicinity of the Build Alternative stations and along the Build Alternative alignment.

5.4.1 Off-Street Parking

Off-street parking facilities (both public and private) are located throughout the Study Area and adjacent to the Build Alternative stations. Most of these facilities are private and/or reserved for businesses and their customers.

The following off-street parking facilities are located near the Build Alternative stations:

- Atlantic/Pomona station – Public parking facility and surface lot providing 280 paid public parking spaces. Hourly, daily, and monthly parking options are available.
- Atlantic/Whittier station – Private surface parking lots serving adjacent commercial properties. No public parking facility.
- Commerce/Citadel station – Private surface parking lots serving Citadel Outlets, private offices, hotels, and adjacent businesses. No public parking facility.
- Greenwood station – Private surface parking lots serving adjacent commercial properties. No public parking facility.

5.4.2 On-Street Parking

Public on-street parking is located throughout the Study Area along Atlantic Boulevard and Washington Boulevard and near the proposed Commerce/Citadel and Greenwood stations. On-street parking availability varies along the Build Alternative alignment. **Table 5.7** presents the existing on-street parking supply and restrictions for major arterials observed within a 5-minute walking distance, or 0.25 mile of the proposed stations. On-street parking is predominantly available with the exception of on-street parking near the proposed Atlantic/Pomona station. On-street parking along Washington Boulevard is mostly restricted to no parking anytime, or no parking during the commute hours of 7 am to 9 am or 4 pm to 6 pm. Commercial vehicle parking is generally restricted to daytime only along the Build Alternative alignment. On-street parking is available on roadways within 0.25 mile of the station areas, and additional on-street parking is available throughout neighborhoods near the station areas. Per Metro's Supportive Transit Parking Program Master Plan, Metro will work with communities and cities to alleviate concerns regarding spillover parking in adjacent neighborhoods and encourage FLM solutions or other modes, instead of vehicles to access stations.

Table 5.7. On-Street Parking Supply and Restrictions Within 0.25 Mile of Proposed Stations

Street	Direction	Parking Restrictions	
		NB/EB Side	SB/WB Side
Atlantic/Pomona Station			
Atlantic Blvd	North of intersection	2-hour parking of oversized vehicles in business district; no parking of oversized vehicles in residential areas; no trailer parking city wide; active loading or unloading or temporary permit exempt; no parking of vehicles for sale entire block; no parking 5 am–8 am Monday, Wednesday, and Friday; no stopping 3:30 pm–6 pm except Sunday; no parking 10 pm–6 am commercial vehicles over 5 tons	No parking
Atlantic Blvd	South of intersection	1-hour parking 7 am–6 pm; no parking of vehicles for sale entire block; no parking 5 am–8 am Monday, Wednesday, and Friday; no stopping: 3:30 pm–6 pm except Sunday; no parking 10 pm–6 am commercial vehicles over 5 tons	1-hour parking 7 am–6 pm except Sunday; no parking of vehicles for sale entire block; no parking 5 am–8 am Monday, Wednesday, and Friday; no parking 10 pm–6 am commercial vehicles over 5 tons
Pomona Blvd	East of intersection	1-hour parking 7:30 am–5:30 pm; no parking 5 am–8 am Monday and Friday; no parking anytime commercial vehicles over 10,000 pounds	2-hour parking 8 am–6 pm; no parking 5 am–8 am Monday; no parking 10 pm–6 am; no parking anytime commercial vehicles over 10,000 pounds
Pomona Blvd	West of intersection	No parking	No parking
East 3rd Street	West of Pomona Blvd	No parking 10 pm–6 am commercial vehicles over 5 tons	No parking
Atlantic/Whittier Station			
Atlantic Blvd	North of intersection	1-hour parking 7 am–6 pm; no parking 7 am–9 am and 1 pm–5pm school days, school buses exempt; no parking 5 am–8 am Monday, Wednesday, and Friday; no parking of vehicles for sale entire block; no parking 10 pm–6 am commercial vehicles over 5 tons	1-hour parking 7 am–6 pm; no parking 5 am–8 am Monday, Wednesday, and Friday; no parking of vehicles for sale entire block; no parking 10 pm–6 am commercial vehicles over 5 tons; 15 minute parking limits
Atlantic Blvd	South of intersection	1-hour parking 7 am–6 pm; no parking 5 am–8 am Monday, Wednesday, and Friday; no parking of vehicles for sale entire block; no parking anytime commercial vehicles over 5 tons	1-hour parking 7 am–6 pm; no parking 5 am–8 am Monday, Wednesday, and Friday; no parking of vehicles for sale entire block; no parking: 10 pm–6 am, commercial vehicles over 5 tons; 12 minute parking limits

Street	Direction	Parking Restrictions	
		NB/EB Side	SB/WB Side
Whittier Blvd	East of intersection	1-hour parking 7 am–6 pm; no parking 5 am–8 am Monday and Friday; no stopping 9:30 pm–5 am Friday, Saturday, and Sunday; no parking of vehicles for sale entire block; no parking anytime commercial vehicles over 5 tons	1-hour parking 7 am–6 pm; no parking 5 am–8 am Monday and Friday; no stopping 9:30 pm–5 am Friday, Saturday, and Sunday; no parking of vehicles for sale entire block; no parking anytime commercial vehicles over 5 tons
Whittier Blvd	West of intersection	1-hour parking 7 am–6 pm; no parking 5 am–8 am Monday and Friday; no parking of vehicles for sale entire block; no parking 10 pm–6 am commercial vehicles over 5 tons	1-hour parking 7 am–6 pm; no parking 5 am–8 am Monday and Friday; no parking of vehicles for sale entire block; no parking 10 pm–6 am commercial vehicles over 5 tons
Commerce/Citadel Station			
Smithway Street	East of Flotilla Street and West of Leo Avenue	No parking 2 am–6 pm; no parking vehicles used for dwelling purposes or human habitation; no parking truck or commercial vehicles over 14,000 pounds except loading or unloading or in permitted areas	No parking 2am–6pm; no parking vehicles used for dwelling purposes or human habitation; no parking truck or commercial vehicles over 14,000 pounds except loading or unloading or in permitted areas
Greenwood Station			
Washington Blvd	East of intersection	No stopping 4pm–6pm except Saturday, Sunday, and holidays; 20 minute parking limits	No parking or stopping 7am–9am
Washington Blvd	West of intersection	No parking	No stopping: 7am–9am, except Saturday, Sunday, and holidays
Greenwood Avenue	North of intersection	No parking loading and unloading zone only; no parking this block 11:30 am–4 pm Monday	No parking this block 11:30 am–4 pm Friday
Greenwood Avenue	South of intersection	2-hour parking 7am–6pm except Saturday, Sunday, and holidays; 20 minute parking limits; no parking this block 11:30 am–4 pm Mon; no parking for commercial vehicles over 6,000 pounds	30 minute parking at all times on any public street for commercial vehicles over 6,000 pounds gross and/or 80 inches wide except for loading and unloading; no parking this block 11:30 am–4 pm Friday

Source: CDM Smith/AECOM JV 2025.
Where a time-constrained no parking restriction is posted, parking at all other times is allowed.
Key: Blvd = Boulevard; EB = Eastbound; NB = Northbound; SB = Southbound; WB = Westbound

5.5 Pedestrian and Bicycle Circulation

5.5.1 Pedestrian Circulation

The existing pedestrian circulation system varies across the Study Area, depending on the density, mix of land uses and vehicular circulation patterns. The entire arterial street system network is considered open to pedestrian traffic, either on sidewalks or road shoulders, except for locations where no shoulder exists. In some locations in the Study Area, pedestrian flow is impeded due to missing, inadequate or unsafe sidewalks and crossings. Existing pedestrian conditions throughout the Study Area are qualitatively assessed near each of the Build Alternative stations. A description of the pedestrian facilities near each Build Alternative station is provided in the following section.

Table 5.8 presents the summary of the total and average peak-period pedestrian and bicycle activity observed for 40 intersections analyzed during field counts. The figures represent the total counts observed over 2-hour morning and afternoon periods assumed to be the peak traffic period for pedestrian and bicycle activity in the Study Area. The number of pedestrian and bicyclists present during peak periods varies significantly, depending on proximity to activity centers, transit service, and land use types. The number of pedestrians observed during the peak period ranges from 4 to 223 per hour, and the number of bicyclists ranges from 0 to 9 per hour, depending on the intersection. Pedestrian and bicycle activity are higher on arterials in the denser neighborhoods along Atlantic Boulevard and significantly lower along arterials in lower density neighborhoods along Washington Boulevard and freeway-adjacent streets. **Attachment A** provides detailed counts by Study Area intersection for pedestrian and bicycle existing conditions.

Table 5.8. Existing Pedestrian and Bicycle Counts at 40 Study Area Intersections During Peak Periods (Base Year)

Period	Number of Pedestrians	Number of Bicycles	Number of Pedestrians and Bicycles	Number of Pedestrians/ Intersection	Number of Bicycles/ Intersection
am Peak (7 am to 9 am)	2,084 (1,042 per hour)	188 (94 per hour)	2,272 (1,136 per hour)	0 to 230 (0 to 115 per hour)	0 to 14 (0 to 7 per hour)
pm Peak (4 pm to 6 pm)	1,955 (978 per hour)	269 (135 per hour)	2,224 (1,112 per hour)	1 to 277 (1 to 139 per hour)	0 to 24 (0 to 12 per hour)

Source: CDM Smith/AECOM JV 2025.

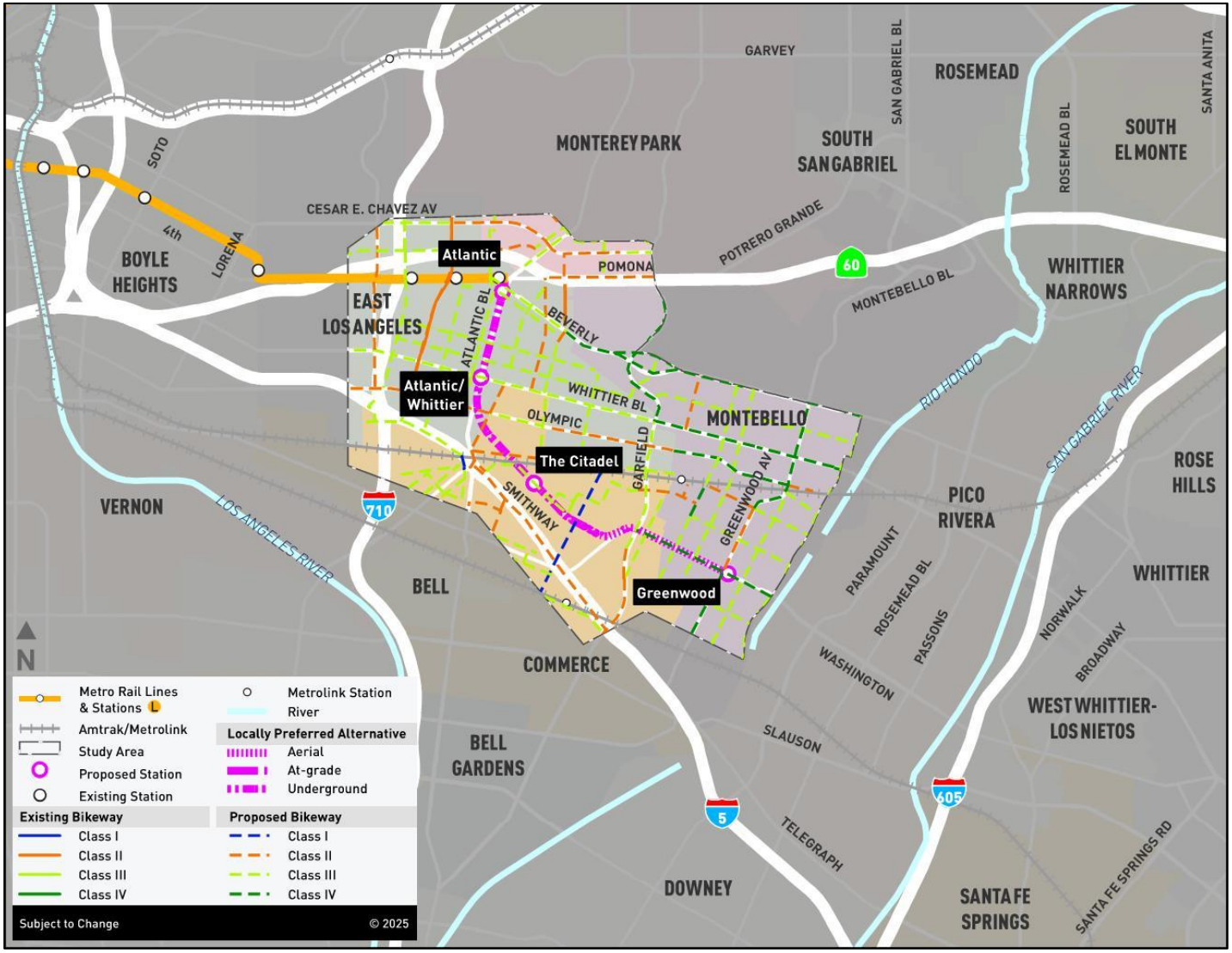
The following describes the existing pedestrian facilities within the immediate area of the proposed stations along the Build Alternative.

- Atlantic/Pomona station would be located underground near the existing Atlantic Station terminus of the existing Metro E Line but slightly to the south along Atlantic Boulevard. The relocated station would be near auto-oriented strip mall retail stores, gas stations, fast-food restaurants, and auto-service businesses. Standard 8-foot-wide sidewalks exist on both sides of surrounding streets and into the adjacent neighborhoods. The nearby intersections of Atlantic Boulevard with Pomona Boulevard and Beverly Boulevard have crosswalks along all four approaches, but lack visibility measures, such as advanced stop bars or continental striping.
- Atlantic/Whittier station would be located underground at the intersection of Garfield Avenue/Whittier Boulevard; sidewalks and crosswalks exist on all approaches and directions. Sidewalk widths in the station area span from 10 to 14 feet. This station area is along a dense commercial corridor that features family-oriented businesses and services. Areas north, south, and east of the station are less pedestrian-oriented; the wide roadways and lack of median refuges contribute to long pedestrian crossing distances on the arterial roads.
- Commerce/Citadel station would be located adjacent to a large complex that includes a regional shopping mall (The Citadel Outlets), office buildings, hotel, medical office buildings, and restaurants. Large industrial manufacturing facilities are located along Smithway Street to the north of the complex. The complex is an auto-oriented facility with large parking lots and parking structures and is not designed for pedestrian access. The complex surrounding the station is geographically constrained by a freeway, freight railroad, and public utility easement. There are no residential neighborhoods within walking distance of the complex and the station location. The only path of pedestrian access connecting the station to adjacent neighborhoods is along Telegraph Road, which has a narrow sidewalk along one side and borders I-5 on the other side. A sidewalk is provided along the complex's perimeter. Smithway Street has sidewalks on both sides, but with breaks along the northern side, providing no continuous pedestrian access to the surrounding streets. Smithway Street lacks crosswalks between the complex and the industrial businesses to the north. The lack of sidewalks, crosswalks, pedestrian connections, and distance to nearby communities creates an unattractive pedestrian environment.
- Greenwood station would be located at the intersection of Greenwood Avenue and Washington Boulevard. Continuous sidewalks are provided along both streets and crosswalks along all four legs of the intersection, at a standard width of 8 feet. This station area is surrounded primarily by industrial warehouses and retail amenities. Washington Boulevard is vehicle-oriented with three through lanes in both directions and a median turn lane, while Greenwood Avenue has two through lanes in both directions and a median turn lane south of Washington Boulevard.

5.5.2 Bicycle Circulation

The existing bicycle circulation in the Study Area consists of a network of approximately 0.8 mile of Class I bicycle paths.

Figure 5.6 presents the existing and proposed bicycle facilities in the Study Area, with total miles per class summarized in **Table 5.9**.



Source: CDM Smith/AECOM JV 2025; Los Angeles County Bicycle Master Plan (2012); Gateway Cities Strategic Transportation Plan (2016); SGV Regional Bicycle Master Plan (Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte 2014); Montebello's City Bicycle Master Plan (Montebello 2018); and Commerce's Bicycle and Pedestrian Plan (Commerce 2020). Note: Map may not be consistent with ground markings and signs.

Figure 5.6. Existing and Planned Bicycle Facilities (2050)

Table 5.9. Existing and Proposed Bicycle Facility Miles within the Study Area (Base Year)

Class	Existing Miles	Proposed Miles
Class I	0.0	1.3
Class II	2.6	17.8
Class III	0.0	42.1
Class IV	0.0	10.0
Total	2.6	71.2

Sources: CDM Smith/AECOM JV 2025; Los Angeles County Bicycle Master Plan 2012; Gateway Cities Strategic Transportation Plan (2016); SGV Regional Bicycle Master Plan Study (Cities of Baldwin Park, El Monte, Monterey Park, San Gabriel, and South El Monte 2014); Montebello's City Bicycle Master Plan (Montebello 2024); and Commerce's Bicycle and Pedestrian Plan (Commerce 2020).

There are 2.6 miles of existing Class II bicycle lanes in the Study Area, as shown in **Figure 5.6**. East Los Angeles has limited bicycle facilities within the Study Area. Class IV bicycle boulevards along Woods Avenue and Hubbard Street can or will connect to the Class II and Class III facilities on Mednick Avenue, Ford Boulevard, and Sadler Avenue. A Class IV separated bicycle path is proposed along Washington Boulevard.

The following describes the existing bicycle facilities within the immediate area of the Build Alternative stations.

- Atlantic/Pomona station – Limited proposed Class II, Class III, and Class IV bicycle facilities surround the proposed Atlantic/Pomona station. Parallel to Atlantic Boulevard, there is a proposed bicycle boulevard on Woods Avenue, an existing bicycle lane on Mednick Avenue, and a proposed bicycle route on Sadler Avenue.
- Atlantic/Whittier station – Class III bicycle boulevards are designated on Woods Avenue and Hubbard Street. A proposed Class III bicycle route runs on 6th Street.
- Commerce/Citadel station – There are no existing bicycle facilities within the immediate station area.
- Greenwood station – There are no existing bicycle facilities within the immediate station area. Existing Class I bike paths are located approximately 0.5 mile east along the Rio Hondo, which provides regional connectivity.

5.6 Emergency Access

The existing setting for emergency access facilities within the Study Area, including police stations, fire departments, and hospitals, is described in this section. Access to these specific land uses by emergency service vehicles must be maintained throughout construction and operation of any alternative. Within the Study Area, I-5 and SR-60 are identified as primary disaster routes and Beverly Boulevard, Garfield Avenue, Washington Boulevard are identified as a secondary disaster routes for the Los Angeles County

Operational Area; these are designated as emergency evacuation routes for the cities within the Study Area (i.e., Cities of Commerce and Montebello) (Los Angeles County Department of Public Works 2008).[4]

Fire prevention, protection, and emergency medical services in the Study Area are provided by Los Angeles County Fire Department (LACFD) in unincorporated areas of Los Angeles County (East Los Angeles), and the City of Commerce. Fire protection services are also provided by Montebello Fire Department in the City of Montebello.

Law enforcement, police services, and civil processes in the Study Area are provided by Los Angeles County Sherriff's Department in unincorporated areas of Los Angeles County (East Los Angeles), and the City of Commerce. Police protection services are also provided by Montebello Police Department in the City of Montebello.

Table 5.10 identifies the fire stations, police and sheriff departments, and hospitals/key medical facilities within the Study Area. LACFD Station 50, located on Saybrook Avenue in Commerce, and Los Angeles County Sheriff's Department, located on East 3rd Street in East Los Angeles, are the closest facilities to the Build Alternative. The Kaiser Permanente East Los Angeles Medical Offices in East Los Angeles, and the Beverly Hospital in the City of Montebello are the closest medical facilities to the Build Alternative.

Table 5.10. Emergency Service Providers within the Study Area

Jurisdiction	Address	Jurisdiction
Fire Stations		
Los Angeles County Fire Department – Station 3	930 South Eastern Avenue	East Los Angeles
Los Angeles County Fire Department – Station 22	928 South Gerhart Avenue	Commerce
Los Angeles County Fire Department – Station 50	2327 South Saybrook Avenue	Commerce
Montebello Fire Department – Station 2	1166 South Greenwood Avenue	Montebello
Montebello Fire Department – Station 3	2950 Via Acosta	Montebello
Police Stations		
Los Angeles County Sheriff's Department	5019 East 3rd Street	East Los Angeles
Commerce Public Safety Division	2535 Commerce Way	Commerce
Montebello Police Department	1600 West Beverly Blvd	Montebello
Hospitals		
Edward R. Roybal Comprehensive Health Center (Urgent Care)	245 South Fetterly Avenue	East Los Angeles
Kaiser Permanente East Los Angeles Medical Offices	5119 Pomona Blvd	East Los Angeles
Beverly Hospital	309 W. Beverly Blvd	Montebello

Sources: Los Angeles County Enterprise Geographic Information System 2020; Google Maps 2025.
Key: Blvd = Boulevard; W. = West

[4] Disaster routes are freeway, highway, or arterial routes pre-identified for use during times of crisis. These routes are utilized to bring in emergency personnel, equipment, and supplies to impacted areas in order to save lives, protect property, and minimize impacts to the environment. An evacuation route is used to move the affected population out of an impacted area.

6.0 ENVIRONMENTAL CONSEQUENCES

This section summarizes adverse effects related to transportation for the No Build Alternative and the Build Alternative. Potential temporary effects during construction and permanent effects during operations are presented.

The operational impacts evaluation describes permanent, long-term direct effects of the No Build Alternative and the Build Alternative. The construction impacts evaluation describes temporary, direct impacts limited to the duration of the construction type and/or phase of the Build Alternative. Any effects on traffic operations during construction would be temporary, with the duration of each effect dependent on the duration of specific construction activities.

Possible construction means and methods employed during construction would be determined by the construction contractor and may differ from those outlined in **Section 2.0**. The construction process would include provisions for site establishment, laydown and staging areas, haul routes and traffic control, utility relocations, connection with the existing station, and systems connections.

6.1 No Build Alternative

6.1.1 Operational Impacts

6.1.1.1 Transit

This section describes the future transit operating conditions in the horizon year (2050) with the No Build Alternative. The No Build Alternative includes the existing Metro E Line Eastside Extension Phase 1 currently in operation but does not include any transit improvements or any other project elements resulting from the Build Alternative. The No Build Alternative includes all other transportation and transit projects already occurring outside of the Build Alternative that are currently planned, funded, and scheduled to be in operation by the horizon year, as reported during the time of this technical analysis. The projects slated to be completed by the horizon year would indirectly provide the Study Area with connections to the Eastside Transit Corridor Phase 1 Project. However, there are no projects that would provide new infrastructure or service within the Study Area.

Los Angeles transit agencies are implementing a major transit expansion program throughout Los Angeles County. The region's transit agencies have developed bold improvement plans that aim to transform the role of mass transit. The following is a summary of the transit improvement projects and programs occurring in the region slated to be in operation by 2050.

- Los Angeles Metro's Measure M Expenditure Plan and LRTP: The No Build Alternative contains all projects identified for construction and implementation by the year 2042 in the Measure M Expenditure Plan per Metro's voter-approved Ordinance Number 16-01, Measure M, Los Angeles County Traffic Improvement Plan (Metro 2016c). Although these projects are not within the Study Area, they would all be accessible via the existing Metro E Line and proposed extension.

- SCAG RTP: SCAG, the region's Metropolitan Planning Organization, develops a RTP approximately every 4 years to present the transportation vision for the region, prioritize projects, and guide development. The No Build Alternative includes all transportation projects identified for construction and implementation in SCAG's financially constrained 2016 RTP including projects through year 2040. However, with the release of 2024 RTP, the performance metrics in the model have been revised to reflect the effect of changes between 2016 RTP and 2024 RTP. Hence, the forecast developed for 2042 using the Metro model has been updated to 2050, as discussed in **Section 4.1**.
- Southern California Regional Rail Authority's Expansion Plans: Southern California Regional Rail Authority, which operates Metrolink, has developed a proposed plan to enhance commuter rail service in Southern California titled the Southern California Optimized Rail Expansion (SCORE) Program. The SCORE Program aims to provide up to 15-minute service with some lines operating at shorter headways during peak hours. However, at the time of this impacts report, the SCORE Program is not funded nor programmed and, therefore, not considered in the technical analysis of the No Build Alternative.
- Region-Wide Transit Performance Measures in 2050: The major transit expansion efforts underway by the region's transit agencies are expected to result in a large increase in transit usage throughout the county. **Table 6.1** shows the daily region-wide travel statistics in 2050 based on a typical weekday. Daily rail transit trips are projected to increase by 125 percent to over 500 thousand trips per day, daily bus/BRT trips are projected to increase by 3 percent to about 860 thousand trips per day, and total daily transit are projected to increase by 29 percent to about 1.37 million trips per day.

Table 6.1. Los Angeles County Transit Performance Measures for No Build Alternative

Region-wide Statistics	Existing Conditions (Base Year)	2050 No Build Alternative	Change	% Change
Daily Linked Rail (Urban and Commuter) Trips	225,820	506,970	281,150	125%
Daily Linked Bus and BRT Trips	835,340	861,510	26,170	3%
Daily Linked Transit Trips	1,061,160	1,368,480	307,320	29%
Daily Linked Trips (Total All Modes)	70,408,250	76,782,680	6,374,430	9%
Total Transit Mode Share	1.51%	1.78%	0.27%	18%

Sources: CDM Smith/AECOM JV 2025; CBM18.
Key: BRT = Bus Rapid Transit; % = percent

Table 6.2 compares the estimated travel times (average of eastbound and westbound directions) by section and mode for the existing conditions and No Build Alternative. The average peak auto travel time for each highway section is calculated as an average of the travel time during the am and pm peak periods and for both directions of travel.

Table 6.2. Base Year and Horizon Year No Build Alternative Travel Time Comparison Average Travel Time between Proposed Stations

Stations	Average Auto Travel Time			Base Year Average Peak Existing Bus Travel Time (minutes)	2050 Average Peak No Build Bus Travel Time (minutes)	% Change
	Existing	No Build	% Change			
Atlantic/Pomona - Atlantic/Whittier	3.7	4.2	14%	5.5	6.9	25%
Atlantic/Whittier - Commerce/Citadel	4.1	4.5	10%	22.0	24.9	13%
Commerce/Citadel - Greenwood	7.5	7.9	5%	31.9	33.2	4%
Atlantic/Pomona - Greenwood	15.3	16.6	8%	45.2	50.2	11%

Sources: CDM Smith/AECOM JV 2025; CBM18.
Notes: Average travel times are average of both directions.
Key: % = Percent

Under the No Build Alternative, no direct transit route would exist between the existing Metro E Line Atlantic Station and the area where the proposed Greenwood station (terminus of the Build Alternative) would be located. To travel between these two locations, a transit-dependent rider would take the Metro Rapid 260 and connect to Montebello Bus Line 50 (southeastern corner of the intersection of Washington Boulevard and Atlantic Boulevard). Using Montebello Bus Line 50, the rider would then arrive at the Washington/Greenwood bus stop. Any trips between stations that include Commerce/Citadel require transfers and additional waiting time. Total transit travel time including transfer wait time would exceed 50 minutes (according to current Metro timetables). The No Build Alternative would not involve any major service improvements or new transportation infrastructure beyond what is listed in Metro's LRTP, SCAG RTP, and Measure M and it would result in a continuation of current development patterns and trends. However, the No Build Alternative would not provide the transportation benefits typical of high-capacity transit projects, including encouragement of mode shift to transit. While transit improvements would occur, Metro's LRTP predicts that traffic would continually worsen in the absence of additional transportation capacity; therefore, the No Build Alternative would contribute to deteriorating access and mobility within Eastern Los Angeles County. Without improved transit options and connections to the regional transit network, the opportunities for transit-supportive and pedestrian oriented development would be limited in the region.

Population and employment growth would occur in the Study Area between the base year and horizon year. This growth would add traffic to the transportation network as there would be more roadway users. As traffic congestion increases over time, the quality of bus service in the Study Area would also decline due to increases in time required to travel between destinations. According to CBM18, corridor transit demand is estimated to increase by approximately 19 percent by 2050. However, average bus operating speeds within the Study Area are forecast to decrease by 3.5 percent in the horizon year. Average round-trip travel times for bus routes operating through the Study Area are forecast to increase from 103 minutes to 119 minutes between the base and horizon years.

6.1.1.2 Transportation Network

Table 6.3 presents the forecasted regional travel changes between existing conditions and the No Build Alternative. This table presents daily regional VMT extracted from CBM18 for existing conditions and the No Build Alternative.

The table shows that there is an increase in total VMT within the region between the existing year and horizon year. This is primarily attributed to the high population density of the central and western portions of the region, which are forecasted to experience large population increase per the SCAG RTP population and employment forecasts. The increases in regional VMT and VHT and decreases in travel speeds are a product of growth of the region and Study Area.

Table 6.3. Regional Transportation Statistics for Base Year Existing Conditions and Horizon Year No Build

Region-wide Statistics	Existing Conditions (Base Year)	2050 No Build	Change	% Change
VMT	510,828,000	577,229,000	66,401,000	13%
VHT	15,476,000	19,247,000	3,771,000	24%
mph	33	30	-3	-9%
am Peak Vehicle Trips	8,910,000	9,707,000	797,000	9%
pm Peak Vehicle Trips	11,932,000	12,956,000	1,024,000	9%

Sources: CDM Smith/AECOM JV 2025; CBM18.
Key: % = percent; VMT = vehicle miles traveled; VHT = vehicle hours traveled; mph = miles per hour

Table 6.3 compares the estimated average daily VMT, VHT, number of vehicle trips, and average vehicle speeds for the existing base model conditions and the No Build Alternative model horizon year. The daily VMT is projected to increase by 13 percent in the SCAG region and daily VHT is projected to increase by 24 percent in the region. The increase in vehicle traffic and congestion is projected to result in a decrease in average vehicle speeds of 9 percent in the region.

Population and employment growth would occur in the surrounding region between the base year and horizon year. This growth would add traffic to the transportation network but would not occur as part of this Project.

The No Build Alternative would not involve any major service improvements or new transportation infrastructure beyond what is listed in Metro's LRTP, SCAG RTP, and Measure M and it would result in a continuation of current development patterns and trends. However, the No Build Alternative would not provide the regional transportation benefits typical of high-capacity transit projects, including encouragement of mode shift to transit to lower regional VMT. Therefore, the No Build Alternative would contribute to deteriorating access and mobility within Eastern Los Angeles County. Without improved transit options and connections to the regional transit network, the opportunities for transit-supportive and pedestrian oriented development would be limited in the region.

The individual corridor jurisdictions' General Plans support of the Eastside Phase 2 Project is included within Metro's LRTP, with funding allocated through Measure M. Therefore, the No Build Alternative would result in an adverse impact as it would conflict with Metro's LRTP and the cities' General Plans.

Further, under the No Build Alternative, the adopted plans, policies, and regulations that include the Eastside Phase 2 Project encourage circulation improvements, community access and development, and air pollutant emissions reductions would not be supported. As such, the No Build Alternative would not fulfill or support the transportation-related objectives found in regional plans and in the general plans of the local jurisdictions because it would not integrate major transportation facilities with future land use planning. The No Build Alternative would result in an adverse effect on the regional transportation network due to the increased local roadway congestion impacts on bus transit as well as arterial and freeway congestion impacts on vehicle travel that would worsen under population and employment growth for the area.

6.1.1.3 Local Roadway Circulation

SCAG's 2024 RTP includes funding to improve the Garfield Avenue and Washington Boulevard intersection by adding a dedicated right-turn pocket on southbound Garfield Avenue and on westbound Washington Boulevard, along with pedestrian infrastructure improvements (e.g., high visibility crosswalks, ADA-compliant curb ramps, railroad track crossings, and pedestrian-actuated traffic signals). Additionally, the 2024 RTP includes the Commerce Way Improvement Project from Eastern Avenue to Washington Boulevard, which consists of pavement reconstruction, raised median modifications, and street and uplighting.

Other improvements in the surrounding region include traffic signal upgrades, traffic lane alignments, traffic signage, pavement rehabilitation and ADA improvements, bike and pedestrian safety improvements (SCAG 2024).

Growth would occur in the surrounding region between the base year and horizon year. This growth would add traffic to the transportation network but would not occur as part of this Project. However, similarly to regional transportation and transit, operation of the No Build Alternative would have an adverse effect on local roadway circulation as population and employment growth in the Study Area would result in increased local roadway congestion. Additionally, the individual corridor jurisdictions' General Plans' support of the Eastside Phase 2 Project is included within Metro's LRTP, with funding allocated through Measure M. Therefore, the No Build Alternative would result in an adverse impact as it would conflict with Metro's LRTP and the cities' General Plans.

6.1.1.3.1 Level of Service

In No Build Alternative (2050) conditions, as shown in **Table 6.4**, all intersections operate at LOS D or better, except:

- Woods Avenue and Beverly Boulevard and 3rd Street/Pomona Boulevard during the am and pm peak hours (Intersection #8)
- Atlantic Boulevard and Beverly Boulevard during the pm peak hour (Intersection #11)
- Atlantic Boulevard and Triggs Street /Goodrich Boulevard and Telegraph Rd/Ferguson Drive during the am and pm peak hours (Intersection #24)
- Vail Avenue and Mines Avenue during the pm peak hour (Intersection #26)
- Garfield Avenue and Flotilla Street during the pm peak hour (Intersection #27)

- Vail Avenue and Washington Boulevard during the am and pm peak hour (Intersection #34)

The intersection lane configurations of the No Build Alternative keep the same lane configurations as the existing conditions. **Attachment B** provides the Synchro analysis output sheets for the LOS analysis.

Table 6.4. No Build (2050) Conditions LOS Analysis

Int. #	Location	Traffic Control Type	am Peak Hour Delay (sec/ vehicle)	LOS	pm Peak Hour Delay (sec/ vehicle)	LOS
1	Atlantic Blvd and 1st Street/SR-60 WB Off-Ramp	Signal[1]	22.7	C	31.2	C
2	Atlantic Blvd and SR-60 EB Off-Ramp	Signal	23.9	C	22.7	C
3	Ford Blvd and 3rd Street	Signal	27.5	C	23.6	C
4	McDonnell Avenue and 3rd Street	Signal	13.8	B	15.1	B
5	Arizona Avenue and 3rd Steet	Signal[1]	19.4	B	16.9	B
6	Mednick Avenue and 3rd Street	Signal	38.1	D	39.2	D
7	La Verne Avenue and 3rd Street	TWSC[2]	16.7	B	12.9	B
8	Woods Ave and Beverly Blvd and 3rd Street/Pomona Blvd	Signal[1]	**311.3**	**F**	**702.0**	**F**
9	Atlantic Blvd and Pomona Blvd	Signal	45.5	D	50.4	D
10	Hillview Avenue and Pomona Blvd	Signal	8.9	A	7.0	A
11	Atlantic Blvd and Beverly Blvd	Signal	45.7	D	**55.8**	**E**
12	Hillview Avenue and Beverly Blvd	Signal	9.0	A	8.9	A
13	Atlantic Blvd and 4th Street	Signal[1]	17.7	B	9.8	A
14	Atlantic Blvd and Eagle Street	Signal	14.8	B	11.2	B
15	Atlantic Blvd and 6th Street	Signal	15.6	B	11.6	B
16	Atlantic Blvd and Hubbard Street	Signal[1]	15.8	B	13.9	B
17	Ferris Avenue and Whittier Blvd	Signal	10.3	B	9.9	A
18	Atlantic Blvd and Whittier Blvd	Signal[1]	27.8	C	30.7	C
19	Goodrich Blvd and Whittier Blvd	Signal	10.1	B	13.3	B
20	Atlantic Blvd and Verona Street	Signal	7.0	A	9.9	A
21	Atlantic Blvd and Olympic Blvd	Signal	25.4	C	34.8	C
22	Atlantic Blvd and Union Pacific Avenue	Signal	10.5	B	10.0	B
23	I-5 NB On and Off-Ramps/Woods Avenue and Telegraph Road	Signal	15.3	B	16.0	B
24	Atlantic Blvd and Triggs Street/Goodrich Blvd and Telegraph Road/Ferguson Drive	Signal[1]	**123.3**	**F**	**129.1**	**F**
25	Hoefner Avenue and Flotilla Street/Smithway Street	TWSC[2]	9.8	A	10.2	B
26	Vail Avenue and Mines Avenue	TWSC[2]	29.4	D	**62.4**	**F**
27	Garfield Avenue and Flotilla Street	Signal	18.9	B	**74.5**	**E**
28	Yates Avenue and Flotilla Street	TWSC[2]	13.8	B	18.2	C
29	Vail Avenue and Flotilla Street	Signal	6.7	A	13.9	B
30	Tubeway Avenue and Smithway Street	TWSC[2]	11.0	B	25.2	D
31	Gayhart Street and Washington Blvd	Signal	5.4	A	8.6	A
32	Garfield Avenue and Washington Blvd	Signal	42.9	D	54.9	D

Int. #	Location	Traffic Control Type	am Peak Hour Delay (sec/ vehicle)	LOS	pm Peak Hour Delay (sec/ vehicle)	LOS
33	Yates Avenue and Washington Blvd	Signal	16.7	B	20.6	C
34	Vail Avenue and Washington Blvd	Signal	**263.7**	**F**	**619.6**	**F**
35	Maple Avenue and Washington Blvd	Signal	8.6	A	8.5	A
36	Greenwood Avenue and Washington Blvd	Signal	12.3	B	15.6	B
37	Montebello Blvd and Washington Blvd	Signal	8.6	A	5.5	A
38	Bluff Road and Washington Blvd	Signal[1]	30.2	C	26.0	C
39	Telegraph Road and I-5 NB On and Off-Ramps	Signal[1]	32.7	C	38.8	D
40	I-5 SB On and Off-Ramps and Washington Blvd	Signal	19.6	B	16.0	B

Source: CDM Smith/AECOM JV 2025.
Notes:
[1] LOS results are reported using the HCM 2000 methodology due to limitations in Synchro 12.
[2] TWSC - the worst approach LOS is reported.
Boldface type indicates that the intersection operates at LOS (LOS E/F).
Key: Blvd = Boulevard; LOS = Level of Service; TWSC = Two-Way Stop Control

Growth would occur in the surrounding region between the base year and horizon year. This growth would add traffic to the transportation network but would occur independent of this Project. As discussed above, operation of the No Build Alternative would have adverse effects on the local roadway circulation (and intersection LOS).

6.1.1.3.2 Queue Analysis

Table 6.5 presents the results of the freeway off-ramp analysis for No Build Alternative conditions. Under the No Build Alternative conditions, all freeway off-ramps have maximum queues that do not exceed the available queuing space during either the weekday am or pm peak hours, except I-5 NB Ramps/Woods Avenue and Telegraph Road (Intersection #23) as the queue only exceeds the left-turn pocket but not the overall length of the off-ramp. However, the projected maximum vehicle queues at all analyzed freeway off-ramps remain within the overall available queuing space during both the weekday am and pm peak hours and do not back up into the freeway mainline. Therefore, operation of the No Build Alternative would not have adverse effects on the local roadway circulation (and off-ramp queue delay). **Attachment C** provides the Synchro analysis output sheets for the freeway queuing analysis.

Table 6.5. No Build Alternative Conditions - Off-ramp Queue Length Analysis (2050)

Int. #	Off-Ramp Location	Controlling Intersection Approach	Available Storage Length (feet)	No Build Alternative Conditions		
				Turning Movement	95th Percentile Queue Length (feet) AM	PM
1	Atlantic Blvd/1st Street/SR-60 WB Ramps	WB	1,360	WBT	3771	292
2	Atlantic Blvd/SR-60 EB Ramps	EB	1,400	EBL	240	279
			460	EBR	264	295
23	I-5 NB Ramps/Woods Avenue and Telegraph Road	NB	50	NBL	111	1331
			320	NBR	0	0
39	Telegraph Road and I-5 NB Ramps	EB	240	EBT	174	165
			600	EBR	49	71
40	I-5 SB Ramps and Washington Blvd	SB	360	SBL	244	74
			800	SBR	32	0

Source: CDM Smith/AECOM JV 2025.
Note:
[1] 5th percentile volume exceeds capacity, queue maybe longer.
Key: Blvd = Boulevard; EB = Eastbound; NB = Northbound; SB = Southbound; WB = Westbound; L = Left; R = Right; T = Through; SR = state route; I = Interstate

6.1.1.4 Parking

There are no known publicly planned and approved projects to date that would alter the parking conditions from their existing configuration. Therefore, operation of the No Build Alternative would not have adverse effects on parking.

6.1.1.5 Pedestrian and Bicycle Circulation

There are no known planned and approved projects to date that would alter the pedestrian or bicycle circulation from their existing configuration. Therefore, operation of the No Build Alternative would not have adverse effects on pedestrian and bicycle circulation

6.1.1.6 Emergency Access

There are no known planned and approved projects to date that would alter emergency access from its existing conditions or create safety hazards in the Study Area. Therefore, operation of the No Build Alternative would not have adverse effects on emergency access.

6.1.2 Construction Impacts

The No Build Alternative would result in no adverse effects as no construction activity would occur as part of this alternative.

6.2 Atlantic to Greenwood Alternative

6.2.1 Operational Impacts

6.2.1.1 Transit

Potential adverse effects on regional transit were determined by a travel time comparison between the Build Alternative and the No Build Alternative. Travel time savings were analyzed by comparing the total transit travel time for riders under the No Build Alternative to the total transit travel time under the Build Alternative for the same origin and destination. In addition, potential impacts to local transit services were assessed for the Build Alternative.

Table 6.6 shows that the Build Alternative is forecasted to increase countywide transit travel by approximately 4,050 new transit trips daily compared to the No Build Alternative (difference between daily linked transit trips for the Build Alternative and the No Build Alternative). The total countywide transit mode share would increase slightly from 1.78 percent for the No Build Alternative to 1.79 percent for the Build Alternative.

Table 6.6. Los Angeles County 2050 Transit Performance Measures for the Build Alternative

Region-wide Statistics	No Build Alternative	Build Alternative	Change
Total Project Boardings (Trips on Project)	0	9,300	9,300
Station Boardings (at new stations)	0	4,900	4,900
New Transit Riders	0	4,050	4,050
Daily Linked Rail (Urban and Commuter) Trips	506,970	512,270	5,300
Daily Linked Bus and BRT Trips	861,510	860,000	-1,510
Daily Linked Transit Trips	1,368,480	1,372,270	3,790
Daily Linked Trips (Total All Modes)	76,782,680	76,782,680	0
Total Transit Mode Share	1.78%	1.79%	0.01%

Sources: CDM Smith/AECOM JV 2025; Metro CBM18.
Note: Station Boardings (at new stations) does not include boardings at the Atlantic/Pomona station, as Atlantic Station is an existing station.
Key: BRT = Bus Rapid Transit; % = percent

Table 6.7 summarizes the ridership for the Build Alternative. With four stations and a 4.7-mile alignment extending from Atlantic Station to the City of Montebello, the Build Alternative is forecasted to have over 7,500 total weekday station boardings. The Commerce/Citadel station is anticipated to have a higher weekend and holiday ridership due to the land uses it serves.

Table 6.7. 2050 Average Weekday Station Boardings – Comparison of No Build Alternative and the Build Alternative

Station	LRT Average Weekday Station Boardings	
	No Build Alternative	Build Alternative
Atlantic/Pomona	3,010	2,650
Atlantic/Whittier	0	1,260
Commerce/Citadel	0	1,350
Greenwood	0	2,290
Total Station Boardings	3,010	7,550

Sources: CDM Smith/AECOM JV 2025; Metro CBM18.
Key: LRT = Light Rail Transit

Table 6.8 shows the transit station mode of access types for the Build Alternative. Most people would walk/bike (53 percent) or take the bus (33 percent) to stations, as stations would be located near major activity and commercial centers.

Table 6.8. Average Weekday Station Boardings by Access Mode for Build Alternative

Station	Walk/Bike/ Other	Bus	Parking Facility	Kiss-and-Ride	Total
Atlantic/Pomona	1,350 (51%)	920 (35%)	330 (12%)	50 (2%)	2,650
Atlantic/Whittier	640 (50%)	600 (47%)	0 (0%)	30 (3%)	1,270
Commerce/Citadel	1,210 (90%)	10 (<1%)	0 (0%)	130 (10%)	1,350
Greenwood	820 (36%)	940 (41%)	460 (20%)	70 (3%)	2,290
Total Station Boardings	4,020 (53%)	2,470 (33%)	790 (10%)	280 (4%)	7,560

Sources: CDM Smith/AECOM JV 2025; Metro CBM18.
Note: Totals are based on average boardings by mode of access/egress.
Key: % = percent

The Build Alternative would provide transit travel time savings compared to the No Build Alternative. Travel time for bus service between the Atlantic/Pomona station and Greenwood station would be 24 minutes and 17 minutes by automobile. In comparison, the Build Alternative LRT service would have a travel time of less than 8 minutes. **Table 6.9** shows the total travel time between the Atlantic/Pomona station and Greenwood station, which would have a travel time savings of 9 and 16 minutes compared to the No Build Alternative.

Table 6.9. Build Alternative Travel Time Comparison – Average Travel Time between Proposed Stations

Stations	No Build Alternative		Build Alternative
	Average Automobile Travel Time (mins)	Average Peak Bus Travel Time (mins)[1]	Average Peak LRT Travel Time (mins)[2]
Atlantic/Pomona - Atlantic/Whittier	4.2	6.9	2.3
Atlantic/Whittier - Commerce/Citadel	4.5	5.1	2.4
Commerce/Citadel - Greenwood	7.9	12.4	3.2
Atlantic/Pomona – Greenwood[3]	16.6	24.4	7.9

Sources: CDM Smith/AECOM JV 2025; Metro CBM18.
Notes: Average travel times are average of both directions in minutes.
[1] Travel times from 2050 No Build Alternative peak-period model run, average of both directions of travel.
[2] Travel times from 2050 Build Alternative peak-period model run.
[3] There is no existing or planned direct transit service between Atlantic/Pomona and Greenwood stations under the No Build Alternative
Key: LRT = light rail transit; mins = minutes

Local bus operating speeds may decrease along Washington Boulevard from east of Garfield Avenue to east of Carob Way due to proposed traffic lane reconfigurations along Washington Boulevard which would result in reduction of roadway capacity along the Build Alternative. As such, re-routing and/or relocating existing bus stops on Montebello Bus Line 50 may be required. In addition, the Build Alternative may result in minor increases in ridership for bus lines that provide connections or feeder services to the alignment. However, existing bus routes have capacity, and with anticipated improvements described in the NextGen Bus Plan (**Section 5.1.3**), additional efficiencies and improvement will be made to local services.

Additionally, the Build Alternative would not conflict with future transit services but would provide travel time savings benefits compared to the No Build Alternative and would enhance transit connectivity with the existing local bus network. End to end, this demonstrates an overall travel savings of over 9 and 16 minutes compared to auto travel and bus travel, respectively.

None of the MSF site options would conflict with local or regional transit operations or with adopted regional or local policies or plans. The transition off Washington Boulevard to MSF 1 and 2 would be in an arial configuration, and there would be no delay to roadway traffic when an LRV makes the turn from Washington Boulevard to MSF Site 1 or 2. The lead tracks to MSF Site 3 would occur as the underground alignment transitions to the aerial alignment and there would be no delay in roadway traffic. No transit routes operate on Saybrook Avenue, Gayhart Street, Acco Street or Yates Avenue. Therefore, operation of the MSF would not result in an adverse effect.

The Build Alternative would support several regional and local plans and policies and would not conflict with adopted regional or local policies or plans (as identified in **Section 3.3**). The Build Alternative would also enhance transit connectivity between the stations and the surrounding areas and thereby increase ridership countywide when compared to the No Build Alternative. Therefore, operation of the Build Alternative would not result in an adverse effect related to transit operations.

6.2.1.2 Transportation Network

Table 6.10 shows that the Build Alternative would result in reduced VMT (approximately 8,000 daily) and reduced VHT (approximately 1,000) compared to the No Build Alternative. Therefore, operation of the Build Alternative would not result in an adverse effect related to regional transportation.

Table 6.10. Regional Transportation Statistics Horizon Year – Project versus No Build

Region-wide Statistics	2050 with No Build	2050 with Project	Change	% Change
VMT	577,229,000	577,221,000	-8,000	0.00%
VHT	19,247,000	19,246,000	-1,000	-0.01%
Average Vehicle Speed (mph)	30	30	0	0.00%
am Peak Vehicle Trips	9,707,000	9,706,000	-1,000	-0.01%
pm Peak Vehicle Trips	12,956,000	12,955,000	-1,000	-0.01%

Sources: CDM Smith/AECOM JV 2025; CBM18.
Key: % = percent; VMT = vehicle miles traveled; VHT = vehicle hours traveled; mph = miles per hour

The operation of MSF Site 1, 2, or 3 would not result in an increase in VMT. The MSF would provide critical functions for the daily operation and maintenance of the proposed transit service. Thus, the VMT reductions with operation of the proposed transit service would not be possible without the MSF, and those VMT reductions would offset the operational VMT attributable to the MSF (e.g., maintenance workers commuting to and from the MSF).

Furthermore, the MSF site options would be located in relatively close proximity to the core of the greater Los Angeles metropolitan area and would involve a light industrial use (transit fleet maintenance) taking place at an infill site within an established light industrial district. Measures to address changes to traffic circulation would be implemented as described in NEPA project measure (NPM) TRA-1 (**Section 7.1**). The MSF would therefore not generate different VMT characteristics than the surrounding existing uses such that it could result in an adverse effect related to VMT. Therefore, operation of MSF Site 1, 2, or 3 would not result in an adverse effect related to the regional transportation network.

As stated in the previous section, **Table 6.10** shows that the Build Alternative would result in reduced VMT (approximately 8,000 daily) and reduced VHT (approximately 1,000) compared to the No Build Alternative. The data provided in the table assumes operation of MSF Site 1, 2, or 3; therefore, operation of the Build Alternative would not result in an adverse effect related to the regional transportation network.

6.2.1.3 Local Roadway Circulation

The Build Alternative would result in several changes to traffic circulation:

- Reduction in the number of general-purpose travel lanes on portions of the alignment along Washington Boulevard from three lanes to two lanes to allow for the placement of columns to support the aerial segments and for the ROW needs of the at-grade segments. Minor changes to lane configurations at intersections may also be required to accommodate new or modified traffic circulation patterns, such as along Washington and 3rd Street and near the intersection of 3rd Street and Atlantic Boulevard to accommodate the open cut trench for the transition. Through-traffic and existing turning movement would be maintained.
- New traffic signals or modifications to existing traffic signals (e.g., signal changes) to accommodate light rail movements and traffic circulation patterns at intersections and grade crossings and to facilitate pedestrian access to/from stations.
- Access changes at selected cross streets due to LRT at-grade or aerial crossings, including prohibition of left-turn ingress/egress or through access (at Maple Avenue and unsignalized intersections on Washington Boulevard and at 3rd Street/La Verne Avenue). Elimination of left turns at 3rd Street and Civic Center Way (eastbound on 3rd Street to Civic Center Way, and southbound on Civic Center Way to 3rd Street). New U-turn movements would be allowed at Woods Avenue coming from the eastbound direction and U-turn movements would continue to be allowed at Mednik Avenue coming from the westbound direction.
- Potential driveway widening at industrial properties along Washington Boulevard.
- Potential removal of left turns at Montebello Boulevard.

These changes would be designed according to applicable MRDC and standards (as discussed in **Section 6.2.1.6**), would provide for adequate emergency access (as discussed in **Section 6.2.1.6**), and would not result in an increase in VMT (as discussed in **Section 6.2.1.2**).

The Build Alternative would result in a reduction in general-purpose travel lanes (from two to one lane on 3rd Street in the eastbound direction between Civic Center Way and new Sheriff's Department access road and from three to two lanes in each direction along Washington Boulevard between Saybrook Avenue and Carob Way) and the elimination of left turns at 3rd Street and La Verne Avenue and 3rd Steet and Civic Center Way as well as ingress/egress movements at driveways and selected cross streets along Washington Boulevard, which may require changes to truck ingress/egress for industrial properties in Commerce and Montebello. Driveway widening at industrial properties along Washington Boulevard could be constructed to accommodate this ingress/egress. Approach and departure routes for trucks, for example, may need to change to accommodate new turn restrictions at selected locations, including locations between Yates Avenue and the eastern terminus. However, the Build Alternative would not preclude vehicle or truck access along Washington Boulevard and left-turn movements would continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections, as identified in NPM TRA-1 (**Section 7.1**). However, left-turns into driveways would be prohibited along the at-grade alignment on Washington Boulevard. Along Washington Boulevard, truck percentages of vehicles on the road are highest during mid-day, but total vehicle volume is lower during mid-day than am and pm peak periods. These roadway changes would result in vehicles utilizing parallel roadways (e.g., Beverly Boulevard, Whittier Boulevard) to traverse east-west across the Study Area.

Left turns from Civic Center Way and La Verne Avenue would be prohibited. Eastbound traffic on 3rd Street looking to turn left onto Civic Center Way would instead travel approximately 1,000 feet to Woods Avenue and make a U-turn to then turn right onto Civic Center Way. This would affect 20 vehicles in both the morning and afternoon peak hours. Southbound traffic on Civic Center Way looking to turn left onto 3rd Street would turn right onto 3rd Street and travel for 300 feet and then make a U-turn at Mednik Avenue to travel eastbound. This would affect 17 to 20 vehicles in both the morning and afternoon peak hours. Westbound traffic on 3rd Street looking to turn left onto La Verne Avenue would instead travel 700 feet to Mednik Avenue and make a U-turn to then turn right onto La Verne Avenue. This would affect 174 vehicles during the morning peak period and 81 vehicles during the afternoon peak hour. Northbound traffic on La Verne Avenue looking to turn left onto 3rd Street would instead turn right onto 3rd Street and travel for 600 feet and then make a U-turn at Woods Avenue to travel westbound. This would affect 79 vehicles in both the morning and afternoon peak hours.

Additionally, left turns from Montebello Boulevard may be prohibited. Eastbound traffic on Washington Boulevard looking to turn left onto Montebello Boulevard would instead travel 200 feet to the next intersection and make a U-turn at Carob Way, then turn right onto Montebello Boulevard. Westbound traffic on Washington Boulevard looking to turn left Montebello Boulevard would instead travel 1,000 feet and make a U-turn at Greenwood Avenue, then turn right onto Montebello Boulevard. This would affect 25 to 35 vehicles in both the morning and afternoon peak hours.

Tail tracks for the Build Alternative would end at Montebello Boulevard. Metro is evaluating whether to allow or prohibit left turns from eastbound and westbound traffic on Washington Boulevard at Montebello Boulevard; if prohibited, this would be another roadway that left turn access would not be allowed. Left turns would continue to be allowed at Greenwood Avenue to the west and Carob Way and 5th Street to the east.

Although the Build Alternative would result in a reduction in travel lanes that would shift travel patterns along the corridor, the 1-mile segment along Washington Boulevard would still have signalized intersections for vehicles to turn around and get to their destination with minimal backtracking. Similarly, the businesses and associated parking lots facing Washington Boulevard primarily serve automobiles, whereas large trucks needing to access those businesses utilize side streets that have larger driveways to accommodate the larger vehicles. In addition, parallel east-west routes would continue to serve as alternatives to Washington Boulevard, providing additional connections to and from the regional freeway network. As identified in NPM TRA-1 (**Section 7.1**), components of the Build Alternative would include new or modifications to existing traffic signals to accommodate light rail movements and traffic circulation patterns at intersections, enhancements to existing signalized crosswalks, and bicycle circulation and access amenities in immediate station areas. As such, operation of the Build Alternative would not lead to an increase in vehicle travel. Therefore, operation of the Build Alternative would not result in an adverse effect related to local roadway circulation.

Although one lane of traffic in each direction would be removed, that space would be reclaimed by the LRT guideway and provide long-term mobility benefits by providing a high-capacity, fixed-guideway transit option that can accommodate more passengers per hour than a general-purpose lane (especially in peak periods). A new rail line enhances multimodal connectivity, reduces VMT and VHT, and supports regional transportation demand management goals.

MSF Site 1, 2, or 3 would involve only minor changes to traffic circulation, including new or modified driveways. For all three MSF sites, the LRT alignment would transition to an at-grade configuration on

Washington Boulevard between Vail Avenue and Maple Avenue and continue at-grade between this location and the alignment's eastern terminus. For MSF Sites 1 and 3, the aerial guideway would be in the center of Washington Boulevard near Garfield Avenue, but for MSF Site 2, the aerial guideway would be just north of Washington Boulevard near Garfield Avenue.

Tracks leading to MSF Site 1 would turn north off Washington Boulevard in an aerial configuration west of the transition to at-grade and occupy the parcels just west of Vail Avenue. Acco Street would be closed to through access, and a cul-de-sac would be constructed on the westerly side of the lead tracks. The closure of Acco Street to through traffic would have a negligible effect on traffic circulation, as adjacent properties would become part of the MSF, and alternative east-west connections are provided by Flotilla Street to the north and Washington Boulevard to the south. Properties to the west of the vacated portion of Acco Street would continue to have access via Yates Avenue. Therefore, operation of MSF Site 1 would not result in an adverse effect related to local roadway circulation.

For MSF Site 2, the LRT tracks to the MSF would turn north of Washington Boulevard in an aerial configuration above Yates Avenue. The aerial support columns would be placed so that traffic would be maintained along Yates Avenue. Proposed changes to traffic circulation would be designed according to applicable standards and criteria; therefore, operation of MSF Site 2 would not result in an adverse effect related on local roadway circulation.

For MSF Site 3, the LRT tracks to the MSF would come off the mainline alignment in the LRT ROW north of Washington Boulevard on the parcel just south of Gayhart Street as the alignment transitions from an underground to an aerial configuration. The mainline tracks would be in an aerial configuration but would not utilize public ROW for the aerial support columns nor cross any roadways until Washington Boulevard, where it would continue with the remainder of the LRT alignment; therefore, operation of MSF Site 3 would not result in an adverse effect related to local roadway circulation.

The purpose of the Build Alternative is to improve transportation and mobility in the area. As shown in **Table 6.9**, the improved transit access and travel times (especially for the transit-dependent population) would result in a beneficial effect on transit users in the Study Area. Furthermore, the Build Alternative would not take away a transportation use, but instead would repurpose vehicle travel lanes for transit-only use. This increased transit use would reduce overall VMT, providing a beneficial effect. Therefore, operation of the Build Alternative would not result in an adverse effect related to local roadway circulation.

6.2.1.3.1 Level of Service

A Build Alternative (2050) intersection LOS analysis was conducted to evaluate the Build Alternative conditions intersection operations during the weekday am and pm peak hours. **Attachment B** provides the Synchro analysis output sheets for the LOS analysis. The Build Alternative was analyzed with and without left turns at Montebello Boulevard.

In the Build Alternative (2050) conditions, as shown in **Table 6.11**, all intersections operate at LOS D or better, except:

- Woods Avenue and Beverly Boulevard and 3rd Street/Pomona Boulevard during the am and pm peak hours (Intersection #8, **Table 6.11**)
- Atlantic Boulevard and Beverly Boulevard during the pm peak hour (Intersection #11)
- Atlantic Boulevard and Triggs Street /Goodrich Boulevard and Telegraph Road/Ferguson Drive during the am and pm peak hours (Intersection #24)
- Vail Avenue and Mines Avenue during the pm peak hour (Intersection #26)
- Garfield Avenue and Flotilla Street during the pm peak hour (Intersection #27)
- Garfield Avenue and Washington Boulevard during the am peak hour (Intersection #32)
- Vail Avenue and Washington Boulevard during the am and pm peak hours (Intersection #34)

In **Table 6.11**, the LOS and delay of the No Build Alternative conditions are also listed for a comparison purpose.

Table 6.12 presents the LOS and delay of the Build Alternative (without left turns at Montbello Boulevard) conditions for intersections that have different levels of delay from the Build Alternative (with left turns at Montbello Boulevard) conditions. The LOS and delay of the No Build Alternative conditions are also listed for a comparison purpose. As shown in **Table 6.12**, while there is increased delay of about 2 to 3 seconds at the Montbello Boulevard/Washington Boulevard intersection (Intersection #37), there is an offsetting decrease in the adjacent upstream and downstream intersections and the LOS remains the same. Therefore, the allowance or prohibition of left turns at Montebello Boulevard does not have an adverse effect on LOS and local roadway circulation. The increases in delay for the intersections listed along Washington Boulevard are due to the reduction in travel lanes along this corridor under the Build Alternative. Other intersections along Atlantic Boulevard could experience minor delays of less than 1 second per vehicle. The potential delay at intersection number 8 (Woods Avenue/Beverly Boulevard/3rd Street/Pomona Boulevard) would increase by 64 seconds per vehicle (21 percent increase) in the am peak period due to slight increase in traffic detours under the Build Alternative, but this intersection operates at LOS F under both the No Build Alternative and the Build Alternative and in both am and pm peak hours. The potential delays could result from the new guideway and roadway configuration, which includes northbound lane and westbound lane closures and intersection configuration change at intersection number 8 (3rd Street/Pomona Boulevard). The intersection operates at LOS F in both am and pm peak periods under the No Build Alternative.

Under the Build Alternative, intersection number 34 (Vail Avenue and Washington Boulevard) operates at LOS F in both am and pm peak periods and would have a delay increase of 19 seconds in the pm peak period because of an increase in traffic from detours. The potential delays could result from the eastbound lane and westbound lane closures at intersection number 35 (Washington and Maple), and eastbound/westbound lane reductions along Washington Boulevard. This only represents a 3 percent increase in vehicle delay compared to No Build Alternative.

Table 6.11. The No Build Alternative and Build Alternative (With Left Turns at Montebello Blvd) (2050) Conditions LOS Analysis

			No Build Alternative				Build Alternative (With Left Turns at Montebello Blvd)			
Int.#	Location	Traffic Control Type	am Peak Hour Delay (sec/vehicle)	LOS	pm Peak Hour Delay (sec/vehicle)	LOS	am Peak Hour Delay (sec/vehicle)	LOS	pm Peak Hour Delay (sec/vehicle)	LOS
1	Atlantic Blvd and 1st St/SR-60 westbound Off-Ramp	Signal[1]	22.7	C	31.2	C	22.7	C	30.8	C
2	Atlantic Blvd and SR-60 eastbound Off-Ramp	Signal	23.9	C	22.7	C	24.0	C	22.7	C
3	Ford Blvd and 3rd Street	Signal	27.5	C	23.6	C	27.6	C	23.6	C
4	McDonnell Avenue and 3rd Street	Signal	13.8	B	15.1	B	13.8	B	15.1	B
5	Arizona Avenue and 3rd Street	Signal[1]	19.4	B	16.9	B	19.5	B	16.9	B
6	Mednick Avenue and 3rd Street	Signal	38.1	D	39.2	D	38.2	D	39.2	D
7	La Verne Avenue and 3rd Street	TWSC[2]	16.7	B	12.9	B	27.3	D	26.3	D
8	**Woods Ave and Beverly Blvd and 3rd Street/Pomona Blvd**	**Signal[1]**	**311.3**	**F**	**702.0**	**F**	**375.9**	**F**	**705.8**	**F**
9	Atlantic Blvd and Pomona Blvd	Signal	45.5	D	50.4	D	45.8	D	48.1	D
10	Hillview Avenue and Pomona Blvd	Signal	8.9	A	7.0	A	8.8	A	7.0	A
11	**Atlantic Blvd and Beverly Blvd**	**Signal**	**45.7**	**D**	**55.8**	**E**	**45.3**	**D**	**55.4**	**E**
12	Hillview Avenue and Beverly Blvd	Signal	9.0	A	8.9	A	8.9	A	8.9	A
13	Atlantic Blvd and 4th Street	Signal[1]	17.7	B	9.8	A	17.6	B	9.8	A
14	Atlantic Blvd and Eagle Street	Signal	14.8	B	11.2	B	15.4	B	11.5	B
15	Atlantic Blvd and 6th Street	Signal	15.6	B	11.6	B	15.6	B	11.6	B
16	Atlantic Blvd and Hubbard Street	Signal[1]	15.8	B	13.9	B	15.7	B	14.0	B
17	Ferris Avenue and Whittier Blvd	Signal	10.3	B	9.9	A	10.5	B	10.1	B
18	Atlantic Blvd and Whittier Blvd	Signal[1]	27.8	C	30.7	C	27.8	C	30.6	C
19	Goodrich Blvd and Whittier Blvd	Signal	10.1	B	13.3	B	10.1	B	13.2	B
20	Atlantic Blvd and Verona Street	Signal	7.0	A	9.9	A	7.0	A	9.9	A
21	Atlantic Blvd and Olympic Blvd	Signal	25.4	C	34.8	C	25.3	C	34.7	C
22	Atlantic Blvd and Union Pacific Avenue	Signal	10.5	B	10.0	B	10.5	B	10.0	B
23	I-5 NB On and Off-Ramps/Woods Avenue and Telegraph Road	Signal	15.3	B	16.0	B	15.3	B	16.0	B
24	**Atlantic Blvd and Triggs Street/Goodrich Blvd and Telegraph Road/Ferguson Drive**	**Signal[1]**	**123.3**	**F**	**129.1**	**F**	**123.3**	**F**	**128.5**	**F**

Int.#	Location	Traffic Control Type	No Build Alternative am Peak Hour Delay (sec/vehicle)	LOS	No Build Alternative pm Peak Hour Delay (sec/vehicle)	LOS	Build Alternative (With Left Turns at Montebello Blvd) am Peak Hour Delay (sec/vehicle)	LOS	Build Alternative (With Left Turns at Montebello Blvd) pm Peak Hour Delay (sec/vehicle)	LOS
25	Hoefner Avenue and Flotilla Street/Smithway Street	TWSC[2]	9.8	A	10.2	B	9.9	A	10.3	B
26	**Vail Avenue and Mines Avenue**	**TWSC[2]**	**29.4**	**D**	**62.4**	**F**	**28.8**	**D**	**62.4**	**F**
27	**Garfield Avenue and Flotilla Street**	**Signal**	**18.9**	**B**	**74.5**	**E**	**18.7**	**B**	**74.3**	**E**
28	Yates Avenue and Flotilla Street	TWSC[2]	13.8	B	18.2	C	13.9	B	18.2	C
29	Vail Avenue and Flotilla Street	Signal	6.7	A	13.9	B	6.6	A	14.0	B
30	Tubeway Avenue and Smithway Street	TWSC[2]	11.0	B	25.2	D	11.1	B	27.9	D
31	Gayhart Street and Washington Blvd	Signal	5.4	A	8.6	A	6.4	A	10.0	B
32	**Garfield Avenue and Washington Blvd**	**Signal**	**42.9**	**D**	**54.9**	**D**	**46.3**	**D**	**60.7**	**E**
33	Yates Avenue and Washington Blvd	Signal	16.7	B	20.6	C	19.0	B	26.8	C
34	**Vail Avenue and Washington Blvd**	**Signal**	**263.7**	**F**	**619.6**	**F**	**268.0**	**F**	**638.3**	**F**
35	Maple Avenue and Washington Blvd	Signal	8.6	A	8.5	A	6.2	A	6.3	A
36	Greenwood Avenue and Washington Blvd	Signal	12.3	B	15.6	B	28.2	C	40.1	D
37	Montebello Blvd and Washington Blvd	Signal	8.6	A	5.5	A	17.0	B	7.2	A
38	Bluff Road and Washington Blvd	Signal[1]	30.2	C	26.0	C	30.7	C	26.5	C
39	Telegraph Road and I-5 northbound On and Off-Ramps	Signal[1]	32.7	C	38.8	D	32.6	C	38.8	D
40	I-5 southbound On and Off-Ramps and Washington Blvd	Signal	19.6	B	16.0	B	19.5	B	16.0	B

Source: CDM Smith/AECOM JV 2025.

Notes: **Boldface** type indicates that the intersection operates at LOS (LOS E/F).

[1] LOS results are reported using the HCM 2000 methodology due to limitations in Synchro 12.

[2] TWSC - the worst approach LOS is reported.

Key: Blvd = Boulevard; LOS = Level of Service; TWSC = Two-Way Stop Control; sec = second; % = percent

Table 6.12. The No Build Alternative and Build Alternative (Without Left Turns at Montebello Blvd) (2050) Conditions LOS Analysis

			No Build Alternative				Build Alternative (Without Left Turns at Montebello Blvd)			
			am Peak Hour		pm Peak Hour		am Peak Hour		pm Peak Hour	
Int.#	Location	Traffic Control Type	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)	LOS	Delay (sec/vehicle)	LOS
30	Tubeway Avenue and Smithway Street	TWSC[1]	11.0	B	25.2	D	6.4	A	10.0	B
36	Greenwood and Washington Blvd	Signal	12.3	B	12.3	B	15.6	B	12.3	B
37	Montebello Blvd and Washington Blvd	Signal	8.6	A	8.6	A	5.5	A	8.6	A
38	Bluff Rd and Washington Blvd	Signal[2]	30.2	C	30.2	C	26.0	C	30.2	C

Source: CDM Smith/AECOM JV 2025.
Notes:
[1] TWSC - the worst approach LOS is reported.
[2] LOS results are reported using the HCM 2000 methodology due to limitations in Synchro 12.
Key: Blvd = Boulevard; LOS = Level of Service; TWSC = Two-Way Stop Control; sec = second; % = percent

As shown in **Table 6.11**, the Build Alternative would result in a single intersection (Intersection #32: Garfield Avenue and Washington Boulevard) to move from LOS D to LOS E in the pm peak due to the reduction in travel lanes on Washington Boulevard. The reduction of the Garfield Avenue and Washington Boulevard intersection LOS from LOS D to unacceptable LOS E in the pm peak period would be an adverse effect. NEPA mitigation measure (NMM) TRA-1 (**Section 7.1**) would require restriping the southbound approach by converting one through lane into a second left-turn lane and reconfiguring the right-turn lane as a shared through/right-turn lane in the southbound approach of Intersection #32 (Garfield Avenue and Washington Boulevard) to optimize this intersection's cycle length and splits; this would improve the LOS at Intersection #32 so that it operates at LOS D in both the am and pm peak periods. With the implementation of NMM TRA-1, there would be no adverse effect related to the intersection LOS (**Table 6.13**).

Table 6.13. Garfield Avenue and Washington Boulevard Intersection Analysis with Mitigation

Location	Traffic Control Type	am Delay (sec/veh)	am LOS	pm Delay (sec/veh)	pm LOS
Build Alternative Without Mitigation	Signal	46.3	D	60.7	E
Build Alternative With Mitigation	Signal	51.0	D	54.6	D

Source: CDM Smith/AECOM JV 2025.
Key: sec/veh = seconds per vehicle; LOS = Level of Service

6.2.1.3.2 Queue Analysis

Table 6.14 presents the results of the freeway off-ramp analysis for the build conditions. In the forecast year, all freeway off-ramps have maximum queues that do not exceed the available queuing space during either the weekday am or pm peak hours, except I-5 northbound Ramps/Woods Avenue and Telegraph Road (Intersection #23). However, the maximum queues at all freeway off-ramps remain within the overall available queuing space during both the weekday am and pm peak hours and do not back up into the freeway mainline. Therefore, the Build Alternative would not result in any adverse effects on the local roadway circulation (and off-ramp queue delay). **Attachment C** provides the Synchro analysis output sheets for the freeway queuing analysis.

Table 6.14. Build Conditions - Off-ramp Queue Length Analysis (2050)

Int. #.	Off-Ramp Location	Controlling Intersection Approach	Available Storage Length (feet)	Turning Movement	Build Conditions 95th Percentile Queue Length (feet) AM	PM
1	Atlantic Blvd/1st Street/SR-60 WB Ramps	WB	1,360	WBT	383[1]	289
2	Atlantic Blvd/SR-60 EB Ramps	EB	1,400	EBL	241	278
			460	EBR	270	294
23	I-5 NB Ramps/Woods Avenue and Telegraph Road	NB	50	NBL	111	133
			320	NBR	0	0
39	Telegraph Road and I-5 NB Ramps	EB	240	EBT	173	165
			600	EBR	49	71
40	I-5 SB Ramps and Washington Blvd	SB	360	SBL	243	74
			800	SBR	32	0

Source: CDM Smith/AECOM JV 2025.
Note:
[1] 95th percentile volume exceeds capacity, queue maybe longer.
Key: Blvd = Boulevard; EB = Eastbound; NB = Northbound; SB = Southbound; WB = Westbound; L = Left; R = Right; T = Through

6.2.1.4 Parking

The Build Alternative would require the removal and displacement of existing off-street parking facilities to accommodate operation of the stations, associated parking facilities, and the physical track structure. For off-street parking spaces that are associated with full takes of parcels and their businesses, the demand for these spaces would be eliminated as well. As such, there would be no adverse effects on off-street parking with the full removal of these parcels. The following discusses off-street parking near the proposed stations.

- The Atlantic/Pomona station would utilize the existing parking facility located north of the 3rd Street and Atlantic Boulevard intersection. The relocated station and trackage would require removal of properties and associated off-street parking spaces north of Beverly Boulevard and east of Atlantic Boulevard from Beverly Boulevard to 4th Street. This displacement would remove the properties and their parking supply, which are both anticipated to be relocated. There would be no adverse effects on off-street parking with the removal of these properties.
- The Atlantic/Whittier station would require the removal of properties and associated off-street parking spaces near the intersection of Atlantic and Whittier Boulevards. The displacement would remove the properties and their parking supply, which are anticipated to be relocated. There would be no adverse effects on off-street parking with the full removal of these properties.

- The Commerce/Citadel station would be an underground, center platform station located beneath Smithway Street, adjacent to The Citadel development in the City of Commerce. Approximately 75 parking spaces would be removed and relocated near the Commerce/Citadel station. The main operation of the Citadel would be maintained, and replacement parking spaces would be situated elsewhere within the property. With existing parking management methods deployed at the Citadel, such as valet parking, shuttles, remote parking, employee parking programs, as well as a reduction in parking demand due to new transit access provided by the Build Alternative, there would be no adverse effects on off-street parking at this site. Other off-street parking would be removed/relocated along with the associated properties. As such, there would be no adverse effects on existing off-street parking.
- Near the Greenwood station, the new parking facility would be located on the southwest corner of the intersection of Greenwood Avenue and Washington Boulevard. There would be no adverse effects on off-street parking with the removal of this parcel.

Overall, the Build Alternative would remove some land use and its parking supply, which are anticipated to be relocated at the Atlantic/Pomona, Atlantic/Whittier, and Greenwood stations. There would be no adverse effects on off-street parking with the removal and relocation of this parking. With the removal and relocation of parking spaces at the Commerce/Citadel station, the main operation of the adjacent properties would be maintained, and these parking spaces may be situated elsewhere within the property. With existing parking management methods deployed at the Citadel, as discussed previously, as well as a reduction in parking demand due to new transit access provided by the Build Alternative, there would be no adverse effects on off-street parking at this site. Other off-street parking would be removed/relocated along with the associated properties. As such, there would be no adverse effects on existing off-street parking.

MSF Sites 1, 2, and 3 would provide sufficient on-site parking for employees, and no operational spillover parking effects on off-street or on-street parking facilities would occur. As such, operation of the MSF site options would not result in an adverse effect related to off-street parking.

6.2.1.4.1 On-Street Parking

The Build Alternative would eliminate existing on-street parking along the southern side of 3rd Street between Civic Center Way and South Woods Avenue to accommodate a new underground trench connecting to the Atlantic/Pomona station. Field observations indicated on-street parking along this segment were not utilized given the limited on-street parking allowed between Civic Center Way and South La Verne Avenue (approximately seven spaces) and availability of dedicated off-street parking for the adjacent uses. Parking is also prohibited along 3rd Street between South La Verne Avenue and South Wood Avenue due to red curb restrictions. As such, elimination of on-street parking on 3rd Street between Civic Center Way and South Woods Avenue would not result in an adverse effect on on-street parking conditions.

In addition, the Build Alternative would result in the elimination of on-street parking spaces on the northern and southern sides of Washington Boulevard from Yates Avenue to Montebello Boulevard to accommodate the Greenwood station and the at-grade alignment. Limited on-street parking is utilized along Washington Boulevard between Yates Avenue and Montebello Boulevard, given that these spaces are primarily used as vehicular travel lanes during peak periods. On-street parking spaces that would be eliminated were inventoried, and the utilization of these spaces was assessed. Parking availability on

adjacent streets was also inventoried to determine whether these could serve as potential replacement parking areas. For on-street spaces near Montebello Boulevard that are adjacent to small commercial uses, there are potential replacement parking options along side streets that could accommodate any potential on-street parking demand. Note that this parking assessment was determined based on the number of spaces that were observed to be utilized and not on the total number of spaces to be eliminated. **Table 6.15** displays the on-street parking spaces proposed to be eliminated along the Build Alternative alignment.

Given the restrictions of on-street parking (e.g., no stopping, red curb, or no parking during peak periods), primary use as travel lanes, and that no utilization of on-street parking was observed, the elimination of on-street parking from Yates Avenue to Montebello Boulevard would not result in an adverse effect on on-street parking conditions.

Table 6.15. Project Utilization and Replacement Parking Options

Affected Sections	Total Eliminated Parking Spaces Occupied	Total Parking Spaces Eliminated	Parking Restrictions	Potential Replacement Parking Options
Northern side of 3rd Street between Civic Center Way and Woods Avenue	0	0	No parking: red curb	None required
Southern side of 3rd St between Civic Center Way and Woods Avenue	0	7	No parking: red curb; no parking: 10 pm–6 am, commercial vehicles over 5 tons	None required
Northern side of Washington Blvd between Yates Avenue and Montebello Blvd	0	32	No parking: red curb; no parking: 7 am–9 am, except Saturday, Sunday, and holidays	None required
Southern side of Washington Blvd between Yates Avenue and Montebello Blvd	0	25	No parking: red curb; no parking: 4 pm–6 pm, except Saturday, Sunday, and holidays	None required

Source: CDM Smith/AECOM JV 2025.
Note: Based on field surveys conducted in May 2025.
Key: Blvd = boulevard

MSF Sites 1, 2, and 3 would provide sufficient on-site parking for employees, and no operational spillover parking effects on on-street parking facilities would occur. As such, operation of the MSF, no matter which site is selected, would not result in an adverse effect related to on-street parking.

6.2.1.4.2 Spillover Parking

As part of the Build Alternative, a new parking facility would be provided at Greenwood station. The proposed Atlantic/Whittier and Commerce/Citadel stations would not provide dedicated station parking, although drop-off auto access would be provided. The Atlantic/Pomona station would be supported by the existing parking structure located north of 3rd Street and Atlantic Boulevard.

The existing Metro E Line Atlantic Station terminus is currently served by the parking structure located north of 3rd Street and Atlantic Boulevard. Since the existing Atlantic Station would no longer be a

terminus station, parking demand at the Atlantic/Pomona station would be less than existing conditions. As such, parking supplies at this structure would be able to accommodate parking demand associated with Atlantic/Pomona station. Therefore, no spillover parking is anticipated at this location. Other existing parking near the proposed stations would not be available to transit riders. Owners of existing off-street parking facilities can further develop and enforce "no parking policies" for transit users adjacent to transit stations, if desired. Spillover parking can be discouraged at nearby on-street parking through regulation and enforcement by local jurisdictions, such as short-term parking limits and parking permits. As such, spillover parking is assumed to be zero as regulations/signage would restrict Metro parking on adjacent streets and private use lots.

For the Atlantic/Whittier, Commerce/Citadel, and Greenwood stations, **Table 6.16** shows the estimated peak parking demand (based on number of daily riders that use automobiles as their mode of access) in comparison to the proposed dedicated parking supply. Given the destination land use densities and activities at the Atlantic/Whittier and Commerce/Citadel stations, parking facility demand is not anticipated at those stations. Therefore, no dedicated parking would be provided at these stations. The parking demand in **Table 6.16** is considered a typical average daily condition and does not represent a peak hour condition. This parking assessment provides a conservative estimate for daily parking activities, as it does not assume any turnover of parking spaces. **Table 6.16** shows the proposed parking supply which would accommodate the anticipated demand.

Table 6.16. Project Proposed Parking Spaces

Station	Peak Daily Parking Facility Demand	Proposed Dedicated Station Parking	Estimated Parking Surplus
Atlantic/Whittier	0	0	-
Commerce/Citadel	0	0	-
Greenwood	249	270-370	121

Sources: CDM Smith/AECOM JV 2025, CBM18.
Key: - = not applicable

MSF Sites 1, 2, and 3 would provide sufficient on-site parking for employees. As such, operation of the MSF, no matter which site is selected, would not result in an adverse effect such as spill-over street parking.

6.2.1.5 Pedestrian and Bicycle Circulation

The Build Alternative would provide bicycle circulation and enhanced access amenities in the immediate station areas, such as bike parking and connections to existing nearby bike facilities within up to a 600-foot radius for improved bicycle-to-transit connections, which would be determined during preliminary engineering. At locations along the alignment, sidewalks would be relocated, widened, and/or replaced with the same widths where possible to accommodate the light rail guideway, TPSS, stations, or other related infrastructure, but only in the immediate area adjacent to these elements. However, these would be improvements to existing conditions by enhancing the overall walkability and bike accessibility of the proposed station areas. Sidewalks would not be altered to the extent that pedestrian circulation would be impaired or in violation of ADA standards.

Project design would maintain adequate sidewalk widths along aerial portions of the alignment and at station locations. Additional enhancements to the existing signalized crosswalks, such as continental

crosswalks, would serve to further improve pedestrian circulation and non-motorized access to transit stations as identified in NPM TRA-1 (**Section 7.1**). In addition, other amenities, such as pedestrian-level lighting would improve the attractiveness and perception of safety. These pedestrian enhancements would provide safe and convenient access for transit patrons and the community, specifically in the evening hours.

During operation, the Build Alternative would attract approximately 320 to 680 peak-hour walk and bike trips per station (as shown in **Table 6.17**) with lower volumes throughout the day and on weekends. Pedestrians would use the crosswalks and sidewalks that surround each station, thereby diffusing the potential impacts to any particular location. This level of pedestrian activity would not create severe overcrowding during the peak period that would interfere with pedestrian accessibility, as current pedestrian volumes are relatively low. As such, the surrounding pedestrian facilities would have sufficient capacity to accommodate the increase in pedestrian volumes and the peak-hour walk trips.

Table 6.17. 2045 Weekday Peak Period Walk and Bike Trips to/from the Build Alternative Stations

Station	am	pm
Atlantic/Pomona	680	680
Atlantic/Whittier	320	320
Commerce/Citadel	600	600
Greenwood	410	410

Sources: CDM Smith/AECOM JV 2025; CBM18.

There are no existing bicycle facilities along the Build Alternative. The following bicycle facilities are proposed along the Build Alternative:

- Class III on Woods Avenue between Dorner Drive and Olympic Boulevard (Los Angeles County)
- Class III on Beverly Boulevard between 3rd Street and Gerhart Avenue (Los Angeles County)
- Class III on Smithway Street between Flotilla Avenue and Tubeway Avenue (City of Commerce)
- Class I as Edison Utility ROW between Ferguson Drive and Gage Avenue (City of Commerce)
- Class III on Yates Avenue between Flotilla Avenue and Gage Avenue (City of Commerce)
- Class IV on Washington Boulevard between city limits (City of Montebello)
- Class I and Class II on Greenwood Avenue between Montebello Way and Elm Street (City of Montebello)
- Class III on Montebello Boulevard between Montebello Way and Sycamore Street (City of Montebello)
- Class III on Maple Avenue between Washington Boulevard and Lincoln Avenue (City of Montebello)
- Class II and III on Mines Avenue/Beach Street/Vail Avenue/Flotilla Street creating a loop (City of Montebello)

The proposed Class III bicycle routes would still be accommodated through roadway striping during operations and would not conflict with the Build Alternative. Additional Class III bicycle routes that cross

Atlantic Avenue are proposed, but the Build Alternative would be in an underground configuration with roadways restored for operations. Therefore, these routes would not conflict with the Build Alternative.

There are proposed Class I and Class II bicycle facilities that would not be along Washington Boulevard and would only cross Washington Boulevard at applicable intersections where bicycle and pedestrian traffic would be allowed to cross. Bicycle and pedestrian facilities would remain accessible as identified in NPM TRA-1 (**Section 7.1**). There is a proposed Class IV bicycle facility along Washington Boulevard identified in the City of Montebello Bicycle Master Plan. Although this facility is not part of the Build Alternative, the design of the guideway would not preclude the ability to install this bicycle facility.

Additionally, the Class III bicycle route on Yates Avenue between Garfield Avenue and Flotilla Street would still maintain through access for bicyclists; similarly, the proposed Class II and Class III loop on Mines Avenue, Beach Street, Vail Avenue, and Flotilla Street would maintain through access. Therefore, the Build Alternative would not result in an adverse effect during operations related to bicycle circulation.

Overall, the Build Alternative would enhance walkability in the immediate vicinity of the proposed station areas and include improvements coordinated with the local jurisdictions. For the at-grade portion of the alignment within Montebello, narrow sidewalk widths (5 to 8 feet compared to 12 feet for the aerial configuration in Commerce) would be required to accommodate the at-grade track alignment along Washington Boulevard. The adjustment in sidewalk width would occur along Washington Boulevard from 620 feet west of Vail Avenue to the intersection of Washington Boulevard and Vail Avenue. These narrow sidewalks would still meet ADA minimum requirements and would not conflict with any identified local programs, plans, or policies. Therefore, operation of the Build Alternative would not result in an adverse effect related to pedestrian circulation.

The City of Montebello has proposed bicycle facilities along Flotilla Street and Vail Avenue along the perimeter roadways of MSF Sites 1 and 2. For MSF Site 3, there are no existing or proposed bicycle facilities on the perimeter roadways (Gayhart Street and Saybrook Avenue) and the MSF would operate within the existing industrial parcel. The potential for conflicts between bicyclists and LRT operations would be minimal or non-existent and the proposed bicycle facilities would not conflict nor be blocked by MSF Site 1, 2, or 3 during operations. Therefore, operation of MSF, no matter which site is selected, would not result in an adverse effect related to bicycle circulation.

The industrial areas around MSF Sites 1, 2, and 3 have very limited pedestrian and bicycle activity. No plans or programs are approved that will expand or enhance the pedestrian network immediately surrounding the MSF sites; therefore, removing sidewalks in the area around the MSF site options would not result in an adverse effect related to pedestrian circulation during operations.

6.2.1.6 Emergency Access

Operation of the Build Alternative would potentially increase fire and police protection response times as a result of response delays at new grade crossings. Grade crossings could potentially delay fire and police protection vehicles if they arrive at a crossing at the same time as a passing train. However, such delays would be less than delays from high traffic volumes due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Emergency responders would still have priority to pass through intersection with siren on; given that trains would be operating

in exclusive street-running ROW at these locations, trains would clear intersections more quickly to allow emergency vehicles to pass, as compared to vehicles in the through lanes which may not be able to clear the intersection as quickly due to traffic delays.

Although the transition from an at-grade to underground alignment along 3rd Street between La Verne Avenue and Woods Avenue is located directly in front of the Los Angeles County Sheriff's Department and the Kaiser Permanente East Los Angeles Medical Offices, the Metro E Line already operates at-grade along this segment of 3rd Street, and operation of the Build Alternative would not impact existing response times to/from the station or the Kaiser Permanente offices. The proposed trench in 3rd Street for the underground guideway transition would eliminate left turns and U-turns at La Verne Avenue as well as eliminate left turns at 3rd Street/Civic Center Way. Further, a new access road would be constructed across 3rd Street to provide direct access to the Sheriff's Department's driveway. Use of the new access road would be limited to Sheriff's Department vehicles and would allow for safe left turns from the Sheriff's Department driveway onto 3rd Street. This would improve emergency access by providing Sheriff's Department vehicles direct access to eastbound 3rd Street. Similarly, eastbound Sheriff's Department vehicles on 3rd Street would be able to turn left directly into the Sheriff's Department driveway which is not currently allowed. The underground and aerial configuration portions of the Build Alternative would not have any material impact to fire and police protection response times since those segments would not affect emergency vehicles traveling on surface streets.

For the at-grade portion of the Build Alternative, there would be at-grade crossings (including one pedestrian only at-grade crossing at Greenwood station), primarily along Washington Boulevard between Vail Avenue and Montebello Boulevard. At-grade crossings are not anticipated to cause a significant delay to fire and police protection vehicles. Any delays would be brief due to the short length of the LRT trainsets and the short time required for LRT vehicles to enter and exit the crossings. Given that trains would be operating in an exclusive street-running ROW at these locations, it would be possible for trains to clear intersections quickly to allow emergency vehicles to pass. As standard practice and as identified in NPM TRA-1 (**Section 7.1**), Metro would coordinate with fire and police officials when designing grade crossings to maintain access for police and fire protection services. In addition, the LRT station and crossings would be designed in accordance with MRDC, including Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards would also maintain response times at acceptable levels. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities under the operation of the Build Alternative.

As discussed in the previous section, although operation of the Build Alternative would potentially result in an increase to fire and police protection response times, with implementation of the standard coordination and design practices identified in the previous paragraph and as identified in NPM TRA-1, it is anticipated that emergency response times would remain at acceptable levels. As a result, operation of the Build Alternative would not result in an adverse effect related to emergency access.

The Build Alternative uses the existing street alignment and ROW when in an aerial configuration and would not increase hazards due to a geometric design feature. As identified NPM TRA-1 (**Section 7.1**), the Build Alternative would be designed, constructed, and operated per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual of

Uniform Traffic Control Devices (MUTCD), and Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy).

There would be no impact from the underground segments. The short 0.1-mile at-grade segment and trench transition east of the underground tunnel portal would not introduce a new hazard as the existing Metro E Line is already at-grade along this segment of 3rd Street. The intersection at 3rd Street and La Verne Avenue would be closed to left turns and pedestrian crossings for safety. A new high-visibility crosswalk east of La Verne Avenue would be constructed near the Sheriff's Department driveway to provide safe pedestrian access. Additionally, to facilitate traffic movement, U-turn movements would continue to be allowed at Mednik Avenue and the intersection of 3rd Street and Woods Avenue would be modified to allow eastbound traffic on 3rd street to make a U-turn. The at-grade segment through Montebello between approximately Vail Avenue and Montebello Boulevard would include new grade crossings on this segment of the route, as well as an at-grade station at Greenwood Avenue. As identified in NPM TRA-1, the Build Alternative would be designed per applicable design state, Metro, and city criteria and standards.

An initial screening (Milestone 1) analysis according to Metro's grade crossing policy indicates that at grade crossings for the Build Alternative would fall under the least restrictive category ("At-Grade Operation Should Be Feasible"). As identified in NPM TRA-1 (**Section 7.1**), all crossings would be designed according to applicable standards and would include traffic signal coordination and upgrades to avoid conflicts between LRVs and westbound traffic along Washington Boulevard. **Attachment D** provides the nomographs (alignment charts) for the initial screening analysis.

The possibility of conflicts between automobiles and pedestrians would arise if pedestrians do not use designated, signalized crosswalks to access station platforms. As identified in NPM TRA-1 (**Section 7.1**), best practice safety measures would be implemented to minimize potential conflicts; measures could include mid-block crosswalks, signal-protected pedestrian movements, channelization, high visibility curbs, fencing between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, and ADA-compliant curb ramps, along with warning signs to provide for convenient and safe access to station platforms. Therefore, operation of the Build Alternative would not result in an adverse effect related to design hazards.

MSF Sites 1, 2, and 3 would generally be compatible with existing surrounding uses, which are primarily light industrial in nature. The MSF site options would include minor changes to traffic circulation, such as new or modified driveways, but these changes would be designed according to applicable state, Metro, and local design criteria and standards as identified in NPM TRA-3 (**Section 7.1**).

Operation of MSF Site 1, 2, or 3 would not affect any buildings that provide emergency response services. The tracks leading to MSF Sites 1 and 2 would be in an aerial configuration. LACFD Station 50 is located just over 400 feet west of MSF Site 3, adjacent to an underground portion of the alignment. The LRT would access MSF Site 3where the alignment transitions to an aerial configuration between Saybrook Avenue and Washington Boulevard entirely outside of the public ROW. Saybrook Avenue and Gayhart Street would remain open and circulation and vehicle movement would not be affected. The primary vehicle entrance to the MSF would be on Gayhart Steet and would not impede access to Fire Station 50. Therefore, none of the MSF site options would impact roadway traffic or potentially delay fire and police protection vehicles.

As standard practice and as identified in NPM TRA-1, Metro would coordinate with fire and police protection officials when designing grade crossings to maintain access for police and fire protection services. In addition, all new LRT facilities and crossings would be designed in accordance with MRDC, state, and local design criteria and standards where applicable including fire code and Fire/Life Safety Criteria, to ensure safety and minimize potential hazards at all locations. Further, compliance with code requirements pertaining to emergency vehicle access and building standards would also maintain response times at acceptable levels as identified in NPM TRA-3. Consequently, fire and police protection response times are anticipated to remain at acceptable levels and would not require new or physically altered fire or police protection facilities. Therefore, operation of the Build Alternative would not result in an adverse effect related to emergency access.

6.2.2 Construction Impacts

6.2.2.1 Transit

Construction of the Build Alternative would consist of three section types: aerial, underground, and at-grade. The construction activities are varied among the sections and unique to the affected areas.

At locations with aerial, at-grade, and cut-and-cover underground segments, temporary closures of intersections, lanes, or sidewalks may be necessary during construction, which may result in disruptions to bus service along Atlantic Boulevard and Washington Boulevard. As the Build Alternative would be constructed in segments, these temporary lane closures and turn restrictions would not affect all intersections simultaneously. During construction, temporary re-routing and relocation of bus stops may be needed for the following transit lines:

- Metro Bus line 260
- Montebello Bus lines 10, 20, 40, and 90
- Commerce Purple City Circulator operating on Atlantic Boulevard
- Montebello Bus Lines 30 and 70 operating on Garfield Avenue
- Montebello Bus Line 50 operating on Washington Boulevard

Construction of the Build Alternative would result in a temporary adverse effect related to transit as construction activities would disrupt the circulation system through temporary roadway closures, lane closures, bus stops, and sidewalk closures. These closures would cause a reduction in capacity of the affected roads. This reduction in capacity would cause vehicular traffic to divert to parallel facilities, thus increasing congestion, which may cause adverse effects by decreasing bus operating speeds along these streets. As a result, construction of the Build Alternative would result in a temporary adverse effect on transit operation. Implementation of NMM TRA-2 (**Section 7.2**) to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing bus detour routes, and implementing a public outreach program, would mitigate this adverse effect.

Construction of the Maravilla Crossover would necessitate a minor shift of the existing track and roadway resurfacing in the vicinity of the changes to the track. Construction would require temporary lane closures and track closures. Existing Metro E Line service would temporarily terminate at Maravilla Station during construction. Metro would provide connecting bus service between Maravilla Station to

East L.A. Civic Center Station and the existing Atlantic Station during this period, which is expected to last 6 to 12 months. Following construction, the roadway surface and track would be restored to existing conditions. The Maravilla Crossover would utilize the same construction methods as analyzed along the other parts of the alignment.

During construction of MSF Site 1, 2, or 3, temporary closures to roadways and lanes would be required, resulting in potential disruptions to bus service. Montebello Bus Line 50, which operates on Washington Boulevard, would require temporary rerouting and relocation of bus stops during construction. Additionally, temporary closures for MSF Site 2 on Flotilla Street could be required and would impact Metro bus routes 18 and 66 that provide service to the Montebello/Commerce Metrolink Station. Additionally, LRVs could get delivered to the MSF during construction on Flotilla and/or Yates Avenue, but this delivery would only last for the duration of bringing the vehicle on site. Thus, construction of MSF Site 1, 2, or 3 would result in a temporary adverse effect related to transit circulation. Implementation of NMM TRA-2 (**Section 7.2**) would mitigate this adverse effect.

6.2.2.2 Transportation Network

During construction, the Build Alternative would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of the Build Alternative, when there would be an overall reduction in VMT compared to the No Build Alternative (as shown in **Section 6.2.1.2**). Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as identified in NPM TRA-2 (**Section 7.1**), construction of the Build Alternative would not result in a change in regional travel patterns or increase VMT. Therefore, construction of the Build Alternative would not result in an adverse effect related to the regional transportation network.

Construction of the MSF would temporarily generate additional VMT related to construction work activities and the transport of excavated materials and construction equipment and supplies. This additional VMT would terminate upon completion of construction and would not be in effect during operation of MSF Site 1, 2, or 3. Given the temporary nature of construction-related VMT and that construction-related traffic circulation changes (e.g., detours) would generally be localized to the work area as identified in NPM TRA-2 (**Section 7.1**), there would not be a long-term change in regional travel patterns. Therefore, construction of MSF Site 1, 2, or 3 would not result in an adverse effect related to the regional transportation network.

6.2.2.3 Local Roadway Circulation

Construction activities for the Build Alternative would require temporary closures and detours that would cause a reduction in capacity along affected roads, particularly along Washington Boulevard, which is an important truck route. Trucks using Washington Boulevard would be affected due to these closures and associated detours. At the proposed Commerce/Citadel station, industrial properties that rely on Smithway Street as their only access point for trucks would also be affected during construction if access is unable to be maintained during construction. Prohibiting access to these properties would be considered an adverse effect related to local roadway circulation. Furthermore, construction of the transition segment from at-grade to underground near the intersection of 3rd Street and Atlantic

Boulevard would require temporary lane reconfiguration west of La Verne Avenue and the existing Atlantic Station to accommodate the open-cut trench for the transition, but through traffic and existing turning movements would be maintained on 3rd Street.

The method of removing construction-related materials for hauling away from the job site would be determined by the contractor. This material may be used in the retained fill embankments depending on its suitability. Fill material may also have to be transported to local landfill site(s) if sufficient material is not available or suitable for use. Excavated material would be loaded into trucks and transported along designated truck routes within the Build Alternative corridor ROW and/or major streets connecting to construction staging areas and the nearest freeways (e.g., SR-60 and I-5). Consistent with local plans, truck routes that may be used for transporting and hauling construction-related materials include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, and Washington Boulevard. Actual volumes of material and specific routes would depend on a number of factors, including the construction contract limits and coordination with the corridor jurisdictions. As identified in NPM TRA-2 (**Section 7.1**), cooperation with the jurisdictions in the Study Area would occur throughout the construction process. Restrictions on haul routes could be incorporated into the construction specifications according to local permitting requirements. Hauling of construction-related materials would use existing arterials and involve cooperation with local jurisdictions. This restriction would still result in an adverse effect on local roadway circulation during construction.

Construction of MSF Site 1 would require a closure of a portion of Acco Street and may also require other temporary changes to traffic circulation and controls, such as lane closures or detours to construct the guideway for the tracks on Washington Boulevard and those leading from Washington Boulevard to MSF Site 1. Similarly, MSF Site 2 would require temporary closure of a lane on Yates Avenue for construction of the aerial support columns, which may also require other temporary changes to traffic circulation and controls, such as lane closures or detours. Additionally, LRVs could get delivered to MSF Site 1 during construction on Vail Avenue and delivered to MSF Site 2 during construction on Flotilla and/or Yates Avenue, but this delivery would only last for the duration of bringing the vehicle on site. MSF Site 3 would be contained within the parcels of the site and would not utilize the public ROW; however, LRVS could be delivered to the site during construction. These effects would be minor and localized to the immediate vicinity of MSF Sites 1, 2, and 3, as they would occur along roadways that are generally lightly used and primarily accommodate local access (as opposed to through-traffic). Access to nearby properties would be maintained throughout the course of construction per NPM TRA-4 (**Section 7.2**), and alternative routes would be available for any streets requiring a closure (e.g., use of Acco Street would be routed to Flotilla Street or Washington Boulevard).

Due to temporary lane closures during construction activities, construction of the Build Alternative and MSF Site 1, 2, or 3 would result in an adverse effect related to local roadway circulation. Implementation of NMM TRA-2 (**Section 7.2**) to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing detour routes and coordinating with local business owners, would mitigate this adverse effect.

6.2.2.4 Parking

6.2.2.4.1 Off-Street Parking

During construction, current off-street parking facilities may be utilized for construction activities, such as staging for the storage of construction materials and equipment, temporary offices for field personnel, parking for field personnel, and fabrication of construction materials. Although temporary, the potential effects on off-street parking supply would result in a temporary adverse effect on off-street parking. Implementation of NMM TRA-2 (**Section 7.2**) to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, such as coordinating with local business owners, would help mitigate this adverse effect.

Construction of MSF Site 1, 2, or 3 would result in the displacement of parking supply within commercial and industrial land uses; displaced parking is anticipated to be relocated. There would be no adverse effects on off-street parking with the full removal of these properties during construction.

6.2.2.4.2 On-Street Parking

During construction, the Build Alternative would require temporary closure of travel lanes. Consequently, existing on-street parking spaces and loading stalls may need to be temporarily removed on the north side of Atlantic Boulevard (between Arizona Avenue and Mednik Avenue), on the northern and southern sides of Pomona Boulevard (between Woods Avenue and Atlantic Boulevard), Atlantic Boulevard (from Pomona Boulevard to 4th Street and from Hubbard Street to Verona Street), Whittier Boulevard to Woods Avenue, Whittier Boulevard to Hillview Avenue, Smithway Street (east of Flotilla Street), Saybrook Avenue (south of Gayhart Street), Yates Avenue to Washington Boulevard, and Washington Boulevard (from Yates Avenue to Montebello Boulevard). To accommodate any on-street parking demand during construction, there is existing on-street parking along nearby side streets that is available. The parking displacement would be temporary during construction, and given available on-street parking nearby, there would not be adverse effects on on-street parking during Build Alternative construction.

Construction of MSF Site 1, 2, or 3 may require the temporary removal of on-street parking along Saybrook Avenue, Gayhart Street, Yates Avenue, Acco Street, and/or Vail Avenue. However, there is available on-street parking on nearby side streets that could accommodate the displaced parking.

NMM TRA-2 (**Section 7.2**) would be implemented to avoid an adverse effect related to parking during construction of the Build Alternative. This mitigation measure requires the preparation of a Traffic Management Plan that specifies measures to minimize disruption during construction. As such, the Build Alternative would not result in an adverse effect on on-street parking conditions during construction.

6.2.2.5 Pedestrian and Bicycle Circulation

Temporary sidewalk closures would be required during construction along the at-grade segment on Washington Boulevard, as well as the cut-and-cover section along 3rd Street where the existing at-grade alignment would transition to an underground configuration. Roadway and sidewalk improvements for the at-grade guideway on Washington Boulevard would affect sidewalk access intermittently during paving and sidewalk forming and concrete pouring. Temporary sidewalk closures would also occur at sidewalks adjacent to the TBM extraction pit near the Atlantic/Pomona station on 4th Street and Atlantic Boulevard. Pedestrian through-access and access to adjacent properties would need to be maintained during construction as identified in NPM TRA-2 (**Section 7.1**). Although short-term, the potential disruptions to pedestrian circulation would result in an adverse effect on pedestrian conditions during Project construction.

The Build Alternative would require short-term lane or roadway closures during construction that could affect existing and proposed bike routes. Along the underground segment, there are multiple proposed bicycle facilities crossing Atlantic Boulevard. The underground segment would be constructed using a TBM and, therefore, would not disrupt the roadways at those locations during construction, and the proposed bicycle facilities would not be affected. Near the station, construction on Woods Avenue and Beverly Boulevard would require temporary closures to roadways, which would temporarily affect bicycle circulation. In addition, temporary lane closures would affect north-south bike routes at the proposed station locations. Bicycle traffic movements would be maintained during construction, but lane reductions and street closures would inhibit the flow of bicycle traffic and would require detours.

Along the at-grade segment on Washington Boulevard, the Build Alternative would require temporary roadway closures for street improvements that would temporarily affect bicycle circulation. Although there are no existing or proposed facilities on Washington Boulevard, there are proposed bicycle facilities along Garfield Avenue that cross Washington Boulevard which would be temporarily impacted during roadway improvements. Bicycle facilities would be temporarily affected along Garfield Avenue if the bicycle lanes were constructed before the construction of the Build Alternative. Therefore, construction of the Build Alternative would result in an adverse effect related to bicycle and pedestrian circulation. Implementation of NMM TRA-2 (**Section 7.2**) which requires provision of a Traffic Management Plan that specifies measures to minimize disruption during construction, such as establishing pedestrian and bicycle detour routes, temporary pedestrian shelters, and wayfinding signage, would mitigate this adverse effect.

MSF Sites 1, 2, and 3 are located in an industrially zoned area where pedestrian activity is minimal and sidewalk facilities are intermittent or non-existent. Therefore, the closure of Acco Street and removal of sidewalks in the area around MSF Site 1 would not have a short-term effect on pedestrian circulation during construction, as there are no planned pedestrian improvement programs in this area. Similarly, a temporary closure of Yates Avenue during construction of MSF Site 2 would not have a short-term effect on pedestrian circulation during construction, as there are no planned pedestrian improvement programs in this area. In addition, access to nearby properties would be maintained throughout the course of construction per NPM TRA-4 (**Section 7.2**). No roadway closures would be required for construction of MSF Site 3, as work would be contained within the existing parcel. Therefore, construction of MSF Site 1, 2, or 3 would not have an adverse effect related to pedestrian circulation.

Construction activities for MSF Sites 1 and 2 would interfere with and may require temporary closures of proposed Class III Bicycle Routes along Flotilla Street, Vail Avenue, and Yates Avenue. Therefore, construction of MSF Site 1 or 2 would result in an adverse effect related to bicycle circulation. Implementation of NMM TRA-2 (**Section 7.2**) to provide a Traffic Management Plan that specifies measures to minimize disruption during construction, would mitigate this adverse effect. No roadway or bike lane closures would be required for construction of MSF Site 3, as work would be contained within the existing parcel. Therefore, construction of MSF Site 3 would have no adverse effect related to bicycle circulation.

6.2.2.6 Emergency Access

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards in the Study Area localized around construction activities. This safety hazard would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities around station location staging areas and aerial and at-grade guideway segments. The potential for such adverse safety impacts would be minimized by compliance with OSHA, Cal/OSHA, and Metro safety and security programs identified in NPM TRA-2 (**Section 7.1**), which are designed to minimize potential adverse effects during construction. Safety for pedestrians, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists would be maintained during construction; methods may include signage, partial lane closures, and construction barriers.

The Build Alternative would require cut-and-cover construction on Pomona Boulevard for placement of the station platform and on Atlantic Boulevard for underground trackwork (but most would be located under the parcels to the east of Atlantic Boulevard instead of under the public ROW). Two small additional segments of Atlantic Boulevard (just north of Beverly Boulevard) and Beverly Boulevard (just east of Atlantic Boulevard) would require cut-and-cover construction to accommodate the turn from the station to the parcels just east of Atlantic Boulevard. This cut-and-cover would result in temporary safety hazards in the Study Area localized around construction activities for pedestrians, bicyclists, and motorists. As identified in NPM TRA-2 (**Section 7.1**), construction activities would occur in compliance with OSHA, Cal/OSHA, and Metro safety and security programs, which are designed to reduce potential adverse effects during construction. Therefore, because of compliance with the programs listed above, construction of the Build Alternative would not result in an adverse effect related to hazardous design.

Construction activities for the Build Alternative would potentially temporarily increase fire and police protection response times as a result of periodic construction-related street closures or detours. Specifically, access to the Los Angeles County Sheriff's Department on 3rd Street would be temporarily obstructed by construction activities, although the other access points to the Los Angeles County Sheriff's Department via Mednik Avenue and Gleason Street would remain open and accessible. The TBM would be launched from a vacant parcel used for miscellaneous utilities, east of Saybrook Avenues, across from LACFD Station 50. A temporary construction easement on part of the LACFD Station 50 parcel would be acquired for the purposes of general construction activities. However, access to LACFD Station 50 on Saybrook Avenue would be maintained during construction and the launch of the TBM.

Metro would coordinate with staff of the Los Angeles County Sheriff's Department and LACFD Station 50 in advance of any construction activities to preserve access. As identified in NPM TRA-2 and NMM TRA-2 (**Section 7.1**), standard practices require that lane and/or road closures are scheduled to minimize disruptions and that a Traffic Management Plan, including detours, is prepared and approved by

authorities having jurisdiction in coordination with local fire and police departments prior to construction. The nearest local first responders would be notified, as appropriate, of traffic control measures in the plan during construction to coordinate emergency response routing. Therefore, construction of the Build Alternative would not result in an adverse effect related to emergency access.

During construction, pedestrians, bicyclists, and motorists would experience temporary safety hazards localized around construction activities in the industrial area where MSF Site 1, 2, or 3 would be built. This safety hazard would result from temporary lane closures and the number and proximity of people and vehicles adjacent to the construction activities for the aerial connection to MSF Sites 1 and 2; MSF Site 3 would not require additional lane closures. The potential for such adverse safety effects would be minimized by compliance with OSHA, Cal/OSHA, and Metro safety and security programs as identified in NPM TRA-2 (**Section 7.1**), which are designed to reduce potential effects during construction. Safety for pedestrians, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists would be maintained during construction; methods may include signage, partial lane closures, and construction barriers. Therefore, because of compliance with the programs listed above, construction of MSF Site 1, 2, or 3 would not result in an adverse effect related to hazardous design.

The construction staging areas for MSF Sites 1, 2, and 3 would be located within an industrial area with already limited points of access. The roadways are not primary emergency access routes nor provide direct access to emergency facilities. Therefore, construction of MSF Site 1, 2, or 3 would not result in an adverse effect related to emergency access.

7.0 PROJECT MEASURES AND MITIGATION MEASURES

7.1 Project Measures

The following project measures are design features, BMPs, or other measures required by law, including permit approvals. These measures are components of the Build Alternative and are applicable to the Build Alternative.

NPM TRA-1: **Operational Best Management Practices for Transportation.** Operational best management practices (BMP) for the Project shall include the following:

- Sidewalks shall not be altered to the extent that pedestrian circulation would be impaired or in violation of Americans with Disabilities Act (ADA) standards.
- Additional enhancements to the existing signalized crosswalks, such as marked crosswalks and lighting, shall further improve pedestrian circulation and non-motorized access to transit stations.
- Metro shall coordinate with local jurisdictions to enhance walkability in the immediate vicinity of the proposed station areas.
- Operation of the Project shall not conflict with any identified local programs, plans, or policies for circulation elements in coordination with local jurisdictions.
- New traffic signals or modifications to existing traffic signals (e.g., signal phasing changes) to accommodate light rail movements, traffic circulation patterns at intersections, grade crossings, and to facilitate pedestrian access to/from stations (e.g., mid-block crossings at stations) shall be designed in accordance with the Metro Rail Design Criteria (MRDC) and standards.
- Bicycle circulation and access amenities shall be provided in the immediate station areas. Amenities may include bike parking and connections to existing nearby bike facilities within up to a 600-foot radius to improve bicycle-to-transit connections, and shall be determined during preliminary engineering.
- Proposed bicycle facilities that intersect the Project at applicable intersections shall remain accessible and allow bicyclists and pedestrians to cross at those intersections.
- Project operations shall not preclude vehicle or truck access along Washington Boulevard, and left-turn movements shall continue to be allowed to and from major cross-streets (e.g., Garfield Avenue, Greenwood Avenue) at signalized intersections.
- Stations and grade crossings shall be designed in accordance with the MRDC, including Fire/Life Safety Design Criteria, to ensure safety and minimize potential hazards at all locations.

- The Project shall be operated per applicable State, Metro, and city design criteria and standards, including adherence to design codes and standards such as the Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health Administration (Cal/OSHA), California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (MUTCD), Metro safety and security programs and standards (i.e., MRDC and Metro Systemwide Station Design Standards Policy), and building standards to ensure emergency vehicle access and response times are maintained and at acceptable levels.
- Best practice safety measures shall be implemented to minimize potential conflicts between vehicles and pedestrians. Measures may include mid-block crosswalks, signal-protected pedestrian movements, channelization, barriers high visibility curbs between the guideway and roadway to prohibit vehicles from driving onto the tracks, barriers to protect and route pedestrians, ADA-compliant curb ramps, and warning signs to provide for convenient and safe access to station platforms.
- Uncontrolled mid-block vehicular crossings of tracks and mid-block left-turns shall not be permitted and shall be physically prohibited by a curb between the roadway and at-grade guideway with a fence between the two tracks in the center of the guideway whenever feasible.
- Grade crossings shall include traffic signal coordination and upgrades in accordance with MRDC to avoid conflicts between light rail vehicles (LRV) traffic along Washington Boulevard.
- Vehicular and pedestrian crossings across the at-grade segments of the alignment shall be limited to intersections controlled by traffic signals.

NPM TRA-2: **Construction Best Management Practices for Transportation.** Construction best management practices (BMP) for the Build Alternative shall include the following:

- Cooperation with the corridor cities and the County shall occur throughout the construction process. Restrictions on haul routes may be incorporated into the construction specifications according to local permitting requirements.
- Pedestrian access to adjacent properties along the Project shall be maintained during construction.
- Construction-related traffic circulation changes shall generally be localized to the work area.
- Construction activities shall comply with Occupational Safety and Health Administration (OSHA), California Division of Occupational Safety and Health Administration (Cal/OSHA), and Metro safety and security programs.
- Safety for pedestrians, multi-use trail users (i.e., hikers, bicyclists, equestrians), and motorists shall be maintained during construction; methods may include signage, partial lane closures, and construction barriers.
- Access to Los Angeles County Fire Department (LACFD) Station 50 on Saybrook Avenue shall be maintained during construction activities, including construction of MSF Site 3 (if selected), and the launch of the tunnel boring machine (TBM).

- Metro shall coordinate with staff of the Los Angeles County Sheriff's Department and LACFD Station 50 in advance of any construction activities to preserve station access.
- Lane and/or road closures shall be scheduled to minimize disruptions, including detour routes, in coordination with authorities having jurisdiction and local fire and police departments prior to construction. The nearest local first responders shall be notified, as appropriate, of traffic control measures in the Traffic Management Plan (see NMM TRA-2) during construction to coordinate emergency response routing.
- The Project shall be designed and constructed per applicable state, Metro, and city design criteria and standards, including adherence to design codes and standards such as the OSHA, Cal/OSHA, California Public Utilities Commission (CPUC), California Manual of Uniform Traffic Control Devices (MUTCD), and Metro safety and security programs and standards (i.e., Metro Rail Design Criteria [MRDC] and Metro Systemwide Station Design Standards Policy).

NPM TRA-3: **Operational Best Management Practices for the Maintenance and Storage Facility Regarding Transportation.** Operational best management practices (BMP) for the maintenance and storage facility (MSF) include the following:

- Access shall be maintained to properties to the west of the vacated portion of Acco Street via Yates Avenue (for MSF Site 1). Access shall be maintained on Yates Avenue (for MSF Site 2). Access shall be maintained Gayhart Street (for MSF Site 3).
- Any roadway changes shall be designed according to applicable Metro Rail Design Criteria (MRDC), state, and local design criteria and standards where applicable, including fire code and Fire/Life Safety Design Criteria and standards, and shall provide adequate emergency access.

NPM TRA-4: **Construction Best Management Practices for the Maintenance and Storage Facility Regarding Transportation.** Construction best management practices (BMP) for the maintenance and storage facility (MSF) must include but not be limited to:

- Access to nearby properties shall be maintained throughout the course of construction, and alternative routes shall be available for any streets requiring a full closure (e.g., use of Acco Street shall be routed to Flotilla Street or Washington Boulevard).

7.2 Mitigation Measures

The following are mitigation measures related to this NEPA analysis.

NMM TRA-1: **Garfield Avenue and Washington Boulevard Intersection.** At the Garfield Avenue and Washington Boulevard (Intersection #32), restripe the southbound lane approach by converting one through lane into a second left-turn lane and reconfiguring the right-turn lane as a shared through/right-turn lane to optimize this intersection's cycle length and splits.

NMM TRA-2: **Traffic Management Plan.** Metro shall prepare a Traffic Management Plan as needed to facilitate the flow of traffic in and around construction zones. The Traffic Management Plan shall include, at minimum, the following measures:

- Where feasible, schedule a majority of construction-related travel (i.e., deliveries) during off-peak hours and maintain two-way traffic circulation along affected roadways during peak hours.
- Designated routes for project haul trucks shall be located along the Project corridor right-of-way (ROW) and/or major streets connecting to construction staging areas and the nearest freeways (e.g., State Routes (SR)-60 and Interstate (I)-5). Major streets may include Atlantic Boulevard, Saybrook Avenue, Telegraph Road, Washington Boulevard, and Whittier Boulevard. In cooperation with the jurisdictions along the alignment and implemented throughout the construction process, these routes shall be consistent with local land use and mobility plans and situated to minimize noise, vibration, and other possible impacts.
- Metro shall maintain safe and convenient pedestrian routes to school by ensuring project haul routes and construction traffic, to the greatest extent possible, avoid any published and unofficial school pedestrian routes.
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through-traffic in adjacent residential areas.
- Develop and implement an outreach program and public awareness campaign in coordination with transit agencies to inform the general public about the construction process and planned roadway closures, potential impacts, and mitigation measures, including temporary bus stop relocation.
- Develop and implement a program with business owners to minimize effects to businesses during construction activity, including but not limited to signage programs and identification of detours (particularly for truck access).
- Where feasible, temporarily restripe roadways to maximize the vehicular capacity at locations affected by construction closures.
- Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at locations affected by construction closures.
- Traffic control officers at major intersections during peak hours shall be provided as required by the Traffic Management Plan and Worksite Traffic Control Plans if delays are related to construction activities.
- Provide wayfinding signage, lighting and access to specify pedestrian safety amenities (such as handrails, fences, and alternative walkways) during construction.
- Where construction encroaches on sidewalks, walkways, crosswalks, and multi-use trails, special pedestrian safety measures shall be used, such as detour routes and temporary pedestrian shelters.
- Provide detour routes and signage to address temporary effects to multi-use trails and bicycle circulation, and minimize inconvenience (e.g., lengthy detours) as to minimize users potentially choosing less safe routes if rerouted.

- Regular communication with school administrators shall be maintained to ensure sufficient notice of construction activities and/or detours, that could affect pedestrian routes to schools is provided.
- Construction flaggers shall be implemented any time a construction ingress or egress is located within 200 feet of a school's student entrance during school hours.
- Metro's construction outreach efforts shall include reaching out to local school district administrators to provide advanced information regarding construction activities and/or detours if construction activities will affect bus routes and stops to schools.
- Access to adjacent businesses and schools (including access to passenger loading areas for student drop-offs at schools) shall be provided via existing or temporary driveways or loading zones during business and school hours throughout the construction period.

8.0 PREPARERS QUALIFICATIONS

Name	Title	Education	Experience (Years)
Ryan Winn	Transportation Planner	BS – Civil Engineering Cornell University MURP – University of California Los Angeles	12
Edgar Mejia	Transportation Planner	BA – Psychology, Middlebury College MURP – University of California Los Angeles	2
Katherine Lee	Transportation Planner	BS – Civil Engineering University of Southern California MS – Transportation Science, University of California Irvine	11
Lisa Young	Senior Principal Planner	BA – Social Sciences, University of California, Irvine MA – Urban and Regional Planning, California Polytechnic University, Pomona	25
Yolanda DeLong	Principal Planner	BS – Environmental Science, University of the West Indies, Jamaica MS – Urban and Regional Planning, Florida State University	23
Keenan Do	Transportation Planner	BS – Civil Engineering University of California Irvine MA – Urban and Regional Planning, University of California, Los Angeles	3
Matthew Egge	Transportation Planner	BA – Urban and Regional Planning, University of California San Diego MA – Urban and Regional Planning, University of Southern California	15

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Attachments

Attachment A Existing Turning Movement and Pedestrian/Bike Peak Hour Counts

Attachment B Level of Service Synchro Sheets

Attachment C Queue Analysis

Attachment D Grade Crossing Initial Screening

Attachment A Existing Turning Movement and Pedestrian/Bike Peak Hour Counts

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & W 1st St/Pomona Fwy/SR-60 WB Off- Ramps
City: Los Angeles
Control: Signalized

Project ID: 25-020020-001
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				W 1st St/Pomona Fwy/SR-60 WB Off-Ramps				W 1st St/Pomona Fwy/SR-60 WB Off-Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	12	78	0	2	0	113	14	0	4	0	35	0	54	38	32	0	382
7:15 AM	17	114	0	2	0	159	14	0	3	0	41	0	84	54	51	0	539
7:30 AM	35	146	0	3	0	165	9	0	4	0	47	0	72	66	52	0	599
7:45 AM	65	191	0	0	0	165	21	0	12	0	44	0	45	69	54	0	666
8:00 AM	25	190	0	1	0	160	20	0	12	0	49	0	40	47	43	0	587
8:15 AM	19	149	0	0	0	161	17	0	15	0	47	0	49	39	60	0	556
8:30 AM	19	190	0	0	0	161	20	0	16	0	41	0	52	36	55	0	590
8:45 AM	17	155	0	0	0	142	16	0	7	0	32	0	72	35	58	0	534
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	209	1213	0	8	0	1226	131	0	73	0	336	0	468	384	405	0	4453
APPROACH %'s :	14.62%	84.83%	0.00%	0.56%	0.00%	90.35%	9.65%	0.00%	17.85%	0.00%	82.15%	0.00%	37.23%	30.55%	32.22%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	144	676	0	4	0	651	67	0	43	0	187	0	206	221	209	0	2408
PEAK HR FACTOR :	0.554	0.885	0.000	0.333	0.000	0.986	0.798	0.000	0.717	0.000	0.954	0.000	0.715	0.801	0.871	0.000	0.904
	0.805				0.965				0.927				0.837				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	142	0	0	0	229	23	0	47	0	162	0	69	40	58	0	782
4:15 PM	20	157	0	0	0	208	19	0	46	0	135	0	71	41	45	0	742
4:30 PM	21	166	0	0	0	188	16	0	61	0	138	0	68	35	45	0	738
4:45 PM	12	179	0	0	0	168	27	0	62	0	104	0	50	39	68	0	709
5:00 PM	21	161	0	1	0	206	26	0	42	0	111	0	48	42	75	0	733
5:15 PM	18	202	0	0	0	193	21	0	56	0	98	0	74	48	76	0	786
5:30 PM	12	212	0	1	0	163	28	0	55	0	81	0	74	50	55	0	731
5:45 PM	22	207	0	0	0	156	17	0	58	0	76	0	46	47	66	0	695
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	138	1426	0	2	0	1511	177	0	427	0	905	0	500	342	488	0	5916
APPROACH %'s :	8.81%	91.06%	0.00%	0.13%	0.00%	89.51%	10.49%	0.00%	32.06%	0.00%	67.94%	0.00%	37.59%	25.71%	36.69%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	65	644	0	0	0	793	85	0	216	0	539	0	258	155	216	0	2971
PEAK HR FACTOR :	0.774	0.899	0.000	0.000	0.000	0.866	0.787	0.000	0.871	0.000	0.832	0.000	0.908	0.945	0.794	0.000	0.950
	0.928				0.871				0.903				0.942				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & W 1st St/Pomona Fwy/SR-60 WB Off- Ramps
City: Los Angeles
Control: Signalized

Project ID: 25-020020-001
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				W 1st St/Pomona Fwy/SR-60 WB Off-Ramps				W 1st St/Pomona Fwy/SR-60 WB Off-Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	3	0	0	0	0	0	0	0	2	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.250												

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	0	0	0	3	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	4	1	0	0	0	0	0	0	0	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%									
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417
	0.375				0.500												

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & W 1st St/Pomona Fwy/SR-60 WB Off- Ramps **Project ID:** 25-020020-001
City: Los Angeles **Date:** 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		W 1st St/Pomona Fwy/SR-60 WB Off- Ramps		W 1st St/Pomona Fwy/SR-60 WB Off- Ramps		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	0	0	0	0	1	2
7:15 AM	0	1	0	0	0	1	2	0	4
7:30 AM	0	1	0	0	0	0	0	1	2
7:45 AM	0	5	0	0	1	2	1	2	11
8:00 AM	0	6	0	0	0	1	0	4	11
8:15 AM	0	4	0	0	0	0	1	3	8
8:30 AM	0	6	0	0	0	1	1	7	15
8:45 AM	0	2	0	0	1	1	2	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	25	0	0	2	6	7	18	59
APPROACH %'s :	3.85%	96.15%			25.00%	75.00%	28.00%	72.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	16	0	0	1	3	2	10	32
PEAK HR FACTOR :		0.667			0.250	0.375	0.500	0.625	0.727
	0.667				0.333		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	0	0	0	0	0	1	3
4:15 PM	1	0	0	0	1	0	2	1	5
4:30 PM	0	1	0	0	3	0	1	2	7
4:45 PM	7	0	0	0	1	0	7	0	15
5:00 PM	12	2	0	0	2	0	13	2	31
5:15 PM	1	0	0	0	3	2	2	0	8
5:30 PM	1	1	0	0	0	0	3	1	6
5:45 PM	5	2	0	0	1	0	3	2	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	28	7	0	0	11	2	31	9	88
APPROACH %'s :	80.00%	20.00%			84.62%	15.38%	77.50%	22.50%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	9	2	0	0	5	0	10	4	30
PEAK HR FACTOR :	0.321	0.500			0.417		0.357	0.500	0.500
	0.393				0.417		0.500		

Prepared by National Data & Surveying Services

S Atlantic Blvd & W 1st St/Pomona Fwy/SR-60 WB Off- Ramps

Peak Hour Turning Movement Count

ID: 25-020020-001
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND — S Atlantic Blvd

AM	67	651	0	0	928	AM
NOON	0	0	0	0	0	NOON
PM	85	793	0	0	1076	PM

EASTBOUND — W 1st St/Pomona Fwy/SR-60 WB Off- Ramps

AM	NOON	PM	
432	0	305	
0	0	0	0
43	0	216	1
0	0	0	0
187	0	539	1

WESTBOUND — W 1st St/Pomona Fwy/SR-60 WB Off- Ramps

PM	NOON	AM	
216	0	209	0.5
155	0	221	1
258	0	206	0.5
0	0	0	0
0	0	0	

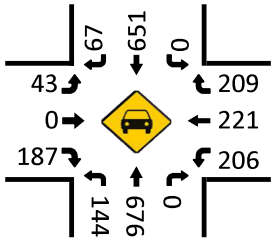
NORTHBOUND — S Atlantic Blvd

PM	1590	0	65	644	0	PM
NOON	0	0	0	0	0	NOON
AM	1048	4	144	676	0	AM

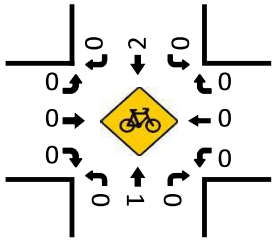
CONTROL			
Signalized			
TEV	2408 AM	0 NOON	2971 PM
PHF	0.90		0.95

0	3	0	0
0	1	2	0

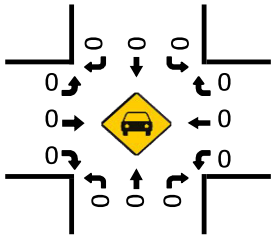
Totals (AM)



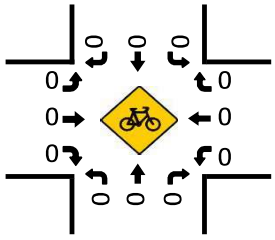
Total Bikes (AM)



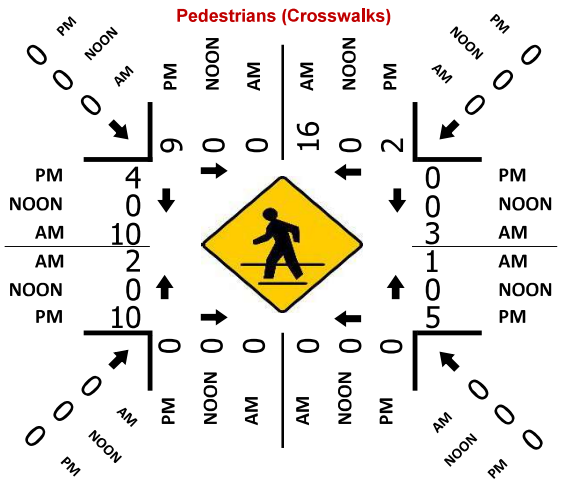
Totals (NOON)



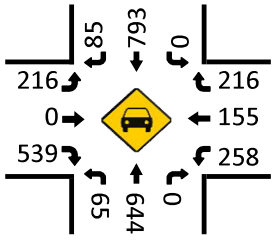
Total Bikes (NOON)



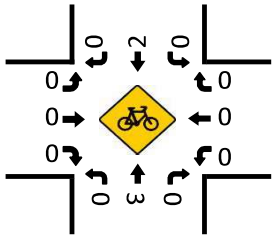
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Fwy/SR-60 EB Off-Ramp
City: Los Angeles
Control: Signalized

Project ID: 25-020020-038
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Pomona Fwy/SR-60 EB Off-Ramp				Pomona Fwy/SR-60 EB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	0	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	227	0	0	0	105	0	0	40	0	102	0	0	0	0	0	474
7:15 AM	0	264	0	0	0	141	0	0	76	0	123	0	0	0	0	0	604
7:30 AM	0	359	0	1	0	152	0	0	57	0	159	0	0	0	0	0	728
7:45 AM	0	333	0	0	0	146	0	0	71	0	169	0	0	0	0	0	719
8:00 AM	0	294	0	0	0	138	0	0	87	0	172	0	0	0	0	0	691
8:15 AM	0	289	0	0	0	114	0	0	101	0	203	0	0	0	0	0	707
8:30 AM	0	267	0	0	0	120	0	0	78	0	150	0	0	0	0	0	615
8:45 AM	0	228	0	0	0	133	0	0	86	0	153	0	0	0	0	0	600
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2261	0	1	0	1049	0	0	596	0	1231	0	0	0	0	0	5138
APPROACH %'s :	0.00%	99.96%	0.00%	0.04%	0.00%	100.00%	0.00%	0.00%	32.62%	0.00%	67.38%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1275	0	1	0	550	0	0	316	0	703	0	0	0	0	0	2845
PEAK HR FACTOR :	0.000	0.888	0.000	0.250	0.000	0.905	0.000	0.000	0.782	0.000	0.866	0.000	0.000	0.000	0.000	0.000	0.977
	0.886				0.905				0.838								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	0	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	306	0	0	0	184	0	0	42	0	88	0	0	0	0	0	620
4:15 PM	0	243	0	0	0	172	0	0	67	0	86	0	0	0	0	0	568
4:30 PM	0	284	0	0	0	192	0	0	72	0	110	0	0	0	0	0	658
4:45 PM	0	242	0	0	0	163	0	0	77	0	104	0	0	0	0	0	586
5:00 PM	0	283	0	0	0	178	0	0	79	0	133	0	0	0	0	0	673
5:15 PM	0	281	0	0	0	149	0	0	103	0	117	0	0	0	0	0	650
5:30 PM	0	245	0	0	0	180	0	0	109	0	140	0	0	0	0	0	674
5:45 PM	0	219	0	0	0	155	0	0	138	0	140	0	0	0	0	0	652
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2103	0	0	0	1373	0	0	687	0	918	0	0	0	0	0	5081
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	42.80%	0.00%	57.20%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1028	0	0	0	662	0	0	429	0	530	0	0	0	0	0	2649
PEAK HR FACTOR :	0.000	0.908	0.000	0.000	0.000	0.919	0.000	0.000	0.777	0.000	0.946	0.000	0.000	0.000	0.000	0.000	0.983
	0.908				0.919				0.862								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Fwy/SR-60 EB Off-Ramp
City: Los Angeles
Control: Signalized

Project ID: 25-020020-038
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Pomona Fwy/SR-60 EB Off-Ramp				Pomona Fwy/SR-60 EB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	0	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	0	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000
	0.500				0.500												

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Fwy/SR-60 EB Off-Ramp
City: Los Angeles

Project ID: 25-020020-038
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Pomona Fwy/SR-60 EB Off-Ramp		Pomona Fwy/SR-60 EB Off-Ramp		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	3	3
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	2	0	2
8:00 AM	0	0	0	0	0	0	1	2	3
8:15 AM	0	0	0	0	0	0	3	1	4
8:30 AM	0	0	0	0	0	0	2	0	2
8:45 AM	0	0	0	0	0	0	2	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	10	7	17
APPROACH %'s :							58.82%	41.18%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	6	3	9
PEAK HR FACTOR :							0.500	0.375	0.563
							0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	2	2	4
4:30 PM	0	0	0	0	0	0	0	1	1
4:45 PM	0	0	0	0	0	0	1	1	2
5:00 PM	0	0	0	0	0	0	1	1	2
5:15 PM	0	0	0	0	0	0	4	0	4
5:30 PM	0	0	0	0	0	0	0	3	3
5:45 PM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	9	9	18
APPROACH %'s :							50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	6	4	10
PEAK HR FACTOR :							0.375	0.333	0.625
							0.625		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Pomona Fwy/SR-60 EB Off-Ramp

Peak Hour Turning Movement Count

ID: 25-020020-038
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	0	550	0	0	1591	AM
NOON	0	0	0	0	0	NOON
PM	0	662	0	0	1457	PM

EASTBOUND (Pomona Fwy/SR-60 EB Off-Ramp)

AM	NOON	PM		
0	0	0		
0	0	0		0
316	0	429		1.5
0	0	0		0
703	0	530		1.5
AM	NOON	PM		

WESTBOUND (Pomona Fwy/SR-60 EB Off-Ramp)

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	
PM	NOON	AM	

NORTHBOUND (S Atlantic Blvd)

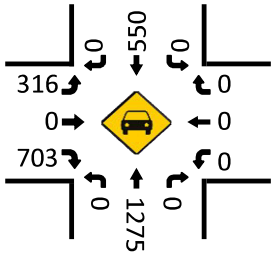
PM	1192	0	0	1028	0	PM
NOON	0	0	0	0	0	NOON
AM	1254	1	0	1275	0	AM

CONTROL

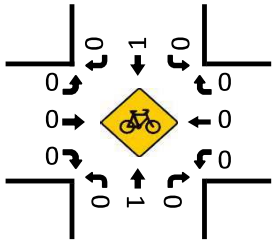
Signalized

TEV	2845	0	2649
	AM	NOON	PM
PHF	0.98		0.98

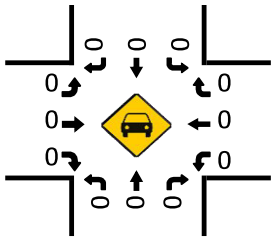
Totals (AM)



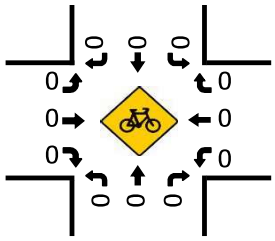
Total Bikes (AM)



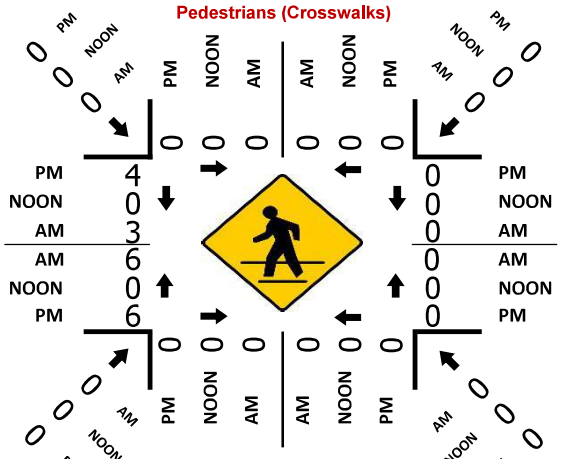
Totals (NOON)



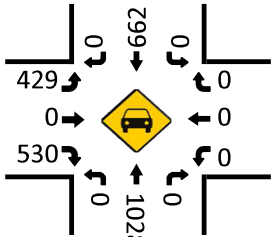
Total Bikes (NOON)



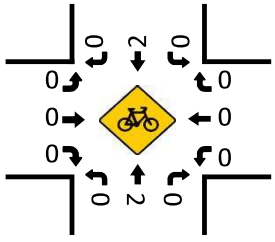
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ford Blvd & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-027
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Ford Blvd				S Ford Blvd				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	32	10	0	1	11	10	0	1	35	9	2	3	90	10	0	231
7:15 AM	23	33	11	0	2	9	20	0	7	45	12	0	7	97	9	2	277
7:30 AM	27	52	16	0	10	14	24	0	7	62	16	0	10	106	23	0	367
7:45 AM	15	53	24	0	11	43	18	0	21	133	23	5	16	105	30	0	497
8:00 AM	20	52	16	0	17	68	26	0	12	108	22	2	2	103	16	2	466
8:15 AM	28	54	16	0	11	24	19	0	5	87	12	0	6	102	14	1	379
8:30 AM	24	51	14	0	9	20	5	0	8	66	21	1	5	82	8	1	315
8:45 AM	14	24	21	0	6	19	10	0	6	57	16	0	6	67	7	1	254
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	168	351	128	0	67	208	132	0	67	593	131	10	55	752	117	7	2786
APPROACH %'s :	25.97%	54.25%	19.78%	0.00%	16.46%	51.11%	32.43%	0.00%	8.36%	74.03%	16.35%	1.25%	5.91%	80.77%	12.57%	0.75%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	90	211	72	0	49	149	87	0	45	390	73	7	34	416	83	3	1709
PEAK HR FACTOR :	0.804	0.977	0.750	0.000	0.721	0.548	0.837	0.000	0.536	0.733	0.793	0.350	0.531	0.981	0.692	0.375	0.860
	0.952				0.642				0.707				0.887				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	19	55	16	0	16	48	19	0	16	121	25	5	8	77	12	1	438
4:15 PM	26	64	18	0	13	52	9	0	6	93	19	3	5	77	13	0	398
4:30 PM	21	73	17	0	16	73	14	0	15	121	20	2	7	90	11	2	482
4:45 PM	27	85	16	0	16	70	10	0	5	136	19	0	6	68	7	3	468
5:00 PM	28	84	12	0	16	71	11	0	15	107	24	4	5	79	12	2	470
5:15 PM	30	78	11	0	13	73	9	0	17	120	18	0	6	71	12	0	458
5:30 PM	17	54	15	0	14	60	8	0	8	137	24	2	6	76	9	2	432
5:45 PM	28	62	16	0	17	53	8	0	17	119	18	0	9	64	13	1	425
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	196	555	121	0	121	500	88	0	99	954	167	16	52	602	89	11	3571
APPROACH %'s :	22.48%	63.65%	13.88%	0.00%	17.07%	70.52%	12.41%	0.00%	8.01%	77.18%	13.51%	1.29%	6.90%	79.84%	11.80%	1.46%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	106	320	56	0	61	287	44	0	52	484	81	6	24	308	42	7	1878
PEAK HR FACTOR :	0.883	0.941	0.824	0.000	0.953	0.983	0.786	0.000	0.765	0.890	0.844	0.375	0.857	0.856	0.875	0.583	0.974
	0.941				0.951				0.973				0.866				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ford Blvd & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-027
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Ford Blvd				S Ford Blvd				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	3
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	2	0	0	0	0	0	0	0	1	0	0	1	1	0	7
APPROACH %'s :	25.00%	25.00%	50.00%	0.00%					0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
															0.250		

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
4:45 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	2	2	0	0	0	1	0	0	0	3	3	0	14
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	1	0	2	0	0	0	0	0	0	0	0	3	2	0	8
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.000	0.667
			0.250				0.250								0.625		

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ford Blvd & E 3rd St
City: Los Angeles

Project ID: 25-020020-027
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Ford Blvd		S Ford Blvd		E 3rd St		E 3rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	0	5	0	1	1	0	0	9
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	1	1	5	1	2	1	0	0	11
7:45 AM	4	0	3	2	0	0	0	0	9
8:00 AM	0	0	1	0	3	1	0	0	5
8:15 AM	3	0	0	0	1	0	2	0	6
8:30 AM	0	2	0	0	1	1	0	1	5
8:45 AM	0	1	1	0	0	2	1	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	4	15	3	8	6	3	1	51
APPROACH %'s :	73.33%	26.67%	83.33%	16.67%	57.14%	42.86%	75.00%	25.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	8	1	9	3	6	2	2	0	31
PEAK HR FACTOR :	0.500	0.250	0.450	0.375	0.500	0.500	0.250		0.705
	0.563		0.500		0.500		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	4	0	1	0	0	2	7
4:15 PM	3	1	5	2	3	0	0	3	17
4:30 PM	0	1	0	1	1	1	0	0	4
4:45 PM	3	2	5	3	0	2	0	1	16
5:00 PM	2	0	0	2	0	0	0	0	4
5:15 PM	0	1	4	0	1	1	0	0	7
5:30 PM	0	0	1	1	0	1	0	0	3
5:45 PM	2	3	4	6	0	2	0	0	17
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	8	23	15	6	7	0	6	75
APPROACH %'s :	55.56%	44.44%	60.53%	39.47%	46.15%	53.85%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	5	4	9	6	2	4	0	1	31
PEAK HR FACTOR :	0.417	0.500	0.450	0.500	0.500	0.500		0.250	0.484
	0.450		0.469		0.750		0.250		

Prepared by National Data & Surveying Services

S Ford Blvd & E 3rd St

Peak Hour Turning Movement Count

ID: 25-020020-027
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Ford Blvd)

AM	87	149	49	0	339	AM
NOON	0	0	0	0	0	NOON
PM	44	287	61	0	414	PM

EASTBOUND (E 3rd St)

AM	NOON	PM	
600	0	464	
7	0	6	0
45	0	52	1
390	0	484	1
73	0	81	0

WESTBOUND (E 3rd St)

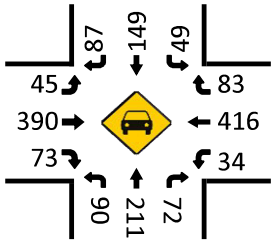
	PM	NOON	AM
0	42	0	83
1	308	0	416
1	24	0	34
0	7	0	3
	608	0	514

NORTHBOUND (S Ford Blvd)

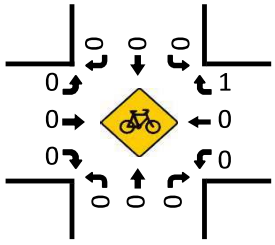
PM	392	0	106	320	56	PM
NOON	0	0	0	0	0	NOON
AM	256	0	90	211	72	AM

CONTROL			
Signalized			
TEV	1709 AM	0 NOON	1878 PM
PHF	0.86		0.97

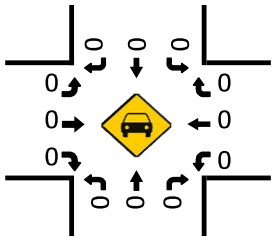
Totals (AM)



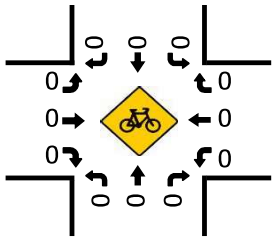
Total Bikes (AM)



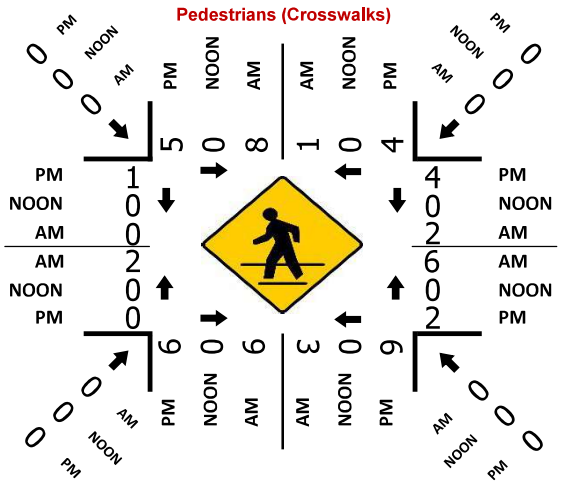
Totals (NOON)



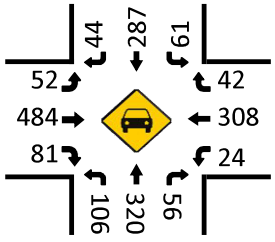
Total Bikes (NOON)



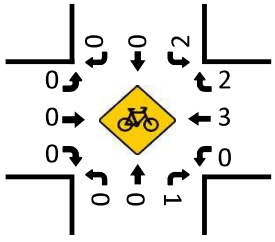
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S McDonnell Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-028
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S McDonnell Ave				S McDonnell Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	2	4	0	5	3	7	0	3	35	5	2	2	77	3	0	163
7:15 AM	8	0	2	0	1	0	5	0	2	42	3	3	3	99	2	2	172
7:30 AM	19	2	8	0	3	2	12	0	5	83	3	5	3	101	1	1	248
7:45 AM	19	6	10	0	4	4	10	0	5	143	7	0	6	109	5	1	329
8:00 AM	10	3	5	0	1	1	1	0	8	117	5	3	3	91	2	1	251
8:15 AM	13	2	6	0	2	3	6	0	6	89	8	2	2	101	2	3	245
8:30 AM	8	2	4	0	2	1	7	0	10	70	7	2	4	83	1	0	201
8:45 AM	6	3	5	0	3	1	4	0	15	72	3	1	3	68	1	1	186
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	20	44	0	21	15	52	0	54	651	41	18	26	729	17	9	1795
APPROACH %'s :	60.49%	12.35%	27.16%	0.00%	23.86%	17.05%	59.09%	0.00%	7.07%	85.21%	5.37%	2.36%	3.33%	93.34%	2.18%	1.15%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	61	13	29	0	10	10	29	0	24	432	23	10	14	402	10	6	1073
PEAK HR FACTOR :	0.803	0.542	0.725	0.000	0.625	0.625	0.604	0.000	0.750	0.755	0.719	0.500	0.583	0.922	0.500	0.500	0.815
	0.736				0.681				0.789				0.893				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	3	7	0	3	2	3	0	8	108	8	6	8	80	4	1	245
4:15 PM	7	4	4	0	1	2	2	0	7	101	8	0	6	81	2	1	226
4:30 PM	7	3	4	0	8	4	4	0	8	141	11	1	5	97	1	0	294
4:45 PM	14	5	3	0	1	5	4	0	10	133	8	1	8	67	3	6	268
5:00 PM	3	6	5	0	2	4	8	0	8	106	9	4	8	81	7	2	253
5:15 PM	8	1	5	0	0	2	9	0	9	117	12	2	11	67	3	0	246
5:30 PM	6	4	6	0	5	1	2	0	11	131	10	2	10	75	6	1	270
5:45 PM	10	4	5	0	4	1	7	0	5	132	15	3	7	75	4	5	277
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	59	30	39	0	24	21	39	0	66	969	81	19	63	623	30	16	2079
APPROACH %'s :	46.09%	23.44%	30.47%	0.00%	28.57%	25.00%	46.43%	0.00%	5.81%	85.37%	7.14%	1.67%	8.61%	85.11%	4.10%	2.19%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	32	15	17	0	11	15	25	0	35	497	40	8	32	312	14	8	1061
PEAK HR FACTOR :	0.571	0.625	0.850	0.000	0.344	0.750	0.694	0.000	0.875	0.881	0.833	0.500	0.727	0.804	0.500	0.333	0.902
	0.727				0.797				0.901				0.888				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S McDonnell Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-028
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S McDonnell Ave				S McDonnell Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	1	1	0	1	0	0	4
APPROACH %'s :									0.00%	33.33%	33.33%	33.33%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
									0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S McDonnell Ave & E 3rd St
City: Los Angeles

Project ID: 25-020020-028
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S McDonnell Ave		S McDonnell Ave		E 3rd St		E 3rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	5	4	0	0	0	0	0	10
7:15 AM	0	1	3	0	0	0	0	3	7
7:30 AM	1	1	6	1	1	0	2	0	12
7:45 AM	0	2	4	2	1	0	2	0	11
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	1	0	0	0	1	2	4
8:45 AM	1	1	3	0	2	0	0	1	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	11	21	3	4	0	5	6	54
APPROACH %'s :	26.67%	73.33%	87.50%	12.50%	100.00%	0.00%	45.45%	54.55%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	2	4	10	3	2	0	4	0	25
PEAK HR FACTOR :	0.500	0.500	0.417	0.375	0.500		0.500		0.521
	0.750		0.464		0.500		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	2	1	0	0	2	0	7
4:15 PM	0	0	5	2	0	0	1	0	8
4:30 PM	0	2	1	1	4	0	1	1	10
4:45 PM	0	0	2	2	0	0	0	1	5
5:00 PM	1	1	1	2	0	4	1	0	10
5:15 PM	0	1	1	0	0	1	0	0	3
5:30 PM	1	2	2	1	2	0	0	0	8
5:45 PM	0	0	2	2	1	0	1	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	7	16	11	7	5	6	2	57
APPROACH %'s :	30.00%	70.00%	59.26%	40.74%	58.33%	41.67%	75.00%	25.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	1	4	5	5	4	5	2	2	28
PEAK HR FACTOR :	0.250	0.500	0.625	0.625	0.250	0.313	0.500	0.500	0.700
	0.625		0.625		0.563		0.500		

Prepared by National Data & Surveying Services

S McDonnell Ave & E 3rd St

Peak Hour Turning Movement Count

ID: 25-020020-028
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S McDonnell Ave)

AM	29	10	10	0	47	AM
NOON	0	0	0	0	0	NOON
PM	25	15	11	0	64	PM

EASTBOUND (E 3rd St)

AM	NOON	PM	
502	0	377	
10	0	8	0
24	0	35	1
432	0	497	1
23	0	40	0

WESTBOUND (E 3rd St)

PM	NOON	AM	
14	0	10	0
312	0	402	1
32	0	14	1
8	0	6	0
533	0	477	

NORTHBOUND (S McDonnell Ave)

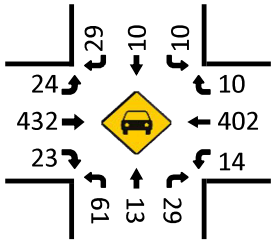
PM	87	0	32	15	17	PM
NOON	0	0	0	0	0	NOON
AM	47	0	61	13	29	AM

	0	1	0
	0	0	0

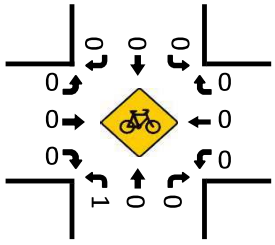
CONTROL: Signalized

TEV	1073	0	1061
	AM	NOON	PM
PHF	0.82		0.90

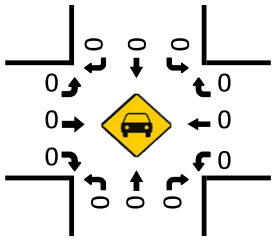
Totals (AM)



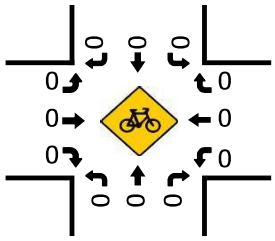
Total Bikes (AM)



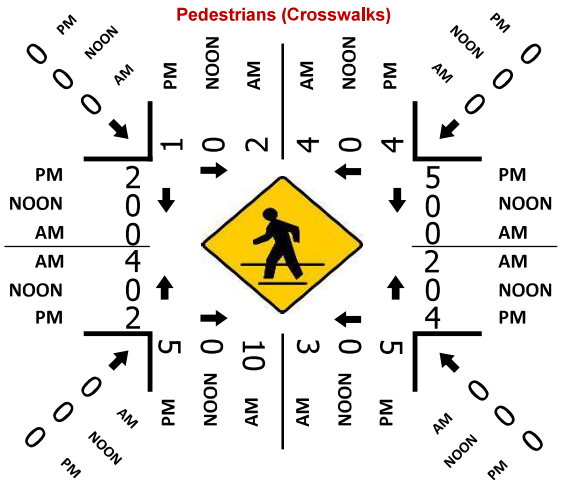
Totals (NOON)



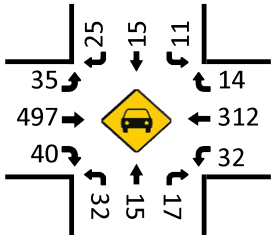
Total Bikes (NOON)



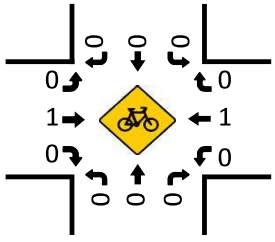
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Arizona Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-029
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Arizona Ave				S Arizona Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	0	0	0	1	1	4	0	3	38	5	0	0	72	2	1	133
7:15 AM	6	0	1	0	5	0	2	0	0	34	7	0	2	92	1	1	151
7:30 AM	9	0	4	0	10	7	2	0	2	83	15	0	4	94	4	4	238
7:45 AM	10	1	4	0	6	1	4	0	2	130	26	2	6	115	0	3	310
8:00 AM	17	0	0	0	4	1	2	0	4	121	11	6	2	77	4	0	249
8:15 AM	10	1	4	0	6	2	4	0	3	87	11	0	2	98	3	1	232
8:30 AM	1	0	0	0	4	2	1	0	3	76	3	3	1	81	6	1	182
8:45 AM	3	0	0	0	1	1	3	0	2	71	5	0	1	71	3	2	163
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	62	2	13	0	37	15	22	0	19	640	83	11	18	700	23	13	1658
APPROACH %'s :	80.52%	2.60%	16.88%	0.00%	50.00%	20.27%	29.73%	0.00%	2.52%	84.99%	11.02%	1.46%	2.39%	92.84%	3.05%	1.72%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	46	2	12	0	26	11	12	0	11	421	63	8	14	384	11	8	1029
PEAK HR FACTOR :	0.676	0.500	0.750	0.000	0.650	0.393	0.750	0.000	0.688	0.810	0.606	0.333	0.583	0.835	0.688	0.500	0.830
	0.882				0.645				0.786				0.841				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	2	3	0	1	1	6	0	3	138	10	2	0	95	6	1	272
4:15 PM	2	4	1	0	5	2	2	0	9	100	8	2	2	73	9	1	220
4:30 PM	6	4	1	0	6	1	1	0	5	131	4	1	2	103	3	1	269
4:45 PM	1	3	1	0	9	3	3	0	0	135	4	0	2	84	5	1	251
5:00 PM	3	1	1	0	9	1	1	0	5	95	4	3	1	89	2	0	215
5:15 PM	3	1	3	0	6	1	4	0	0	127	9	5	4	78	4	1	246
5:30 PM	2	1	1	0	1	1	3	0	5	135	13	3	5	81	6	2	259
5:45 PM	7	0	2	0	5	2	2	0	4	119	10	5	1	73	4	3	237
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	16	13	0	42	12	22	0	31	980	62	21	17	676	39	10	1969
APPROACH %'s :	49.12%	28.07%	22.81%	0.00%	55.26%	15.79%	28.95%	0.00%	2.83%	89.58%	5.67%	1.92%	2.29%	91.11%	5.26%	1.35%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	13	13	6	0	21	7	12	0	17	504	26	5	6	355	23	4	1012
PEAK HR FACTOR :	0.542	0.813	0.500	0.000	0.583	0.583	0.500	0.000	0.472	0.913	0.650	0.625	0.750	0.862	0.639	1.000	0.930
	0.727				0.667				0.902				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Arizona Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-029
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Arizona Ave				S Arizona Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NS/EW Streets:	S Arizona Ave				S Arizona Ave				E 3rd St				E 3rd St				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Arizona Ave & E 3rd St
City: Los Angeles

Project ID: 25-020020-029
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Arizona Ave		S Arizona Ave		E 3rd St		E 3rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	2	0	0	0	1	0	4
7:15 AM	0	1	3	0	1	0	0	0	5
7:30 AM	2	1	4	0	0	0	0	1	8
7:45 AM	2	0	7	2	0	1	0	0	12
8:00 AM	0	3	1	1	0	0	0	0	5
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	1	1	1	0	0	0	0	3
8:45 AM	1	0	2	1	0	2	0	0	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	7	20	5	1	3	1	1	44
APPROACH %'s :	46.15%	53.85%	80.00%	20.00%	25.00%	75.00%	50.00%	50.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	4	5	12	3	0	1	0	1	26
PEAK HR FACTOR :	0.500	0.417	0.429	0.375		0.250		0.250	0.542
	0.750		0.417		0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	1	0	0	1	1	4
4:15 PM	3	0	1	0	0	0	0	0	4
4:30 PM	0	0	0	1	0	0	1	0	2
4:45 PM	0	7	2	3	1	0	0	0	13
5:00 PM	2	0	0	1	0	0	0	0	3
5:15 PM	4	1	0	0	0	1	2	1	9
5:30 PM	0	0	2	0	1	0	0	1	4
5:45 PM	0	0	0	2	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	8	6	8	2	1	4	3	41
APPROACH %'s :	52.94%	47.06%	42.86%	57.14%	66.67%	33.33%	57.14%	42.86%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	3	7	4	5	1	0	2	1	23
PEAK HR FACTOR :	0.250	0.250	0.500	0.417	0.250		0.500	0.250	0.442
	0.357		0.450		0.250		0.375		

Prepared by National Data & Surveying Services

S Arizona Ave & E 3rd St

Peak Hour Turning Movement Count

ID: 25-020020-029
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Arizona Ave)

AM	12	11	26	0	24	AM
NOON	0	0	0	0	0	NOON
PM	12	7	21	0	53	PM

EASTBOUND (E 3rd St)

AM	NOON	PM	
450	0	385	
8	0	5	0
11	0	17	1
421	0	504	1
63	0	26	0

WESTBOUND (E 3rd St)

	PM	NOON	AM
0	23	0	11
1	355	0	384
1	6	0	14
0	4	0	8
	535	0	467

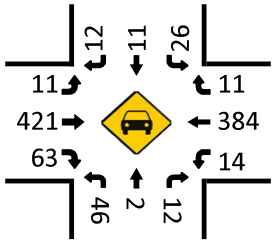
NORTHBOUND (S Arizona Ave)

PM	39	0	13	13	6	PM
NOON	0	0	0	0	0	NOON
AM	88	0	46	2	12	AM

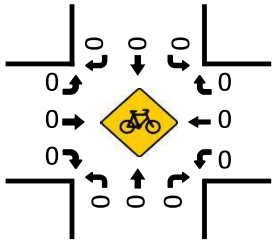
CONTROL: Signalized

TEV	1029 AM	0 NOON	1012 PM
PHF	0.83		0.93

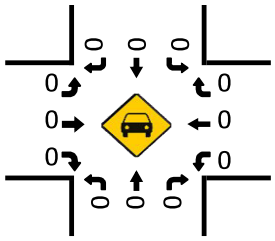
Totals (AM)



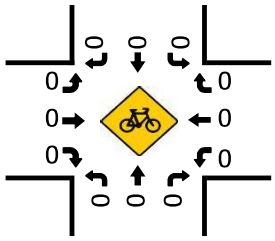
Total Bikes (AM)



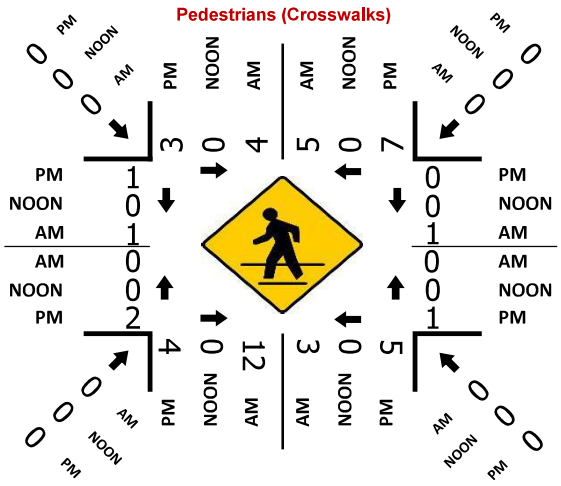
Totals (NOON)



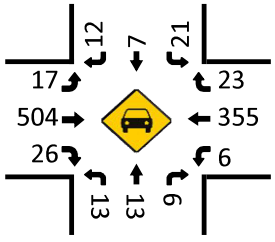
Total Bikes (NOON)



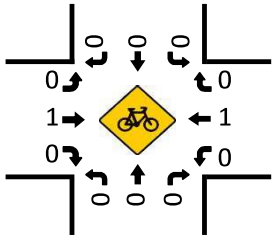
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Mednik Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-030
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Mednik Ave				S Mednik Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	39	16	0	8	17	9	0	7	35	1	0	2	55	27	0	224
7:15 AM	11	52	19	0	14	40	6	0	7	27	2	0	10	76	30	0	294
7:30 AM	19	107	27	7	24	74	16	0	24	67	7	0	5	64	44	1	486
7:45 AM	32	122	51	14	38	83	17	0	16	104	17	1	12	72	41	0	620
8:00 AM	11	84	36	1	41	108	16	1	23	100	11	0	10	65	34	3	544
8:15 AM	17	92	18	0	26	92	7	0	13	78	7	0	7	66	33	2	458
8:30 AM	8	45	22	0	18	47	13	1	6	61	8	0	6	69	36	0	340
8:45 AM	5	56	19	1	10	36	10	0	12	61	1	0	4	59	19	0	293
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	111	597	208	23	179	497	94	2	108	533	54	1	56	526	264	6	3259
APPROACH %'s :	11.82%	63.58%	22.15%	2.45%	23.19%	64.38%	12.18%	0.26%	15.52%	76.58%	7.76%	0.14%	6.57%	61.74%	30.99%	0.70%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	79	405	132	22	129	357	56	1	76	349	42	1	34	267	152	6	2108
PEAK HR FACTOR :	0.617	0.830	0.647	0.393	0.787	0.826	0.824	0.250	0.792	0.839	0.618	0.250	0.708	0.927	0.864	0.500	0.850
	0.728				0.818				0.848				0.918				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	56	14	0	51	69	15	0	3	120	7	0	15	71	16	1	447
4:15 PM	7	50	17	0	44	101	28	2	8	94	5	0	12	52	14	0	434
4:30 PM	9	64	19	1	37	88	16	0	9	107	13	0	19	84	33	0	499
4:45 PM	10	53	24	0	62	86	16	1	16	118	3	0	9	66	23	0	487
5:00 PM	11	64	22	0	63	131	15	0	14	81	3	0	9	63	29	0	505
5:15 PM	9	75	20	0	50	127	22	1	9	112	10	0	8	62	26	0	531
5:30 PM	13	62	26	0	57	119	23	0	10	123	11	0	13	58	21	0	536
5:45 PM	12	93	30	1	46	115	19	1	7	112	6	1	14	53	26	0	536
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	80	517	172	2	410	836	154	5	76	867	58	1	99	509	188	1	3975
APPROACH %'s :	10.38%	67.06%	22.31%	0.26%	29.18%	59.50%	10.96%	0.36%	7.58%	86.53%	5.79%	0.10%	12.42%	63.86%	23.59%	0.13%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	45	294	98	1	216	492	79	2	40	428	30	1	44	236	102	0	2108
PEAK HR FACTOR :	0.865	0.790	0.817	0.250	0.857	0.939	0.859	0.500	0.714	0.870	0.682	0.250	0.786	0.937	0.879	0.000	0.983
	0.805				0.944				0.866				0.946				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Mednik Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-030
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Mednik Ave				S Mednik Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	2	1	0	0	0	0	0	0	0	0	1	0	6
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	66.67%	33.33%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375
	0.250				0.250								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	5	0	0	0	1	0	0	1	1	1	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	33.33%	33.33%	33.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	0	0	0	1	0	1	0	7
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.583
	0.375				0.500								0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Mednik Ave & E 3rd St
City: Los Angeles

Project ID: 25-020020-030
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Mednik Ave		S Mednik Ave		E 3rd St		E 3rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	2	1	1	0	1	0	0	7
7:15 AM	4	1	0	2	0	0	0	0	7
7:30 AM	5	1	12	2	4	4	0	1	29
7:45 AM	3	1	8	0	4	6	0	1	23
8:00 AM	1	5	3	0	3	2	0	5	19
8:15 AM	3	0	1	0	0	1	0	0	5
8:30 AM	1	1	1	1	0	0	0	1	5
8:45 AM	2	1	4	1	2	3	1	0	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	21	12	30	7	13	17	1	8	109
APPROACH %'s :	63.64%	36.36%	81.08%	18.92%	43.33%	56.67%	11.11%	88.89%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	12	7	24	2	11	13	0	7	76
PEAK HR FACTOR :	0.600	0.350	0.500	0.250	0.688	0.542		0.350	0.655
	0.792		0.464		0.600		0.350		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	3	3	0	2	3	0	1	13
4:15 PM	0	2	2	7	1	3	0	0	15
4:30 PM	6	6	1	3	5	4	0	0	25
4:45 PM	3	7	5	4	2	3	0	0	24
5:00 PM	4	4	2	2	4	1	0	0	17
5:15 PM	0	1	0	1	1	3	0	1	7
5:30 PM	0	1	2	3	1	0	1	0	8
5:45 PM	0	2	0	2	3	2	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	14	26	15	22	19	19	1	2	118
APPROACH %'s :	35.00%	65.00%	40.54%	59.46%	50.00%	50.00%	33.33%	66.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	4	8	4	8	9	6	1	1	41
PEAK HR FACTOR :	0.250	0.500	0.500	0.667	0.563	0.500	0.250	0.250	0.603
	0.375		0.600		0.750		0.500		

Prepared by National Data & Surveying Services

S Mednik Ave & E 3rd St

Peak Hour Turning Movement Count

ID: 25-020020-030
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Mednik Ave)

AM	56	357	129	1	634	AM
NOON	0	0	0	0	0	NOON
PM	79	492	216	2	438	PM

EASTBOUND (E 3rd St)

AM	NOON	PM		
403	0	361	⇦	
1	0	1	↶	0
76	0	40	↱	1
349	0	428	→	1
42	0	30	↴	0

WESTBOUND (E 3rd St)

	PM	NOON	AM
0 ↰	102	0	152
1 ←	236	0	267
1 ↩	44	0	34
0 ↪	0	0	6
⇨	742	0	616

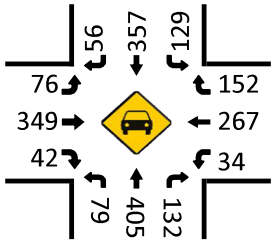
NORTHBOUND (S Mednik Ave)

PM	567	1	45	294	98	PM
NOON	0	0	0	0	0	NOON
AM	455	22	79	405	132	AM

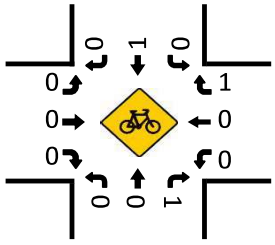
CONTROL: Signalized

TEV	2108 AM	0 NOON	2108 PM
PHF	0.85		0.98

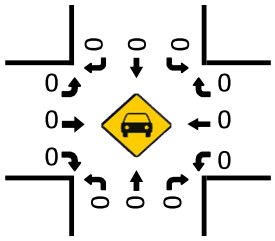
Totals (AM)



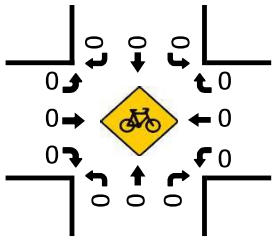
Total Bikes (AM)



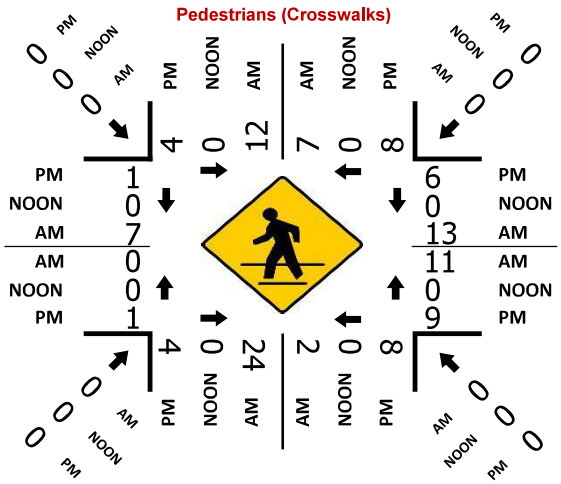
Totals (NOON)



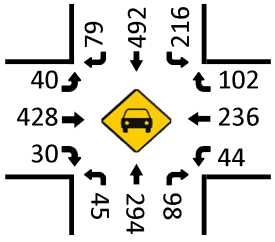
Total Bikes (NOON)



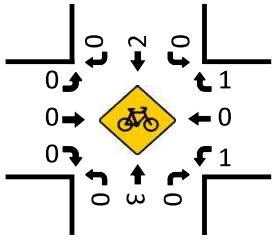
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Verne Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-031
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S La Verne Ave				S La Verne Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	0	6	0	0	0	0	0	0	43	5	0	9	93	0	2	162
7:15 AM	22	0	14	0	0	0	0	0	0	46	11	0	10	108	0	2	213
7:30 AM	24	0	14	0	0	0	0	0	0	79	20	0	14	104	0	7	262
7:45 AM	28	0	27	0	0	0	0	0	0	144	30	0	41	142	0	10	422
8:00 AM	28	0	19	0	0	0	0	0	0	133	29	0	22	99	0	8	338
8:15 AM	12	0	11	0	0	0	0	0	0	85	11	0	10	120	0	9	258
8:30 AM	11	0	12	0	0	0	0	0	0	66	7	0	7	95	0	7	205
8:45 AM	5	0	6	0	0	0	0	0	0	71	2	0	5	95	0	1	185
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	0	109	0	0	0	0	0	0	667	115	0	118	856	0	46	2045
APPROACH %'s :	55.14%	0.00%	44.86%	0.00%					0.00%	85.29%	14.71%	0.00%	11.57%	83.92%	0.00%	4.51%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	92	0	71	0	0	0	0	0	0	441	90	0	87	465	0	34	1280
PEAK HR FACTOR :	0.821	0.000	0.657	0.000	0.000	0.000	0.000	0.000	0.000	0.766	0.750	0.000	0.530	0.819	0.000	0.850	0.758
	0.741								0.763				0.759				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	0	16	0	0	0	0	0	0	196	19	0	13	81	0	8	342
4:15 PM	6	0	12	0	0	0	0	0	0	159	22	0	18	77	0	6	300
4:30 PM	13	0	12	0	0	0	0	0	0	215	12	0	11	85	0	4	352
4:45 PM	10	0	11	0	0	0	0	0	0	193	14	0	11	81	0	2	322
5:00 PM	9	0	9	0	0	0	0	0	0	188	15	0	10	69	0	19	319
5:15 PM	20	0	8	0	0	0	0	0	0	211	15	0	7	85	0	5	351
5:30 PM	15	0	15	0	0	0	0	0	0	208	16	0	8	75	0	5	342
5:45 PM	10	0	11	0	0	0	0	0	0	199	8	0	10	78	0	8	324
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	0	94	0	0	0	0	0	0	1569	121	0	88	631	0	57	2652
APPROACH %'s :	49.46%	0.00%	50.54%	0.00%					0.00%	92.84%	7.16%	0.00%	11.34%	81.31%	0.00%	7.35%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	52	0	40	0	0	0	0	0	0	807	56	0	39	320	0	30	1344
PEAK HR FACTOR :	0.650	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.000	0.938	0.933	0.000	0.886	0.941	0.000	0.395	0.955
	0.821								0.950				0.973				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Verne Ave & E 3rd St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-031
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S La Verne Ave				S La Verne Ave				E 3rd St				E 3rd St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	3	0	0	2	1	0	0	6
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.750
									0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	2	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	3
4:45 PM	1	0	0	0	0	0	0	0	1	2	0	0	2	1	0	0	7
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	0	0	0	1	0	0	1	4	0	0	5	3	0	0	17
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	62.50%	37.50%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	2	1	0	0	0	0	0	0	1	3	0	0	4	3	0	0	14
PEAK HR FACTOR :	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.000	0.000	0.500	0.750	0.000	0.000	0.500
			0.750						0.333				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S La Verne Ave & E 3rd St
City: Los Angeles

Project ID: 25-020020-031
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S La Verne Ave		S La Verne Ave		E 3rd St		E 3rd St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	1	4	0	0	0	5
7:30 AM	0	0	0	4	1	4	0	0	9
7:45 AM	0	0	0	1	6	1	0	0	8
8:00 AM	0	0	1	0	1	2	0	0	4
8:15 AM	0	0	0	0	1	1	0	0	2
8:30 AM	0	0	3	0	2	4	0	0	9
8:45 AM	0	0	3	0	1	4	0	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	7	6	17	16	0	0	46
APPROACH %'s :			53.85%	46.15%	51.52%	48.48%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	1	5	9	8	0	0	23
PEAK HR FACTOR :			0.250	0.313	0.375	0.500			0.639
			0.375		0.607				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	0	0	3	0	0	4
4:15 PM	0	0	0	0	1	1	0	0	2
4:30 PM	0	0	0	2	0	1	0	0	3
4:45 PM	0	0	3	1	6	0	0	0	10
5:00 PM	0	0	0	0	3	8	0	0	11
5:15 PM	0	0	0	1	0	3	0	0	4
5:30 PM	0	0	1	0	1	1	0	0	3
5:45 PM	0	0	1	0	4	3	0	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	6	4	15	20	0	0	45
APPROACH %'s :			60.00%	40.00%	42.86%	57.14%			
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	3	4	9	12	0	0	28
PEAK HR FACTOR :			0.250	0.500	0.375	0.375			0.636
			0.438		0.477				

Prepared by National Data & Surveying Services

S La Verne Ave & E 3rd St

Peak Hour Turning Movement Count

ID: 25-020020-031
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S La Verne Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (E 3rd St)

AM	NOON	PM		
557	0	372	⇦	
0	0	0	↶	0
0	0	0	↱	0
441	0	807	→	2
90	0	56	↴	0
AM	NOON	PM		

WESTBOUND (E 3rd St)

PM	NOON	AM		
0	0	0	↰	0
320	0	465	←	1
39	0	87	↰	1
30	0	34	↰	0
877	0	546	⇨	
PM	NOON	AM		

NORTHBOUND (S La Verne Ave)

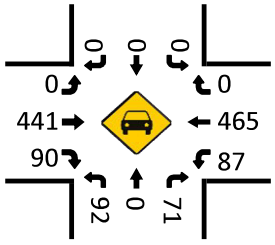
PM	95	0	52	0	40	PM
NOON	0	0	0	0	0	NOON
AM	177	0	92	0	71	AM

CONTROL

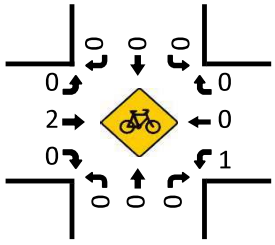
Signalized

TEV	1280 AM	0 NOON	1344 PM
PHF	0.76		0.95

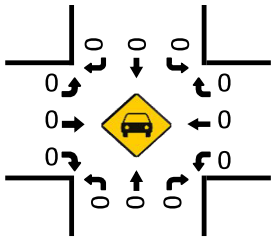
Totals (AM)



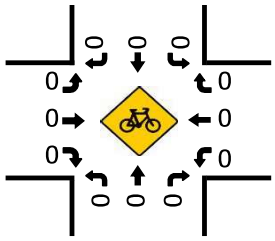
Total Bikes (AM)



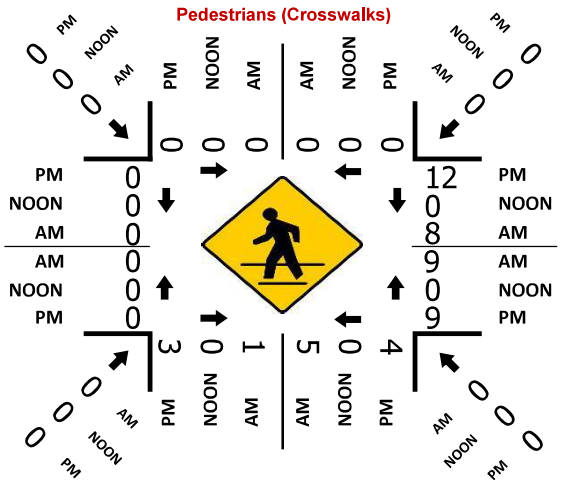
Totals (NOON)



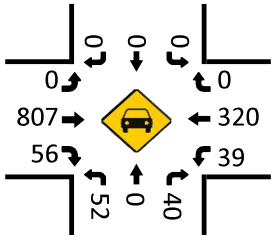
Total Bikes (NOON)



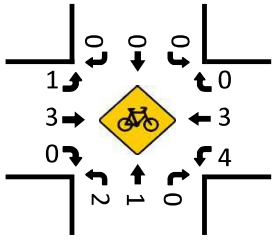
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Woods Ave & E Beverly Blvd/E 3rd St/Pomona Blvd
City: Los Angeles
Control: Signalized

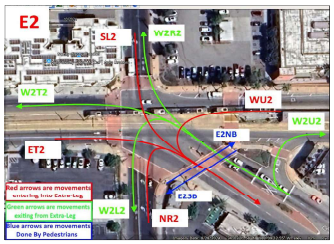
Project ID: 25-020020-005
Date: 1/28/2025

Data - Totals

NS/EW Streets: S Woods Ave | S Woods Ave | E Beverly Blvd/E 3rd St/Pomona Blvd | E Beverly Blvd/E 3rd St/Pomona Blvd | WESTBOUND2 (NW)

AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2 (NW)				
	1 NL	1 NT	0 NR	0 NU	0 NR2	1 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	1.5 ET	0.5 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2L2	0 W2T2	0 W2R2	0 W2U2	TOTAL
7:00 AM	8	15	2	0	3	7	12	2	0	22	0	24	3	0	24	0	26	13	0	0	0	62	54	9	286
7:15 AM	10	16	6	0	4	8	14	7	0	19	0	28	4	0	23	0	26	6	0	0	0	70	73	8	322
7:30 AM	12	39	4	0	4	4	22	11	0	32	0	45	8	0	48	0	33	13	0	0	0	77	75	4	431
7:45 AM	15	58	4	0	13	5	58	38	0	43	0	60	16	0	95	0	41	13	0	0	0	79	75	3	616
8:00 AM	13	42	5	0	17	12	72	24	0	37	0	61	8	0	104	0	31	15	0	0	0	66	97	8	572
8:15 AM	14	37	6	0	5	6	56	14	0	34	0	45	12	0	59	0	40	9	0	0	0	71	56	5	469
8:30 AM	6	18	3	0	1	5	22	3	0	37	0	37	5	0	44	0	34	16	0	0	0	66	52	7	356
8:45 AM	11	21	2	0	4	9	18	3	0	31	0	37	2	0	33	0	34	5	0	0	0	55	35	6	306
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	89	246	32	0	51	56	274	102	0	255	0	337	58	0	430	0	265	90	0	0	0	546	477	50	3358
APPROACH %'s :	21.29%	58.85%	7.66%	0.00%	12.20%	8.15%	39.88%	14.85%	0.00%	37.12%	0.00%	40.85%	7.03%	0.00%	52.12%	0.00%	74.65%	25.35%	0.00%	0.00%	0.00%	50.85%	44.45%	4.66%	
PEAK HR :	07:30 AM - 08:30 AM																								TOTAL
PEAK HR VOL :	54	176	19	0	39	27	208	87	0	146	0	211	44	0	306	0	145	50	0	0	0	293	263	20	2088
PEAK HR FACTOR :	0.900	0.759	0.792 0.800	0.000	0.574	0.563	0.722	0.572 0.807	0.000	0.849	0.000	0.865	0.688 0.811	0.000	0.736	0.000	0.884	0.833 0.903	0.000	0.000	0.000	0.927	0.877	0.625	0.847

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					NW				
	1 NL	1 NT	0 NR	0 NU	0 NR2	1 SL	1 ST	0 SR	0 SU	0 SL2	0 EL	1.5 ET	0.5 ER	0 EU	0 ET2	0 WL	1 WT	0 WR	0 WU	0 WU2	0 W2L2	0 W2T2	0 W2R2	0 W2U2	TOTAL
4:00 PM	12	21	2	0	1	15	36	6	0	31	0	62	8	0	132	0	36	12	0	0	0	40	30	8	502
4:15 PM	3	16	2	0	7	9	24	5	0	68	0	58	7	0	136	0	40	16	0	0	0	46	37	5	479
4:30 PM	10	30	9	0	12	12	28	7	0	90	0	72	11	0	143	0	33	16	0	0	0	48	30	17	568
4:45 PM	6	19	3	0	6	16	16	4	0	94	0	55	8	0	123	0	34	20	0	0	0	52	37	8	501
5:00 PM	8	28	5	0	3	6	33	8	0	82	0	73	6	0	157	0	37	18	0	0	0	42	30	15	551
5:15 PM	9	34	5	0	5	6	25	2	0	73	0	57	7	0	157	0	28	11	0	0	0	53	37	9	518
5:30 PM	10	29	3	0	2	11	46	8	0	85	0	60	9	0	142	0	31	18	0	0	0	44	36	4	538
5:45 PM	5	18	1	0	5	2	30	3	0	73	0	63	14	0	137	0	31	13	0	0	0	53	37	8	493
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	63	195	30	0	41	77	238	43	0	646	0	500	70	0	1127	0	270	124	0	0	0	378	274	74	4150
APPROACH %'s :	15.15%	59.27%	9.12%	0.00%	12.46%	7.67%	23.71%	4.28%	0.00%	64.34%	0.00%	29.46%	4.12%	0.00%	66.41%	0.00%	68.53%	31.47%	0.00%	0.00%	0.00%	52.07%	37.74%	10.19%	
PEAK HR :	04:30 PM - 05:30 PM																								TOTAL
PEAK HR VOL :	33	111	22	0	26	40	102	21	0	339	0	257	32	0	580	0	132	65	0	0	0	195	134	49	2138
PEAK HR FACTOR :	0.825	0.816	0.611 0.787	0.000	0.542	0.625	0.773	0.656 0.916	0.000	0.902	0.000	0.880	0.727 0.921	0.000	0.924	0.000	0.892	0.813 0.895	0.000	0.000	0.000	0.920	0.905	0.721	0.941



Explanation for extra leg movements

Movements entering the extra leg

N2	Movements coming from NB on S Woods Ave entering into the Extra Leg (E Beverly Blvd)
SL2	Movements coming from SB on S Woods Ave entering into the Extra Leg (E Beverly Blvd)
ET2	Movements coming from EB on E 3rd St entering into the Extra Leg (E Beverly Blvd)
WU2	Movements coming from WB on Pomona Blvd entering into the Extra Leg (E Beverly Blvd)

Movements exiting the extra leg

W2N2	Movements exiting from Extra Leg (E Beverly Blvd) entering into S Woods Ave SB.
W2L2	Movements exiting from Extra Leg (E Beverly Blvd) entering into S Woods Ave NB.
W2T2	Movements exiting from Extra Leg (E Beverly Blvd) entering into E 3rd St EB.
W2U2	Movements exiting from Extra Leg (E Beverly Blvd) entering into Pomona Blvd WB.

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Woods Ave & E Beverly Blvd/E 3rd St/Pomona Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-005
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Woods Ave					S Woods Ave					E Beverly Blvd/E 3rd St/Pomona Blvd					E Beverly Blvd/E 3rd St/Pomona Blvd									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					WESTBOUND2				
	1	1	0	0	0	1	1	0	0	0	0	1.5	0.5	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	1	2	2	0	0	0	2	1	0	0	1	0	0	0	0	0	1	1	1	13
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	40.00%	40.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	33.33%	33.33%	33.33%	
PEAK HR :	07:30 AM - 08:30 AM																								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	2	1	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	1	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.875
								0.375					0.500					0.250								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	1	1	0	0	0	1	1	0	0	0	0	1.5	0.5	0	0	0	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	3
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
4:30 PM	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	4
4:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	0	0	0	0	6
5:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	SL2	EL	ET	ER	EU	ET2	WL	WT	WR	WU	WU2	W2L2	W2T2	W2R2	W2U2	TOTAL
TOTAL VOLUMES :	3	1	1	0	1	0	1	1	0	0	2	2	0	0	3	0	4	3	0	1	0	2	0	0	25
APPROACH %'s :	50.00%	16.67%	16.67%	0.00%	16.67%	0.00%	50.00%	50.00%	0.00%	0.00%	28.57%	28.57%	0.00%	0.00%	42.86%	0.00%	50.00%	37.50%	0.00%	12.50%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																								TOTAL
PEAK HR VOL :	3	0	1	0	1	0	0	1	0	0	0	2	0	0	2	0	3	2	0	1	0	1	0	0	17
PEAK HR FACTOR :	0.750	0.000	0.250	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.750	0.500	0.000	0.250	0.000	0.250	0.000	0.000	0.708
			0.625					0.250					0.500					0.750								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Woods Ave & E Beverly Blvd/E 3rd St/Pomona Blvd
City: Los Angeles

Project ID: 25-020020-005
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Woods Ave		S Woods Ave		E Beverly Blvd/E 3rd St/Pomona Blvd		E Beverly Blvd/E 3rd St/Pomona Blvd				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	1	0	1
7:15 AM	1	0	0	1	0	0	0	0	0	1	3
7:30 AM	3	1	0	1	0	0	1	0	0	0	6
7:45 AM	2	4	0	4	1	2	3	2	1	0	19
8:00 AM	0	2	2	4	1	0	2	7	0	5	23
8:15 AM	2	1	2	3	1	2	1	3	2	5	22
8:30 AM	1	0	0	0	2	0	0	0	0	0	3
8:45 AM	0	1	4	1	0	0	1	0	2	1	10
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	9	8	14	5	4	8	12	6	12	87
APPROACH %'s :	50.00%	50.00%	36.36%	63.64%	55.56%	44.44%	40.00%	60.00%	33.33%	66.67%	
PEAK HR :	07:30 AM - 08:30 AM										TOTAL
PEAK HR VOL :	7	8	4	12	3	4	7	12	3	10	70
PEAK HR FACTOR :	0.583	0.500	0.500	0.750	0.750	0.500	0.583	0.429	0.375	0.500	0.761
	0.625		0.667		0.583		0.528		0.464		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		EAST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	1	2	3	1	1	0	4	0	2	2	16
4:15 PM	6	2	2	3	2	0	3	1	1	5	25
4:30 PM	7	1	0	0	0	1	0	0	0	0	9
4:45 PM	3	0	1	1	0	3	1	0	2	3	14
5:00 PM	1	3	6	2	0	0	0	1	6	3	22
5:15 PM	1	0	0	0	0	0	1	0	0	2	4
5:30 PM	1	0	4	2	0	0	0	0	1	3	11
5:45 PM	0	3	0	2	2	0	3	1	0	3	14
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	20	11	16	11	5	4	12	3	12	21	115
APPROACH %'s :	64.52%	35.48%	59.26%	40.74%	55.56%	44.44%	80.00%	20.00%	36.36%	63.64%	
PEAK HR :	04:30 PM - 05:30 PM										TOTAL
PEAK HR VOL :	12	4	7	3	0	4	2	1	8	8	49
PEAK HR FACTOR :	0.429	0.333	0.292	0.375		0.333	0.500	0.250	0.333	0.667	0.557
	0.500		0.313		0.333		0.750		0.444		

Prepared by National Data & Surveying Services

S Woods Ave & E Beverly Blvd/E 3rd St/Pomona Blvd

Peak Hour Turning Movement Count

ID: 25-020020-005
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Woods Ave)

AM	87	208	27	0	226	AM
NOON	0	0	0	0	0	NOON
PM	21	102	40	0	176	PM

EASTBOUND (E Beverly Blvd/E 3rd St/Pomona Blvd)

AM	NOON	PM		
286	0	186		
0	0	0	0	
0	0	0	0	
211	0	257	1.5	
44	0	32	0.5	

WESTBOUND (E Beverly Blvd/E 3rd St/Pomona Blvd)

PM	NOON	AM	
65	0	50	0
132	0	145	1
0	0	0	0
0	0	0	0
319	0	257	

NORTHBOUND (S Woods Ave)

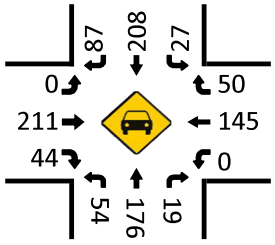
PM	134	0	33	111	22	PM
NOON	0	0	0	0	0	NOON
AM	252	0	54	176	19	AM

CONTROL

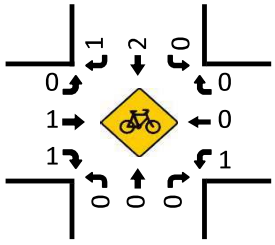
Signalized

TEV	1021 AM	0 NOON	815 PM
PHF	0.85		0.94

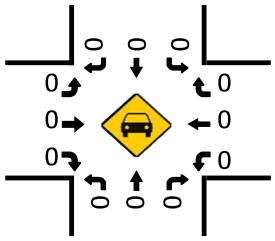
Totals (AM)



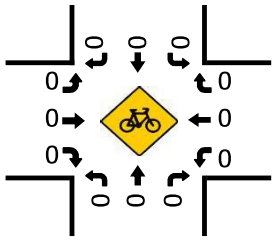
Total Bikes (AM)



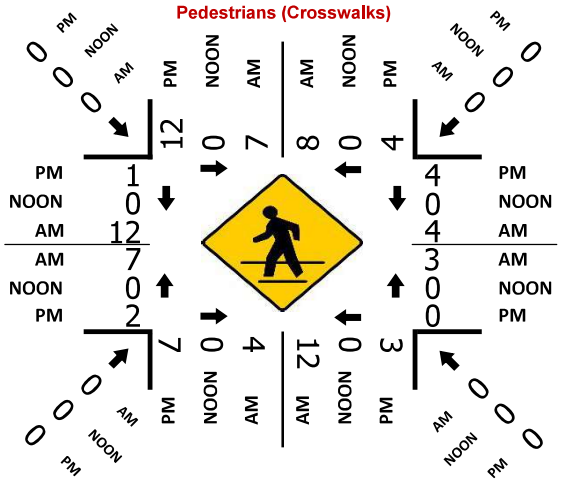
Totals (NOON)



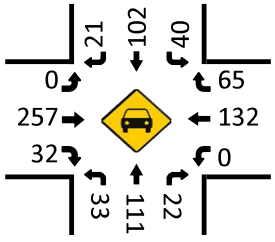
Total Bikes (NOON)



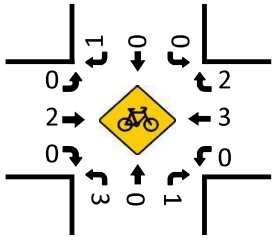
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-003
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Pomona Blvd				Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	168	3	0	18	145	11	1	27	13	1	0	16	24	56	0	483
7:15 AM	0	196	8	5	22	217	28	1	30	12	0	2	21	18	56	0	616
7:30 AM	3	199	9	1	21	210	24	2	33	23	5	1	29	44	72	0	676
7:45 AM	7	254	13	2	26	277	33	1	27	28	3	1	26	38	68	0	804
8:00 AM	3	194	10	6	19	243	34	2	36	33	1	3	25	34	62	0	705
8:15 AM	7	193	15	1	32	243	38	0	23	12	4	3	24	22	45	0	662
8:30 AM	3	172	12	4	32	170	37	4	37	18	7	4	22	17	36	0	575
8:45 AM	1	134	3	1	30	185	38	3	15	14	2	5	13	22	20	0	486
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	1510	73	20	200	1690	243	14	228	153	23	19	176	219	415	0	5007
APPROACH %'s :	1.48%	92.81%	4.49%	1.23%	9.32%	78.71%	11.32%	0.65%	53.90%	36.17%	5.44%	4.49%	21.73%	27.04%	51.23%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	20	840	47	10	98	973	129	5	119	96	13	8	104	138	247	0	2847
PEAK HR FACTOR :	0.714	0.827	0.783	0.417	0.766	0.878	0.849	0.625	0.826	0.727	0.650	0.667	0.897	0.784	0.858	0.000	0.885
	0.831				0.894				0.808				0.843				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	219	20	1	30	260	22	6	35	38	4	7	31	29	44	0	749
4:15 PM	7	175	16	5	37	221	21	3	41	32	5	2	22	23	27	0	637
4:30 PM	9	212	14	3	26	244	20	1	37	37	6	5	18	31	46	0	709
4:45 PM	4	206	12	3	36	219	22	5	31	38	5	2	14	16	42	0	655
5:00 PM	3	240	16	3	26	258	23	3	32	29	1	6	27	26	29	0	722
5:15 PM	6	217	12	2	31	228	21	4	38	47	5	6	20	17	24	0	678
5:30 PM	3	200	23	1	39	273	22	2	25	52	1	3	34	31	27	0	736
5:45 PM	4	192	16	1	41	241	17	5	21	51	4	4	15	23	29	0	664
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	39	1661	129	19	266	1944	168	29	260	324	31	35	181	196	268	0	5550
APPROACH %'s :	2.11%	89.88%	6.98%	1.03%	11.05%	80.76%	6.98%	1.20%	40.00%	49.85%	4.77%	5.38%	28.06%	30.39%	41.55%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	16	849	67	7	137	1000	83	14	116	179	11	19	96	97	109	0	2800
PEAK HR FACTOR :	0.667	0.884	0.728	0.583	0.835	0.916	0.902	0.700	0.763	0.861	0.550	0.792	0.706	0.782	0.940	0.000	0.951
	0.896				0.918				0.846				0.821				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-003
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Pomona Blvd				Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	2	1	0	0	0	0	0	0	0	1	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	0	0	0	3	3	0	2	1	2	0	1	1	1	0	17
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	40.00%	20.00%	40.00%	0.00%	33.33%	33.33%	33.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	1	1	0	1	1	1	0	1	1	0	0	8
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.250	0.250	0.250	0.000	0.250	0.250	0.000	0.000	0.667
	0.250				0.500				0.375				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	1	0	1	0.5	0.5	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	0	0	0	1	5	0	0	0	2	0	0	10
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%					16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.500
	0.250								0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Blvd
City: Los Angeles

Project ID: 25-020020-003
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Pomona Blvd		Pomona Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	2	3	6	0	0	0	0	11
7:15 AM	1	0	0	7	1	0	2	3	14
7:30 AM	0	1	2	11	1	1	3	3	22
7:45 AM	0	1	4	11	1	0	3	2	22
8:00 AM	0	1	4	11	0	0	0	11	27
8:15 AM	0	0	0	2	1	0	2	2	7
8:30 AM	1	3	3	5	1	2	1	2	18
8:45 AM	0	1	0	7	1	0	1	3	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	9	16	60	6	3	12	26	134
APPROACH %'s :	18.18%	81.82%	21.05%	78.95%	66.67%	33.33%	31.58%	68.42%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	3	10	35	3	1	8	18	78
PEAK HR FACTOR :		0.750	0.625	0.795	0.750	0.250	0.667	0.409	0.722
	0.750		0.750		0.500		0.591		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	8	12	1	2	2	4	32
4:15 PM	0	0	5	14	1	0	0	0	20
4:30 PM	0	0	7	4	2	0	2	5	20
4:45 PM	2	1	4	15	2	1	4	1	30
5:00 PM	1	0	6	9	4	1	5	5	31
5:15 PM	0	1	3	12	1	0	0	3	20
5:30 PM	2	0	21	12	2	3	1	1	42
5:45 PM	4	6	7	11	2	1	1	3	35
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	9	61	89	15	8	15	22	230
APPROACH %'s :	55.00%	45.00%	40.67%	59.33%	65.22%	34.78%	40.54%	59.46%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	7	7	37	44	9	5	7	12	128
PEAK HR FACTOR :	0.438	0.292	0.440	0.917	0.563	0.417	0.350	0.600	0.762
	0.350		0.614		0.700		0.475		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Pomona Blvd

Peak Hour Turning Movement Count

ID: 25-020020-003
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	4:00 PM - 06:00 PM

S Atlantic Blvd — SOUTHBOUND

AM	129	973	98	5	1211	AM
NOON	0	0	0	0	0	NOON
PM	83	1000	137	14	1088	PM
	1	2	1	0		

EASTBOUND — Pomona Blvd

AM	NOON	PM	
295	0	215	
8	0	19	0
119	0	116	1
96	0	179	0.5
13	0	11	0.5
AM	NOON	PM	

WESTBOUND — Pomona Blvd

	PM	NOON	AM
1	109	0	247
1	97	0	138
1	96	0	104
0	0	0	0
	383	0	241
	PM	NOON	AM

CONTROL

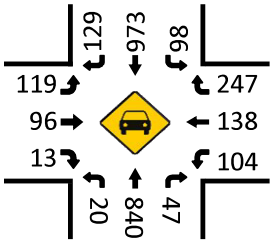
Signalized

	AM	NOON	PM
TEV	2847	0	2800
PHF	0.89		0.95

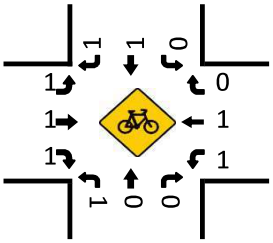
NORTHBOUND — S Atlantic Blvd

		0	1	3	0	
PM	1114	7	16	849	67	PM
NOON	0	0	0	0	0	NOON
AM	1100	10	20	840	47	AM

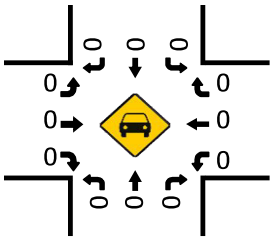
Totals (AM)



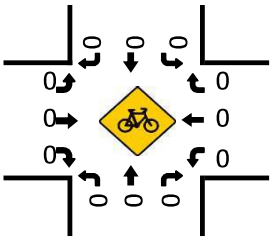
Total Bikes (AM)



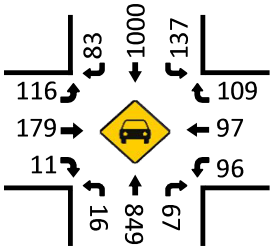
Totals (NOON)



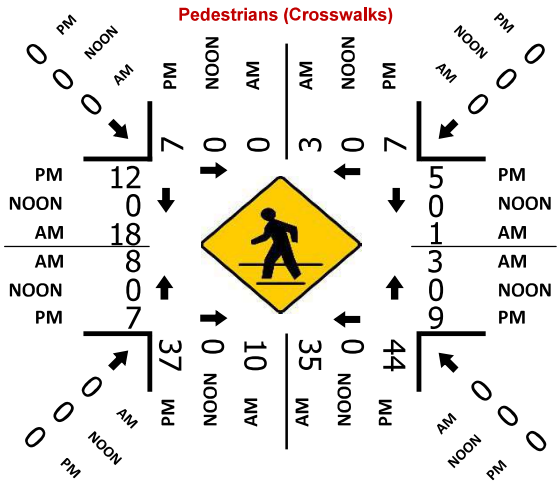
Total Bikes (NOON)



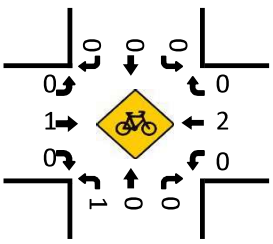
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Hillview Ave & Pomona Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-015
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Hillview Ave				S Hillview Ave				Pomona Blvd				Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	25	1	3	0	1	0	2	0	4	22	5	0	2	60	1	0	126
7:15 AM	40	1	5	0	0	0	1	0	4	30	4	0	8	59	2	0	154
7:30 AM	42	1	6	0	2	0	2	0	1	33	4	2	14	68	1	0	176
7:45 AM	73	2	13	0	3	0	2	0	4	43	9	0	14	75	1	0	239
8:00 AM	40	1	6	0	0	2	2	0	5	41	9	2	17	72	3	0	200
8:15 AM	27	0	8	0	3	1	1	0	3	54	8	0	15	53	2	0	175
8:30 AM	33	1	5	0	0	0	0	0	7	31	5	1	4	53	5	0	145
8:45 AM	22	3	4	0	3	0	4	0	11	39	5	1	7	44	3	0	146
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	302	10	50	0	12	3	14	0	39	293	49	6	81	484	18	0	1361
APPROACH %'s :	83.43%	2.76%	13.81%	0.00%	41.38%	10.34%	48.28%	0.00%	10.08%	75.71%	12.66%	1.55%	13.89%	83.02%	3.09%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	182	4	33	0	8	3	7	0	13	171	30	4	60	268	7	0	790
PEAK HR FACTOR :	0.623	0.500	0.635	0.000	0.667	0.375	0.875	0.000	0.650	0.792	0.833	0.500	0.882	0.893	0.583	0.000	0.826
	0.622				0.900				0.838				0.910				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	17	1	5	0	3	0	4	0	0	74	9	0	15	60	1	0	189
4:15 PM	14	0	7	0	1	0	5	0	1	90	7	0	13	67	1	0	206
4:30 PM	20	0	14	0	3	1	7	0	1	94	12	0	14	47	1	0	214
4:45 PM	25	0	7	0	1	2	0	0	0	92	13	0	13	59	2	0	214
5:00 PM	13	2	15	0	4	0	2	0	0	112	6	0	12	55	0	0	221
5:15 PM	13	0	7	0	2	1	1	0	1	91	11	0	10	59	1	0	197
5:30 PM	21	0	3	0	0	1	2	0	0	84	13	0	21	75	1	0	221
5:45 PM	13	0	7	0	1	1	1	0	1	82	9	0	11	56	2	0	184
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	136	3	65	0	15	6	22	0	4	719	80	0	109	478	9	0	1646
APPROACH %'s :	66.67%	1.47%	31.86%	0.00%	34.88%	13.95%	51.16%	0.00%	0.50%	89.54%	9.96%	0.00%	18.29%	80.20%	1.51%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	72	2	43	0	9	3	14	0	2	388	38	0	52	228	4	0	855
PEAK HR FACTOR :	0.720	0.250	0.717	0.000	0.563	0.375	0.500	0.000	0.500	0.866	0.731	0.000	0.929	0.851	0.500	0.000	0.967
	0.860				0.591				0.907				0.877				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Hillview Ave & Pomona Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-015
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Hillview Ave				S Hillview Ave				Pomona Blvd				Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
													0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	1	0	0	0	0	0	0	5	0	0	0	1	0	0	8
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.375
		0.250								0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Hillview Ave & Pomona Blvd
City: Los Angeles

Project ID: 25-020020-015
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Hillview Ave		S Hillview Ave		Pomona Blvd		Pomona Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	3	1	1	3	0	0	0	8
7:30 AM	1	0	1	0	1	0	1	0	4
7:45 AM	2	0	0	0	0	0	1	0	3
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	1	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	4	3	1	4	0	2	0	18
APPROACH %'s :	50.00%	50.00%	75.00%	25.00%	100.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	4	1	2	0	1	0	2	0	10
PEAK HR FACTOR :	0.500	0.250	0.500		0.250		0.500		0.625
	0.625		0.500		0.250		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	1	2	0	0	0	0	5
4:15 PM	6	0	2	0	0	3	0	1	12
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	1	0	0	0	0	0	1
5:15 PM	0	0	0	1	0	1	2	0	4
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	1	0	0	2	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	2	4	5	0	4	2	1	26
APPROACH %'s :	80.00%	20.00%	44.44%	55.56%	0.00%	100.00%	66.67%	33.33%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	6	0	3	0	0	3	0	1	13
PEAK HR FACTOR :	0.250		0.375			0.250		0.250	0.271
	0.250		0.375		0.250		0.250		

Prepared by National Data & Surveying Services

S Hillview Ave & Pomona Blvd

Peak Hour Turning Movement Count

ID: 25-020020-015
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Hillview Ave)

AM	7	3	8	0	24	AM
NOON	0	0	0	0	0	NOON
PM	14	3	9	0	8	PM

EASTBOUND (Pomona Blvd)

AM	NOON	PM		
461	0	314		
4	0	0	0	
13	0	2	1	
171	0	388	2	
30	0	38	0	

WESTBOUND (Pomona Blvd)

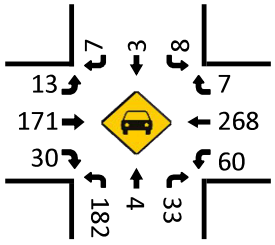
	PM	NOON	AM
0	4	0	7
2	228	0	268
1	52	0	60
0	0	0	0
	440	0	212

NORTHBOUND (S Hillview Ave)

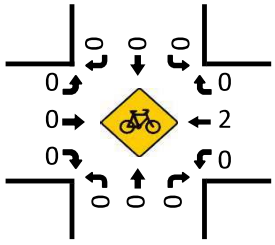
PM	93	0	72	2	43	PM
NOON	0	0	0	0	0	NOON
AM	93	0	182	4	33	AM

CONTROL			
Signalized			
TEV	790 AM	0 NOON	855 PM
PHF	0.83		0.97

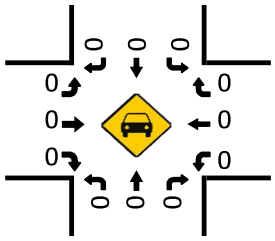
Totals (AM)



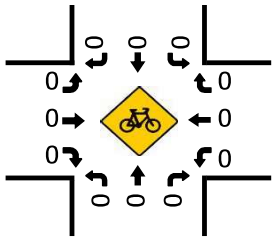
Total Bikes (AM)



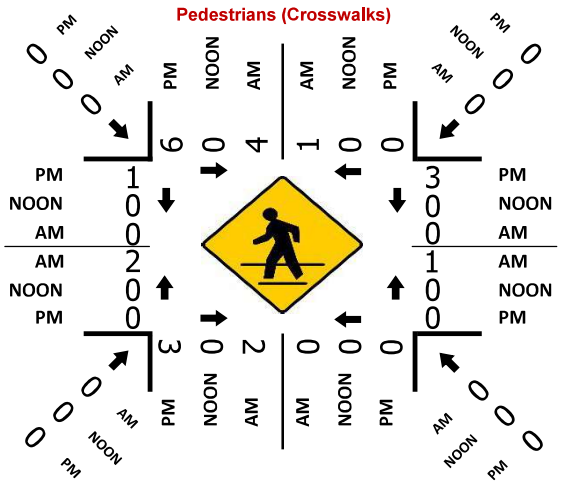
Totals (NOON)



Total Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
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0

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-004
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E Beverly Blvd				E Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	109	9	0	19	147	9	3	4	41	7	0	24	137	62	2	578
7:15 AM	15	161	19	1	22	216	1	3	7	29	13	0	30	134	68	1	720
7:30 AM	15	174	12	0	27	223	2	5	10	53	28	1	32	153	78	0	813
7:45 AM	22	196	19	1	38	229	7	5	11	95	55	2	54	157	62	0	953
8:00 AM	17	153	23	2	40	230	5	7	20	88	42	2	49	107	53	1	839
8:15 AM	27	192	27	4	36	233	12	3	14	78	24	0	35	99	45	0	829
8:30 AM	5	140	19	0	19	162	6	7	12	63	9	2	25	104	45	3	621
8:45 AM	9	134	10	1	44	179	9	3	9	46	9	0	26	79	29	0	587
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	115	1259	138	9	245	1619	51	36	87	493	187	7	275	970	442	7	5940
APPROACH %'s :	7.56%	82.77%	9.07%	0.59%	12.56%	82.98%	2.61%	1.85%	11.24%	63.70%	24.16%	0.90%	16.23%	57.26%	26.09%	0.41%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	81	715	81	7	141	915	26	20	55	314	149	5	170	516	238	1	3434
PEAK HR FACTOR :	0.750	0.912	0.750	0.438	0.881	0.982	0.542	0.714	0.688	0.826	0.677	0.625	0.787	0.822	0.763	0.250	0.901
	0.884				0.970				0.802				0.847				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	196	20	1	70	192	5	4	7	186	14	1	18	73	37	1	834
4:15 PM	15	180	21	1	59	169	4	2	12	187	19	2	30	67	33	0	801
4:30 PM	15	191	24	1	78	187	7	1	5	211	11	3	26	56	39	3	858
4:45 PM	20	180	31	2	83	173	5	0	7	216	15	1	21	90	28	0	872
5:00 PM	7	207	30	0	95	168	9	3	7	196	14	1	25	55	25	0	842
5:15 PM	21	229	21	1	76	173	4	3	3	227	22	2	26	83	30	0	921
5:30 PM	9	170	25	1	97	193	3	6	6	192	17	0	22	60	32	0	833
5:45 PM	13	133	32	0	88	180	2	3	13	215	13	1	39	92	37	1	862
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	109	1486	204	7	646	1435	39	22	60	1630	125	11	207	576	261	5	6823
APPROACH %'s :	6.04%	82.28%	11.30%	0.39%	30.16%	66.99%	1.82%	1.03%	3.29%	89.27%	6.85%	0.60%	19.73%	54.91%	24.88%	0.48%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	63	807	106	4	332	701	25	7	22	850	62	7	98	284	122	3	3493
PEAK HR FACTOR :	0.750	0.881	0.855	0.500	0.874	0.937	0.694	0.583	0.786	0.936	0.705	0.583	0.942	0.789	0.782	0.250	0.948
	0.901				0.968				0.926				0.912				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-004
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E Beverly Blvd				E Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	5
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	0	0	1	6	0	1	0	0	0	0	0	1	1	1	17
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	12.50%	75.00%	0.00%	12.50%					0.00%	33.33%	33.33%	33.33%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	2	0	0	0	0	0	0	0	1	1	0	8
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.400
		0.500				0.250								0.500			

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E Beverly Blvd				E Beverly Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	3
4:15 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	4
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	0	0	1	4	0	2	0	3	1	0	0	1	1	0	19
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	14.29%	57.14%	0.00%	28.57%	0.00%	75.00%	25.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	2	0	2	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.563
		0.375				0.500				0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E Beverly Blvd
City: Los Angeles

Project ID: 25-020020-004
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		E Beverly Blvd		E Beverly Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	4	1	0	0	0	0	0	5
7:15 AM	7	5	2	2	2	0	4	4	26
7:30 AM	5	4	4	0	3	5	0	9	30
7:45 AM	2	0	0	1	2	3	6	2	16
8:00 AM	14	0	3	4	2	6	3	14	46
8:15 AM	7	2	3	2	3	9	4	10	40
8:30 AM	1	5	1	3	2	3	2	2	19
8:45 AM	3	3	0	2	0	0	5	4	17
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	39	23	14	14	14	26	24	45	199
APPROACH %'s :	62.90%	37.10%	50.00%	50.00%	35.00%	65.00%	34.78%	65.22%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	28	6	10	7	10	23	13	35	132
PEAK HR FACTOR :	0.500	0.375	0.625	0.438	0.833	0.639	0.542	0.625	0.717
	0.607		0.607		0.688		0.706		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	8	2	5	3	6	3	12	39
4:15 PM	2	2	1	3	0	0	0	6	14
4:30 PM	1	1	2	3	4	1	5	4	21
4:45 PM	5	14	2	2	1	4	2	9	39
5:00 PM	0	2	1	0	3	3	2	7	18
5:15 PM	0	9	2	2	4	2	2	6	27
5:30 PM	3	2	5	0	2	2	0	8	22
5:45 PM	1	3	1	2	0	0	10	10	27
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	41	16	17	17	18	24	62	207
APPROACH %'s :	22.64%	77.36%	48.48%	51.52%	48.57%	51.43%	27.91%	72.09%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	6	26	7	7	12	10	11	26	105
PEAK HR FACTOR :	0.300	0.464	0.875	0.583	0.750	0.625	0.550	0.722	0.673
	0.421		0.700		0.917		0.841		

Prepared by National Data & Surveying Services

S Atlantic Blvd & E Beverly Blvd

Peak Hour Turning Movement Count

ID: 25-020020-004
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	26	915	141	20	1028	AM
NOON	0	0	0	0	0	NOON
PM	25	701	332	7	958	PM

EASTBOUND (E Beverly Blvd)

AM	NOON	PM		
628	0	379		
5	0	7	0	
55	0	22	1	
314	0	850	2	
149	0	62	0	
AM	NOON	PM		

WESTBOUND (E Beverly Blvd)

PM	NOON	AM		
			0	122	0	238
			2	284	0	516
			1	98	0	170
			0	3	0	1
1291	0	537		
PM	NOON	AM		

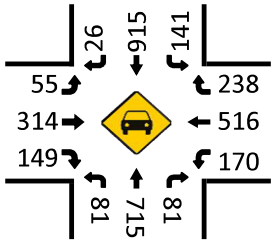
NORTHBOUND (S Atlantic Blvd)

PM	865	4	63	807	106	PM
NOON	0	0	0	0	0	NOON
AM	1241	7	81	715	81	AM

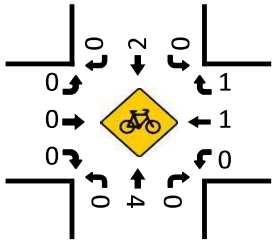
CONTROL: Signalized

TEV	3434	0	3493
	AM	NOON	PM
PHF	0.90		0.95

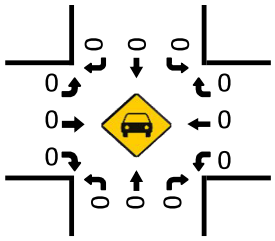
Totals (AM)



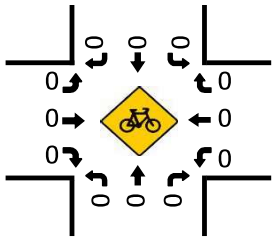
Total Bikes (AM)



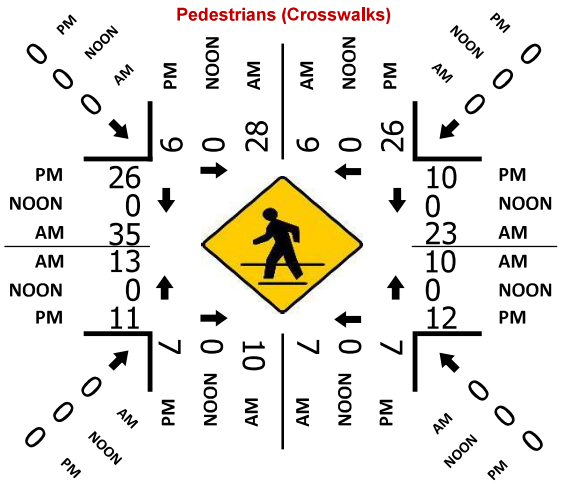
Totals (NOON)



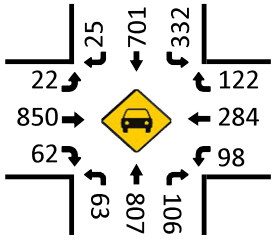
Total Bikes (NOON)



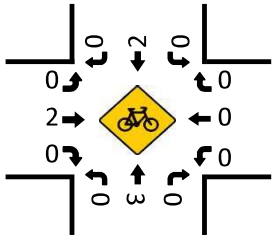
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Hillview Ave & E Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-016
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Hillview Ave				S Hillview Ave				E Beverly Blvd				E Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	4	6	0	5	7	5	0	0	67	1	0	14	194	3	0	307
7:15 AM	5	8	5	0	2	14	7	0	3	65	4	0	26	202	8	0	349
7:30 AM	12	18	6	0	5	19	4	0	2	82	3	0	22	228	5	0	406
7:45 AM	17	23	24	0	3	21	6	0	5	127	10	1	17	227	6	0	487
8:00 AM	12	16	9	0	6	20	2	0	6	127	8	2	16	188	4	0	416
8:15 AM	10	13	15	0	4	21	5	0	0	129	6	0	27	147	4	0	381
8:30 AM	3	8	10	0	3	7	3	0	3	104	4	2	11	144	6	1	309
8:45 AM	3	13	9	0	2	9	6	0	2	86	3	0	8	120	8	0	269
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	103	84	0	30	118	38	0	21	787	39	5	141	1450	44	1	2924
APPROACH %'s :	25.20%	41.20%	33.60%	0.00%	16.13%	63.44%	20.43%	0.00%	2.46%	92.37%	4.58%	0.59%	8.62%	88.63%	2.69%	0.06%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	51	70	54	0	18	81	17	0	13	465	27	3	82	790	19	0	1690
PEAK HR FACTOR :	0.750	0.761	0.563	0.000	0.750	0.964	0.708	0.000	0.542	0.901	0.675	0.375	0.759	0.866	0.792	0.000	0.868
	0.684				0.967				0.888				0.874				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	13	18	0	8	15	1	0	4	262	7	0	8	111	5	0	459
4:15 PM	5	8	20	0	5	12	5	0	2	256	4	0	8	109	3	0	437
4:30 PM	9	17	29	0	8	12	2	0	3	303	7	0	13	106	1	0	510
4:45 PM	2	6	12	0	3	12	3	0	5	311	2	0	10	107	2	0	475
5:00 PM	3	20	21	0	9	11	1	0	3	312	8	0	5	116	6	1	516
5:15 PM	3	13	31	0	4	10	1	0	4	313	7	0	14	100	2	0	502
5:30 PM	6	15	20	0	5	20	4	0	6	297	12	0	9	102	3	1	500
5:45 PM	2	7	25	0	10	12	0	0	3	321	3	0	10	149	0	0	542
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	37	99	176	0	52	104	17	0	30	2375	50	0	77	900	22	2	3941
APPROACH %'s :	11.86%	31.73%	56.41%	0.00%	30.06%	60.12%	9.83%	0.00%	1.22%	96.74%	2.04%	0.00%	7.69%	89.91%	2.20%	0.20%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	14	55	97	0	28	53	6	0	16	1243	30	0	38	467	11	2	2060
PEAK HR FACTOR :	0.583	0.688	0.782	0.000	0.700	0.663	0.375	0.000	0.667	0.968	0.625	0.000	0.679	0.784	0.458	0.500	0.950
	0.883				0.750				0.985				0.814				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Hillview Ave & E Beverly Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-016
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Hillview Ave				S Hillview Ave				E Beverly Blvd				E Beverly Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	4
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.375
													0.375				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.750
										0.500				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Hillview Ave & E Beverly Blvd
City: Los Angeles

Project ID: 25-020020-016
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Hillview Ave		S Hillview Ave		E Beverly Blvd		E Beverly Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	2	0	0	0	0	1	0	6
7:15 AM	1	2	1	1	0	0	1	1	7
7:30 AM	0	1	1	0	0	1	1	3	7
7:45 AM	0	1	1	1	1	3	0	0	7
8:00 AM	0	3	1	0	1	0	0	2	7
8:15 AM	0	0	1	0	0	0	0	0	1
8:30 AM	0	2	0	0	0	1	0	1	4
8:45 AM	1	1	1	0	1	1	0	0	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	12	6	2	3	6	3	7	44
APPROACH %'s :	29.41%	70.59%	75.00%	25.00%	33.33%	66.67%	30.00%	70.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	5	4	1	2	4	1	5	22
PEAK HR FACTOR :	0.417		1.000	0.250	0.500	0.333	0.250	0.417	0.786
	0.417		0.625		0.375		0.375		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	3	2	0	1	2	1	12
4:15 PM	2	0	2	0	0	0	3	4	11
4:30 PM	0	3	1	3	0	0	0	5	12
4:45 PM	2	0	0	0	0	0	0	0	2
5:00 PM	0	1	1	0	1	1	3	0	7
5:15 PM	1	0	1	1	1	0	0	1	5
5:30 PM	1	2	4	0	5	1	0	0	13
5:45 PM	2	0	2	0	0	1	2	0	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	7	14	6	7	4	10	11	69
APPROACH %'s :	58.82%	41.18%	70.00%	30.00%	63.64%	36.36%	47.62%	52.38%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	4	3	8	1	7	3	5	1	32
PEAK HR FACTOR :	0.500	0.375	0.500	0.250	0.350	0.750	0.417	0.250	0.615
	0.583		0.563		0.417		0.500		

Prepared by National Data & Surveying Services

S Hillview Ave & E Beverly Blvd

Peak Hour Turning Movement Count

ID: 25-020020-016
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Hillview Ave)

AM	17	81	18	0	102	AM
NOON	0	0	0	0	0	NOON
PM	6	53	28	0	82	PM
	0	1	0	0		

EASTBOUND (E Beverly Blvd)

AM	NOON	PM	
861	0	487	
3	0	0	0
13	0	16	1
465	0	1243	2
27	0	30	0
AM	NOON	PM	

WESTBOUND (E Beverly Blvd)

PM	NOON	AM	
11	0	19	0
467	0	790	2
38	0	82	1
2	0	0	0
1370	0	537	
PM	NOON	AM	

NORTHBOUND (S Hillview Ave)

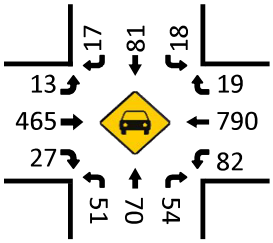
PM	121	0	14	55	97	PM
NOON	0	0	0	0	0	NOON
AM	190	0	51	70	54	AM
		0	0	1	0	

CONTROL

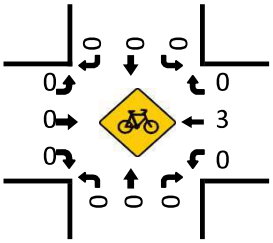
Signalized

TEV	1690	0	2060
	AM	NOON	PM
PHF	0.87		0.95

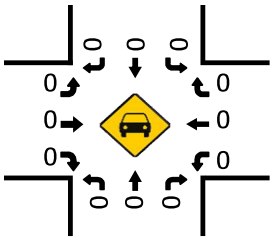
Totals (AM)



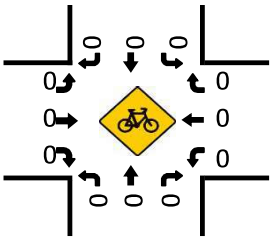
Total Bikes (AM)



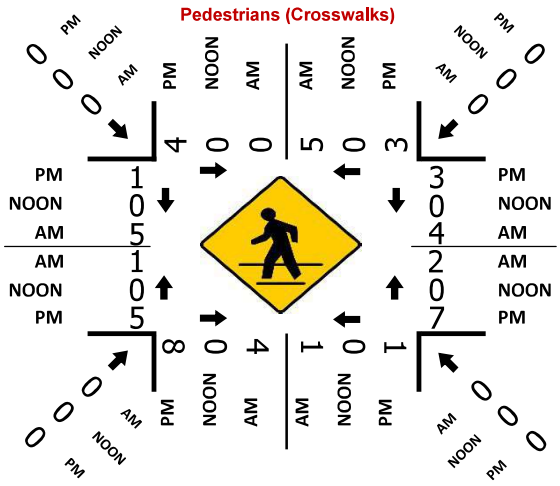
Totals (NOON)



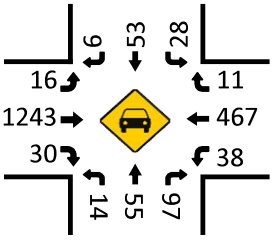
Total Bikes (NOON)



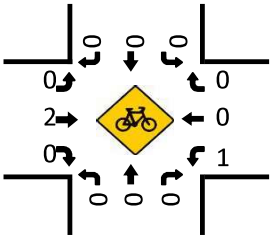
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E 4th St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-006
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E 4th St				E 4th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	139	2	0	4	149	13	0	16	4	3	0	4	7	4	0	351
7:15 AM	7	162	1	0	7	205	14	0	21	5	4	0	5	11	6	0	448
7:30 AM	14	208	4	0	13	234	22	1	12	20	10	0	8	23	5	0	574
7:45 AM	18	223	8	0	21	272	23	0	28	33	16	0	21	45	14	0	722
8:00 AM	20	221	6	0	26	290	27	0	26	17	18	0	13	26	16	0	706
8:15 AM	14	167	12	0	29	223	26	0	22	21	12	0	16	15	22	0	579
8:30 AM	7	188	12	0	6	218	13	0	18	10	6	0	4	6	5	0	493
8:45 AM	6	141	10	0	8	188	10	0	12	5	6	0	2	2	2	0	392
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	1449	55	0	114	1779	148	1	155	115	75	0	73	135	74	0	4265
APPROACH %'s :	5.76%	90.79%	3.45%	0.00%	5.58%	87.12%	7.25%	0.05%	44.93%	33.33%	21.74%	0.00%	25.89%	47.87%	26.24%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	66	819	30	0	89	1019	98	1	88	91	56	0	58	109	57	0	2581
PEAK HR FACTOR :	0.825	0.918	0.625	0.000	0.767	0.878	0.907	0.250	0.786	0.689	0.778	0.000	0.690	0.606	0.648	0.000	0.894
	0.919				0.880				0.763				0.700				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	225	9	0	6	238	15	0	20	17	11	0	1	8	9	0	572
4:15 PM	9	219	6	0	5	227	19	1	16	13	10	0	5	4	8	0	542
4:30 PM	12	215	4	0	4	239	14	0	21	14	10	0	2	6	10	0	551
4:45 PM	12	249	5	0	9	204	14	0	13	12	8	0	2	15	14	0	557
5:00 PM	15	271	2	0	8	248	16	0	15	16	16	0	0	5	2	0	614
5:15 PM	9	242	5	0	7	210	18	0	10	22	17	0	3	7	6	0	556
5:30 PM	15	206	3	0	10	233	19	0	12	8	10	0	2	3	7	0	528
5:45 PM	15	260	5	0	8	233	15	0	21	25	9	0	3	15	8	0	617
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	100	1887	39	0	57	1832	130	1	128	127	91	0	18	63	64	0	4537
APPROACH %'s :	4.94%	93.14%	1.92%	0.00%	2.82%	90.69%	6.44%	0.05%	36.99%	36.71%	26.30%	0.00%	12.41%	43.45%	44.14%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	54	979	15	0	33	924	68	0	58	71	52	0	8	30	23	0	2315
PEAK HR FACTOR :	0.900	0.903	0.750	0.000	0.825	0.931	0.895	0.000	0.690	0.710	0.765	0.000	0.667	0.500	0.719	0.000	0.938
	0.910				0.942				0.823				0.587				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E 4th St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-006
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E 4th St				E 4th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
8:15 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	0	0	0	5	2	0	1	1	0	0	0	0	0	0	15
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	50.00%	50.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	3	1	0	1	1	0	0	0	0	0	0	9
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.375	0.250	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.563
	0.375				0.500				0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3	0	6
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	0	7	0	0	0	1	0	0	1	2	4	0	19
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	14.29%	28.57%	57.14%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	4	0	0	0	0	0	0	1	1	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.583
	0.250				0.500								0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E 4th St
City: Los Angeles

Project ID: 25-020020-006
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		E 4th St		E 4th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	2	0	2	0	0	0	6
7:15 AM	2	1	0	2	1	1	2	0	9
7:30 AM	2	7	11	2	2	5	0	3	32
7:45 AM	8	8	16	10	2	9	3	7	63
8:00 AM	3	0	3	2	0	7	0	9	24
8:15 AM	8	1	18	3	3	22	0	13	68
8:30 AM	1	1	2	0	0	2	1	7	14
8:45 AM	0	1	0	0	1	7	1	1	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	25	20	52	19	11	53	7	40	227
APPROACH %'s :	55.56%	44.44%	73.24%	26.76%	17.19%	82.81%	14.89%	85.11%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	21	16	48	17	7	43	3	32	187
PEAK HR FACTOR :	0.656	0.500	0.667	0.425	0.583	0.489	0.250	0.615	0.688
	0.578		0.625		0.500		0.673		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	5	0	2	1	8	2	1	20
4:15 PM	6	2	1	1	7	2	1	2	22
4:30 PM	2	6	0	0	5	0	0	1	14
4:45 PM	2	3	0	0	5	0	0	0	10
5:00 PM	2	1	0	1	3	9	3	3	22
5:15 PM	3	2	0	0	2	0	2	4	13
5:30 PM	2	1	2	2	3	1	0	0	11
5:45 PM	0	3	0	1	2	0	1	2	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	18	23	3	7	28	20	9	13	121
APPROACH %'s :	43.90%	56.10%	30.00%	70.00%	58.33%	41.67%	40.91%	59.09%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	7	7	2	4	10	10	6	9	55
PEAK HR FACTOR :	0.583	0.583	0.250	0.500	0.833	0.278	0.500	0.563	0.625
	0.700		0.375		0.417		0.625		

Prepared by National Data & Surveying Services

S Atlantic Blvd & E 4th St

Peak Hour Turning Movement Count

ID: 25-020020-006
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	4:00 PM - 06:00 PM

S Atlantic Blvd

SOUTHBOUND

AM	98	1019	89	1	965	AM
NOON	0	0	0	0	0	NOON
PM	68	924	33	0	1060	PM
	0	2	1	0		

EASTBOUND

E 4th St

AM	NOON	PM	
273	0	152	
0	0	0	0
88	0	58	0
91	0	71	1
56	0	52	0
AM	NOON	PM	

WESTBOUND

E 4th St

	PM	NOON	AM
0	23	0	57
1	30	0	109
0	8	0	58
0	0	0	0
	119	0	210
	PM	NOON	AM

CONTROL

Signalized

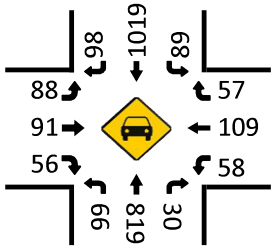
TEV	2581	0	2315
	AM	NOON	PM
PHF	0.89		0.94

NORTHBOUND

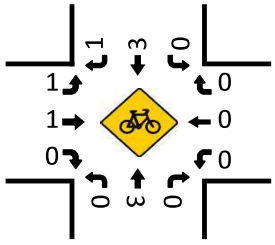
		0	1	2	0	
PM	984	0	54	979	15	PM
NOON	0	0	0	0	0	NOON
AM	1133	0	66	819	30	AM

S Atlantic Blvd

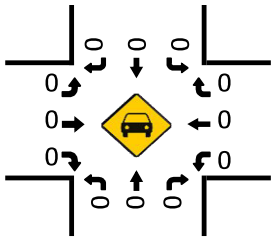
Totals (AM)



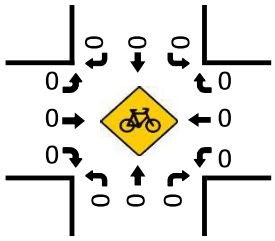
Total Bikes (AM)



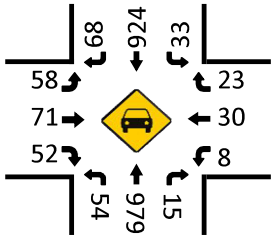
Totals (NOON)



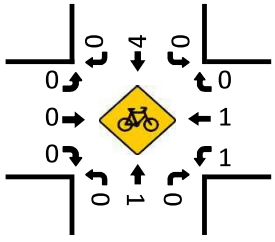
Total Bikes (NOON)



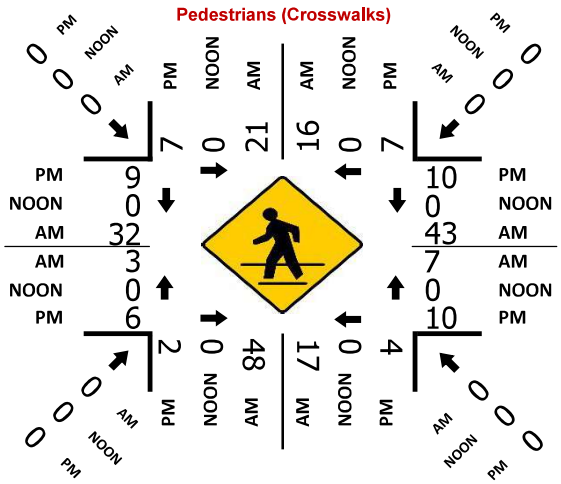
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Eagle St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-007
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Eagle St				Eagle St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	131	6	0	6	141	10	0	6	2	4	0	6	3	14	0	330
7:15 AM	1	149	8	0	10	176	10	0	9	2	11	0	12	11	14	0	413
7:30 AM	1	204	6	0	16	236	10	0	13	12	2	0	6	5	16	0	527
7:45 AM	3	208	11	0	13	259	24	0	8	26	8	0	20	8	55	0	643
8:00 AM	7	221	8	0	21	273	26	10	22	6	4	0	21	8	33	0	660
8:15 AM	4	183	6	0	17	195	19	7	25	7	7	0	28	9	46	0	553
8:30 AM	0	193	10	0	10	231	5	0	3	3	3	0	13	5	14	0	490
8:45 AM	0	146	3	0	5	176	4	0	2	0	0	0	12	0	8	0	356
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	1435	58	0	98	1687	108	17	88	58	39	0	118	49	200	0	3972
APPROACH %'s :	1.13%	95.03%	3.84%	0.00%	5.13%	88.32%	5.65%	0.89%	47.57%	31.35%	21.08%	0.00%	32.15%	13.35%	54.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	15	816	31	0	67	963	79	17	68	51	21	0	75	30	150	0	2383
PEAK HR FACTOR :	0.536	0.923	0.705	0.000	0.798	0.882	0.760	0.425	0.680	0.490	0.656	0.000	0.670	0.833	0.682	0.000	0.903
	0.913				0.853				0.833				0.768				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	234	7	0	10	227	1	0	7	10	4	0	15	3	11	0	530
4:15 PM	1	209	7	0	12	236	2	0	5	7	3	0	4	7	11	0	504
4:30 PM	1	221	10	0	6	231	4	0	9	12	5	0	9	6	10	0	524
4:45 PM	6	233	3	0	8	213	2	0	4	3	5	0	4	1	12	0	494
5:00 PM	1	268	7	0	9	239	6	0	7	2	6	0	5	8	9	0	567
5:15 PM	1	239	8	0	6	224	7	0	8	5	11	0	3	0	10	0	522
5:30 PM	3	201	7	0	9	238	7	0	13	5	14	0	6	8	15	0	526
5:45 PM	2	254	5	0	7	230	5	0	17	9	18	0	2	6	11	1	567
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	1859	54	0	67	1838	34	0	70	53	66	0	48	39	89	1	4234
APPROACH %'s :	0.83%	96.37%	2.80%	0.00%	3.46%	94.79%	1.75%	0.00%	37.04%	28.04%	34.92%	0.00%	27.12%	22.03%	50.28%	0.56%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	7	962	27	0	31	931	25	0	45	21	49	0	16	22	45	1	2182
PEAK HR FACTOR :	0.583	0.897	0.844	0.000	0.861	0.974	0.893	0.000	0.662	0.583	0.681	0.000	0.667	0.688	0.750	0.250	0.962
	0.902				0.971				0.653				0.724				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Eagle St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-007
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Eagle St				Eagle St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	7	0	0	0	1	0	0	0	1	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.250				0.750												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	2	3	1	0	2	2	0	0	0	1	1	0	14
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	33.33%	50.00%	16.67%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	2	2	0	0	1	1	0	0	0	1	1	0	8
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.500
					1.000				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Eagle St
City: Los Angeles

Project ID: 25-020020-007
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Eagle St		Eagle St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	2	1	2	1	0	0	7
7:15 AM	2	1	4	2	1	0	2	0	12
7:30 AM	8	0	2	4	5	2	2	1	24
7:45 AM	17	10	7	9	4	7	6	4	64
8:00 AM	1	5	3	8	16	8	0	8	49
8:15 AM	5	7	0	13	26	2	4	0	57
8:30 AM	1	3	4	3	3	0	2	1	17
8:45 AM	0	2	0	0	3	2	1	1	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	34	29	22	40	60	22	17	15	239
APPROACH %'s :	53.97%	46.03%	35.48%	64.52%	73.17%	26.83%	53.13%	46.88%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	31	22	12	34	51	19	12	13	194
PEAK HR FACTOR :	0.456	0.550	0.429	0.654	0.490	0.594	0.500	0.406	0.758
	0.491		0.719		0.625		0.625		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	4	4	8	4	5	1	3	29
4:15 PM	4	0	3	6	3	5	3	3	27
4:30 PM	3	0	9	3	2	5	2	3	27
4:45 PM	2	3	6	2	3	0	0	0	16
5:00 PM	0	7	9	2	0	1	2	6	27
5:15 PM	0	0	4	5	0	1	2	5	17
5:30 PM	3	3	8	2	5	2	1	1	25
5:45 PM	0	0	6	3	3	2	0	2	16
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	17	49	31	20	21	11	23	184
APPROACH %'s :	41.38%	58.62%	61.25%	38.75%	48.78%	51.22%	32.35%	67.65%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	3	10	27	12	8	6	5	14	85
PEAK HR FACTOR :	0.250	0.357	0.750	0.600	0.400	0.750	0.625	0.583	0.787
	0.464		0.886		0.500		0.594		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Eagle St

Peak Hour Turning Movement Count

ID: 25-020020-007
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	79	963	67	17	1051	AM
NOON	0	0	0	0	0	NOON
PM	25	931	31	0	1052	PM
	0	2	1	0		

EASTBOUND (Eagle St)

AM	NOON	PM	
124	0	54	
0	0	0	0
68	0	45	0
51	0	21	1
21	0	49	0
AM	NOON	PM	

WESTBOUND (Eagle St)

PM	NOON	AM	
45	0	150	0
22	0	30	1
16	0	75	0
1	0	0	0
80	0	149	
PM	NOON	AM	

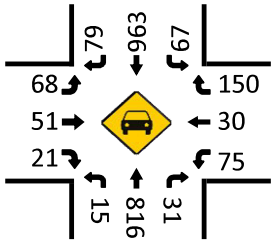
CONTROL: Signalized

TEV	2383 AM	0 NOON	2182 PM
PHF	0.90		0.96

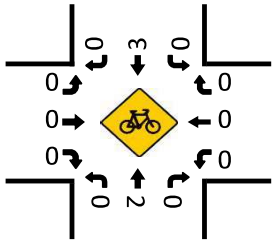
NORTHBOUND (S Atlantic Blvd)

PM	996	0	7	962	27	PM
NOON	0	0	0	0	0	NOON
AM	1059	0	15	816	31	AM
		0	1	2	0	

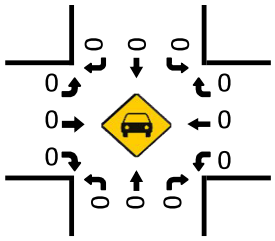
Totals (AM)



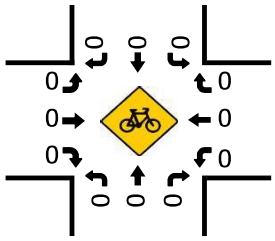
Total Bikes (AM)



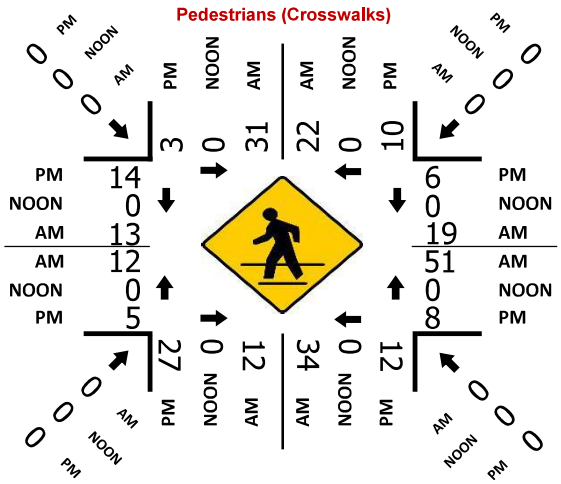
Totals (NOON)



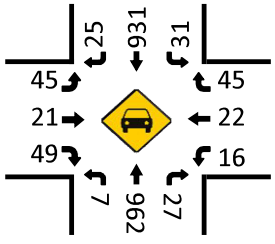
Total Bikes (NOON)



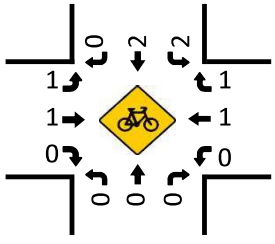
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E 6th St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-008
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E 6th St				E 6th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	109	1	0	9	116	18	0	13	1	15	0	9	9	13	0	319
7:15 AM	17	131	7	0	16	156	19	0	24	11	12	0	10	15	12	0	430
7:30 AM	15	157	14	0	23	176	21	0	18	16	11	0	13	13	27	0	504
7:45 AM	15	196	27	0	22	226	36	0	31	20	15	0	12	23	33	0	656
8:00 AM	24	171	9	0	12	227	38	0	32	21	17	0	12	9	21	0	593
8:15 AM	16	178	4	0	7	189	29	0	23	12	26	0	14	19	10	0	527
8:30 AM	12	146	7	0	10	215	10	0	22	10	23	0	12	15	6	0	488
8:45 AM	4	132	5	0	7	182	9	0	13	6	8	0	6	8	7	0	387
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	109	1220	74	0	106	1487	180	0	176	97	127	0	88	111	129	0	3904
APPROACH %'s :	7.77%	86.96%	5.27%	0.00%	5.98%	83.87%	10.15%	0.00%	44.00%	24.25%	31.75%	0.00%	26.83%	33.84%	39.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	70	702	54	0	64	818	124	0	104	69	69	0	51	64	91	0	2280
PEAK HR FACTOR :	0.729	0.895	0.500	0.000	0.696	0.901	0.816	0.000	0.813	0.821	0.663	0.000	0.911	0.696	0.689	0.000	0.869
	0.868				0.886				0.864				0.757				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	12	226	6	0	16	219	16	0	17	35	14	0	7	8	9	0	585
4:15 PM	16	200	5	0	8	223	15	0	12	29	12	0	4	10	9	0	543
4:30 PM	13	211	9	0	13	210	16	0	16	28	17	0	3	10	9	0	555
4:45 PM	9	211	4	0	7	219	10	0	17	14	16	0	11	15	6	0	539
5:00 PM	10	258	10	0	11	220	26	0	25	27	9	0	8	4	8	0	616
5:15 PM	14	198	9	0	16	212	13	0	22	28	13	0	6	16	16	0	563
5:30 PM	14	201	9	0	9	239	20	0	17	23	12	0	10	9	9	0	572
5:45 PM	13	221	18	0	19	216	13	0	12	39	15	0	9	7	10	0	592
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	101	1726	70	0	99	1758	129	0	138	223	108	0	58	79	76	0	4565
APPROACH %'s :	5.32%	90.99%	3.69%	0.00%	4.98%	88.52%	6.50%	0.00%	29.42%	47.55%	23.03%	0.00%	27.23%	37.09%	35.68%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	51	878	46	0	55	887	72	0	76	117	49	0	33	36	43	0	2343
PEAK HR FACTOR :	0.911	0.851	0.639	0.000	0.724	0.928	0.692	0.000	0.760	0.750	0.817	0.000	0.825	0.563	0.672	0.000	0.951
	0.877				0.946				0.917				0.737				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E 6th St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-008
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E 6th St				E 6th St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	1	0	0	6	1	0	0	2	0	0	0	0	0	0	15
APPROACH %'s :	0.00%	83.33%	16.67%	0.00%	0.00%	85.71%	14.29%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	3	0	0	0	1	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.667
		0.500				0.750				0.250							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	3	0	0	0	2	0	0	1	1	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	2	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.417
						0.500				0.500				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E 6th St
City: Los Angeles

Project ID: 25-020020-008
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		E 6th St		E 6th St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	2	1	1	1	1	1	3	11
7:15 AM	2	4	0	1	1	1	3	0	12
7:30 AM	11	9	3	0	5	6	3	1	38
7:45 AM	7	8	1	0	4	2	0	3	25
8:00 AM	2	9	0	3	4	2	0	5	25
8:15 AM	4	28	0	2	3	2	9	3	51
8:30 AM	3	13	0	4	2	6	3	2	33
8:45 AM	0	4	1	0	1	3	3	5	17
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	30	77	6	11	21	23	22	22	212
APPROACH %'s :	28.04%	71.96%	35.29%	64.71%	47.73%	52.27%	50.00%	50.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	24	54	4	5	16	12	12	12	139
PEAK HR FACTOR :	0.545	0.482	0.333	0.417	0.800	0.500	0.333	0.600	0.681
	0.609		0.750		0.636		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	5	8	2	0	0	4	0	5	24
4:15 PM	3	2	2	4	4	2	2	6	25
4:30 PM	14	0	2	0	0	2	6	2	26
4:45 PM	4	1	3	3	3	5	3	3	25
5:00 PM	4	4	1	0	0	0	5	4	18
5:15 PM	4	1	1	0	0	2	3	2	13
5:30 PM	3	4	1	0	3	0	1	2	14
5:45 PM	4	0	1	0	0	2	4	3	14
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	41	20	13	7	10	17	24	27	159
APPROACH %'s :	67.21%	32.79%	65.00%	35.00%	37.04%	62.96%	47.06%	52.94%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	15	9	4	0	3	4	13	11	59
PEAK HR FACTOR :	0.938	0.563	1.000		0.250	0.500	0.650	0.688	0.819
	0.750		1.000		0.583		0.667		

Prepared by National Data & Surveying Services

S Atlantic Blvd & E 6th St

Peak Hour Turning Movement Count

ID: 25-020020-008
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	124	818	64	0	897	AM
NOON	0	0	0	0	0	NOON
PM	72	887	55	0	997	PM
	0	2	1	0		

EASTBOUND (E 6th St)

AM	NOON	PM	
258	0	159	
0	0	0	0
104	0	76	0
69	0	117	1
69	0	49	0

WESTBOUND (E 6th St)

	PM	NOON	AM
0	43	0	91
1	36	0	64
0	33	0	51
0	0	0	0
	218	0	187

NORTHBOUND (S Atlantic Blvd)

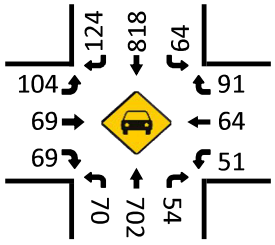
PM	969	0	51	878	46	PM
NOON	0	0	0	0	0	NOON
AM	938	0	70	702	54	AM
		0	1	2	0	

CONTROL

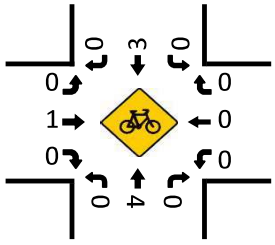
Signalized

TEV	2280 AM	0 NOON	2343 PM
PHF	0.87		0.95

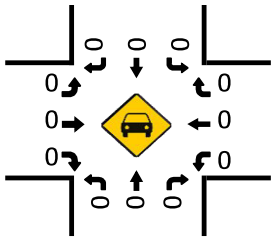
Totals (AM)



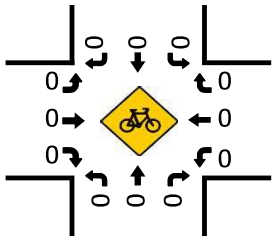
Total Bikes (AM)



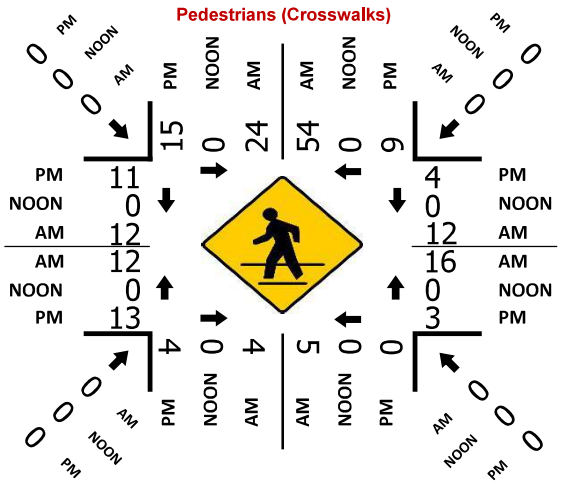
Totals (NOON)



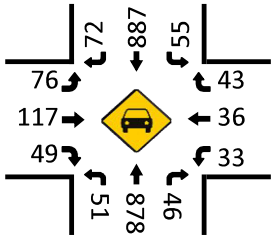
Total Bikes (NOON)



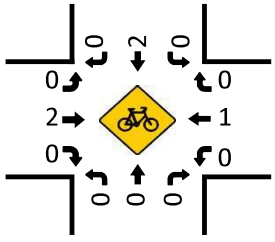
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Hubbard St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-009
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Hubbard St				Hubbard St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	114	2	0	5	118	10	0	10	2	12	0	7	9	7	0	297
7:15 AM	1	129	7	0	12	156	4	0	8	5	11	0	10	2	16	0	361
7:30 AM	5	156	4	0	10	171	16	0	16	17	11	0	14	3	34	0	457
7:45 AM	6	181	14	0	10	227	26	0	22	16	9	0	12	14	22	0	559
8:00 AM	5	166	15	0	13	223	14	0	28	16	14	0	8	18	15	0	535
8:15 AM	9	169	6	0	15	197	20	0	13	14	18	0	11	11	12	0	495
8:30 AM	7	135	4	0	19	208	17	0	19	16	18	0	13	12	13	0	481
8:45 AM	0	120	5	0	16	171	11	0	4	14	9	0	8	9	5	0	372
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	1170	57	0	100	1471	118	0	120	100	102	0	83	78	124	0	3557
APPROACH %'s :	2.70%	92.78%	4.52%	0.00%	5.92%	87.09%	6.99%	0.00%	37.27%	31.06%	31.68%	0.00%	29.12%	27.37%	43.51%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	27	651	39	0	57	855	77	0	82	62	59	0	44	55	62	0	2070
PEAK HR FACTOR :	0.750	0.899	0.650	0.000	0.750	0.942	0.740	0.000	0.732	0.969	0.819	0.000	0.846	0.764	0.705	0.000	0.926
	0.892				0.940				0.875				0.839				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	11	206	6	0	20	223	11	0	10	23	15	0	6	11	15	0	557
4:15 PM	12	200	7	0	5	220	14	0	17	33	10	0	6	15	11	0	550
4:30 PM	15	210	11	0	19	194	14	0	10	22	12	0	4	19	10	0	540
4:45 PM	4	206	11	0	18	209	17	0	16	38	7	0	10	12	11	0	559
5:00 PM	16	227	7	0	20	204	17	0	19	36	8	0	18	15	17	0	604
5:15 PM	9	202	17	0	9	209	11	0	12	32	9	0	4	11	16	0	541
5:30 PM	15	192	10	0	15	219	15	0	13	40	6	0	7	17	18	0	567
5:45 PM	10	219	10	0	15	214	21	0	23	27	9	0	9	7	21	0	585
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	1662	79	0	121	1692	120	0	120	251	76	0	64	107	119	0	4503
APPROACH %'s :	5.02%	90.67%	4.31%	0.00%	6.26%	87.53%	6.21%	0.00%	26.85%	56.15%	17.00%	0.00%	22.07%	36.90%	41.03%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	50	840	44	0	59	846	64	0	67	135	32	0	38	50	72	0	2297
PEAK HR FACTOR :	0.781	0.925	0.647	0.000	0.738	0.966	0.762	0.000	0.728	0.844	0.889	0.000	0.528	0.735	0.857	0.000	0.951
	0.934				0.969				0.929				0.800				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Hubbard St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-009
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Hubbard St				Hubbard St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	4	0	0	1	3	0	0	0	2	0	0	13
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.375				0.500				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	3
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	5	1	0	2	3	0	0	0	1	0	0	1	4	0	0	18
APPROACH %'s :	14.29%	71.43%	14.29%	0.00%	40.00%	60.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.313
	0.250				0.375												

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Hubbard St
City: Los Angeles

Project ID: 25-020020-009
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Hubbard St		Hubbard St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	0	5	3	3	1	5	2	22
7:15 AM	18	8	3	1	40	15	5	1	91
7:30 AM	45	19	1	2	69	31	0	2	169
7:45 AM	16	12	6	5	57	40	6	3	145
8:00 AM	7	6	4	2	12	8	2	4	45
8:15 AM	3	2	1	4	7	4	1	4	26
8:30 AM	1	0	1	2	1	3	4	2	14
8:45 AM	0	0	2	2	3	1	1	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	93	47	23	21	192	103	24	18	521
APPROACH %'s :	66.43%	33.57%	52.27%	47.73%	65.08%	34.92%	57.14%	42.86%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	27	20	12	13	77	55	13	13	230
PEAK HR FACTOR :	0.422	0.417	0.500	0.650	0.338	0.344	0.542	0.813	0.397
	0.420		0.568		0.340		0.722		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	5	2	1	1	2	6	17
4:15 PM	0	2	2	0	1	1	0	4	10
4:30 PM	1	1	0	0	0	4	3	1	10
4:45 PM	1	0	1	1	4	9	1	3	20
5:00 PM	0	0	1	3	1	6	3	4	18
5:15 PM	0	0	2	0	0	3	1	2	8
5:30 PM	1	2	2	4	10	0	2	6	27
5:45 PM	6	8	0	1	31	40	2	2	90
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	13	13	11	48	64	14	28	200
APPROACH %'s :	40.91%	59.09%	54.17%	45.83%	42.86%	57.14%	33.33%	66.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	7	10	5	8	42	49	8	14	143
PEAK HR FACTOR :	0.292	0.313	0.625	0.500	0.339	0.306	0.667	0.583	0.397
	0.304		0.542		0.320		0.688		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Hubbard St

Peak Hour Turning Movement Count

ID: 25-020020-009
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS	COUNT PERIODS
07:45 AM - 08:45 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	77	855	57	0	795	AM
NOON	0	0	0	0	0	NOON
PM	64	846	59	0	979	PM

EASTBOUND (Hubbard St)

AM	NOON	PM		
159	0	164		
0	0	0	0	
82	0	67	0	
62	0	135	1	
59	0	32	0	
AM	NOON	PM		

WESTBOUND (Hubbard St)

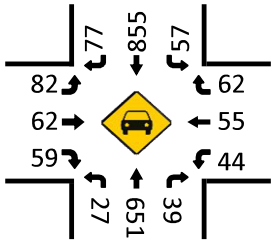
PM	NOON	AM		
72	0	62	0	
50	0	55	1	
38	0	44	0	
0	0	0	0	
238	0	158		
PM	NOON	AM		

NORTHBOUND (S Atlantic Blvd)

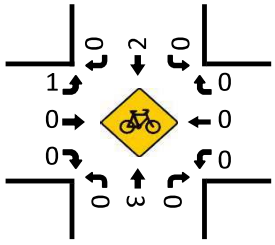
PM	916	0	50	840	44	PM
NOON	0	0	0	0	0	NOON
AM	958	0	27	651	39	AM

CONTROL			
Signalized			
TEV	2070 AM	0 NOON	2297 PM
PHF	0.93		0.95

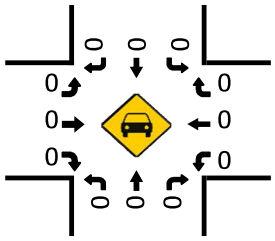
Totals (AM)



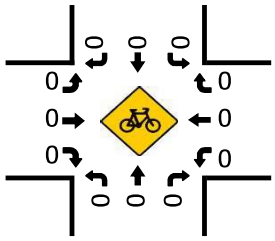
Total Bikes (AM)



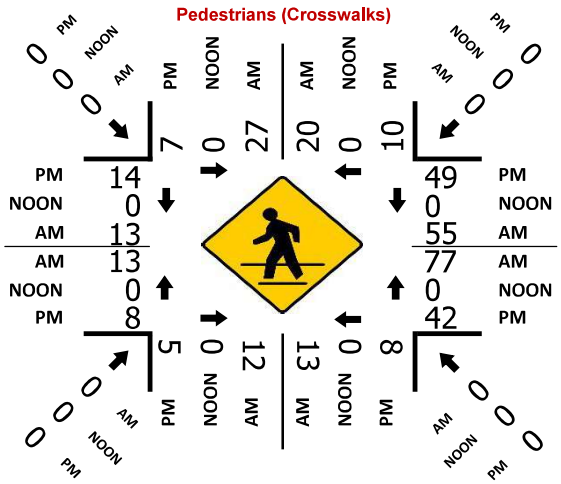
Totals (NOON)



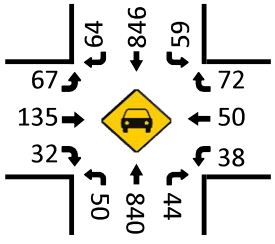
Total Bikes (NOON)



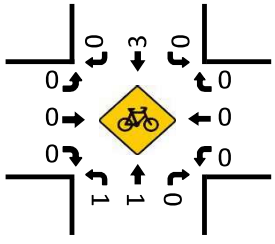
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ferris Ave & Whittier Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-033
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Ferris Ave				S Ferris Ave				Whittier Blvd				Whittier Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	5	2	0	4	2	5	0	0	55	1	0	0	119	4	0	199
7:15 AM	5	8	4	0	6	7	8	0	7	75	3	1	0	132	2	0	258
7:30 AM	6	15	1	0	4	7	7	0	6	102	2	0	4	134	4	0	292
7:45 AM	5	13	8	0	4	10	7	0	5	146	2	0	3	153	9	1	366
8:00 AM	5	15	2	0	11	22	9	0	2	187	3	0	3	147	7	0	413
8:15 AM	0	19	11	0	11	9	14	0	7	159	3	0	6	164	11	0	414
8:30 AM	4	11	8	0	7	10	4	0	4	117	4	0	5	166	10	0	350
8:45 AM	1	4	7	0	7	6	8	0	7	126	6	0	2	115	10	0	299
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	90	43	0	54	73	62	0	38	967	24	1	23	1130	57	1	2591
APPROACH %'s :	17.39%	55.90%	26.71%	0.00%	28.57%	38.62%	32.80%	0.00%	3.69%	93.88%	2.33%	0.10%	1.90%	93.31%	4.71%	0.08%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	14	58	29	0	33	51	34	0	18	609	12	0	17	630	37	1	1543
PEAK HR FACTOR :	0.700	0.763	0.659	0.000	0.750	0.580	0.607	0.000	0.643	0.814	0.750	0.000	0.708	0.949	0.841	0.250	0.932
	0.842				0.702				0.832				0.946				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	13	3	0	4	13	6	0	3	198	9	0	3	136	15	0	408
4:15 PM	5	6	12	0	12	12	5	0	7	232	6	1	3	135	15	0	451
4:30 PM	3	5	5	1	11	6	5	0	4	221	5	0	1	115	18	0	400
4:45 PM	4	16	5	0	10	6	6	0	3	200	6	0	6	154	13	0	429
5:00 PM	5	14	7	0	9	10	12	0	5	210	10	0	4	151	20	0	457
5:15 PM	5	9	4	0	5	12	9	0	6	241	7	0	5	155	22	0	480
5:30 PM	4	12	12	0	6	11	6	0	4	235	4	0	3	138	10	0	445
5:45 PM	5	12	4	0	6	7	9	0	6	207	7	0	2	124	18	0	407
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	36	87	52	1	63	77	58	0	38	1744	54	1	27	1108	131	0	3477
APPROACH %'s :	20.45%	49.43%	29.55%	0.57%	31.82%	38.89%	29.29%	0.00%	2.07%	94.94%	2.94%	0.05%	2.13%	87.52%	10.35%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	18	51	28	0	30	39	33	0	18	886	27	0	18	598	65	0	1811
PEAK HR FACTOR :	0.900	0.797	0.583	0.000	0.750	0.813	0.688	0.000	0.750	0.919	0.675	0.000	0.750	0.965	0.739	0.000	0.943
	0.866				0.823				0.916				0.935				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ferris Ave & Whittier Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-033
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Ferris Ave				S Ferris Ave				Whittier Blvd				Whittier Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	1	4	0	0	1	7	0	0	15
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%					20.00%	80.00%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1	1	0	0	0	0	0	0	2	0	0	1	5	0	0	10
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.250	0.417	0.000	0.000	0.500
	0.250								0.500				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6
4:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1	0	5
4:30 PM	0	1	0	0	1	1	1	0	0	1	0	0	0	1	0	0	6
4:45 PM	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	0	4
5:00 PM	2	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	5
5:15 PM	1	0	1	0	0	0	0	0	0	2	0	0	2	1	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	1	1	0	1	1	2	1	1	13	0	0	2	12	1	0	39
APPROACH %'s :	60.00%	20.00%	20.00%	0.00%	20.00%	20.00%	40.00%	20.00%	7.14%	92.86%	0.00%	0.00%	13.33%	80.00%	6.67%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	3	0	1	0	0	0	0	1	1	7	0	0	2	6	0	0	21
PEAK HR FACTOR :	0.375	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.583	0.000	0.000	0.250	0.750	0.000	0.000	0.750
	0.500				0.250				0.667				0.667				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Ferris Ave & Whittier Blvd
City: Los Angeles

Project ID: 25-020020-033
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Ferris Ave		S Ferris Ave		Whittier Blvd		Whittier Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	2	2	2	0	0	2	0	9
7:15 AM	2	1	2	2	1	1	3	0	12
7:30 AM	4	1	1	2	1	0	0	0	9
7:45 AM	1	2	1	3	2	0	1	0	10
8:00 AM	4	1	5	0	1	2	0	3	16
8:15 AM	2	1	2	3	2	2	4	2	18
8:30 AM	2	3	8	4	5	2	2	1	27
8:45 AM	5	7	11	3	5	11	2	2	46
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	21	18	32	19	17	18	14	8	147
APPROACH %'s :	53.85%	46.15%	62.75%	37.25%	48.57%	51.43%	63.64%	36.36%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	9	7	16	10	10	6	7	6	71
PEAK HR FACTOR :	0.563	0.583	0.500	0.625	0.500	0.750	0.438	0.500	0.657
	0.800		0.542		0.571		0.542		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	8	15	9	12	3	3	6	6	62
4:15 PM	5	12	6	10	6	1	7	7	54
4:30 PM	5	8	7	12	2	2	12	4	52
4:45 PM	4	6	5	8	2	8	6	11	50
5:00 PM	8	7	9	5	6	11	3	6	55
5:15 PM	7	6	10	9	3	3	7	3	48
5:30 PM	3	12	10	6	6	1	3	2	43
5:45 PM	4	2	2	10	2	8	3	1	32
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	44	68	58	72	30	37	47	40	396
APPROACH %'s :	39.29%	60.71%	44.62%	55.38%	44.78%	55.22%	54.02%	45.98%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	22	31	34	28	17	23	19	22	196
PEAK HR FACTOR :	0.688	0.646	0.850	0.778	0.708	0.523	0.679	0.500	0.891
	0.883		0.816		0.588		0.603		

Prepared by National Data & Surveying Services

S Ferris Ave & Whittier Blvd

Peak Hour Turning Movement Count

ID: 25-020020-033
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Ferris Ave)

AM	34	51	33	0	113	AM
NOON	0	0	0	0	0	NOON
PM	33	39	30	0	134	PM

EASTBOUND (Whittier Blvd)

AM	NOON	PM		
678	0	649		
0	0	0	0	
18	0	18	0	
609	0	886	2	
12	0	27	0	

WESTBOUND (Whittier Blvd)

				PM	NOON	AM
			0	65	0	37
			2	598	0	630
			0	18	0	17
			0	0	0	1
				944	0	672

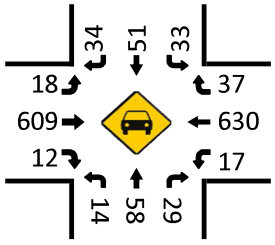
NORTHBOUND (S Ferris Ave)

PM	84	0	18	51	28	PM
NOON	0	0	0	0	0	NOON
AM	80	0	14	58	29	AM

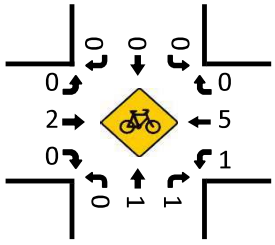
CONTROL: Signalized

TEV	1543	0	1811
	AM	NOON	PM
PHF	0.93		0.94

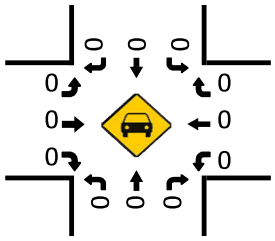
Totals (AM)



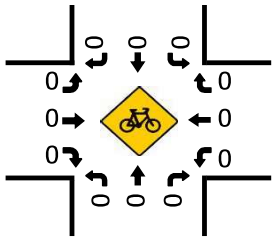
Total Bikes (AM)



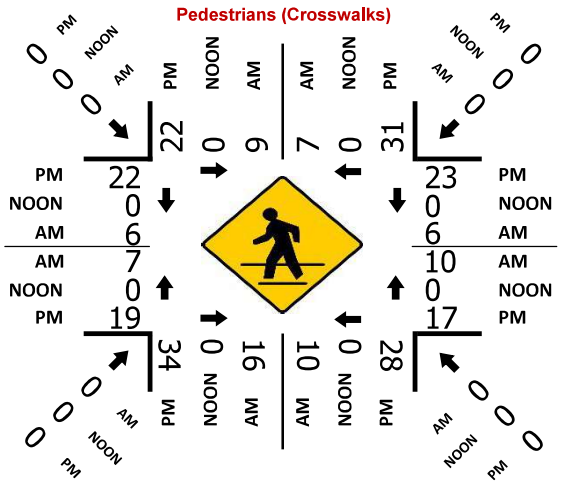
Totals (NOON)



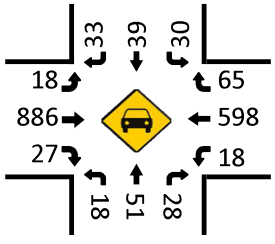
Total Bikes (NOON)



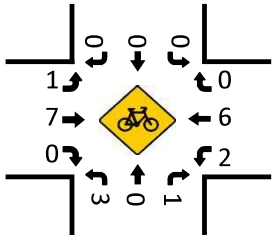
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Whittier Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-010
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Whittier Blvd				Whittier Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	84	9	0	24	91	13	0	14	49	6	0	28	89	29	0	446
7:15 AM	13	102	11	0	21	159	12	0	19	44	5	0	44	93	26	0	549
7:30 AM	9	130	19	0	28	161	15	0	42	70	10	0	39	118	33	0	674
7:45 AM	14	118	12	0	42	172	20	0	34	91	10	0	42	121	34	0	710
8:00 AM	10	140	18	0	46	190	29	0	29	119	12	0	26	103	34	0	756
8:15 AM	15	118	22	0	43	139	31	0	31	71	17	0	32	114	35	0	668
8:30 AM	16	91	15	0	55	164	28	0	23	88	14	0	41	113	25	0	673
8:45 AM	11	74	21	0	55	119	16	0	17	113	14	0	30	110	41	0	621
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	857	127	0	314	1195	164	0	209	645	88	0	282	861	257	0	5097
APPROACH %'s :	9.06%	79.21%	11.74%	0.00%	18.77%	71.43%	9.80%	0.00%	22.19%	68.47%	9.34%	0.00%	20.14%	61.50%	18.36%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	48	506	71	0	159	662	95	0	136	351	49	0	139	456	136	0	2808
PEAK HR FACTOR :	0.800	0.904	0.807	0.000	0.864	0.871	0.766	0.000	0.810	0.737	0.721	0.000	0.827	0.942	0.971	0.000	0.929
	0.930				0.864				0.838				0.928				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	20	143	27	0	42	176	25	0	26	174	25	0	36	121	55	0	870
4:15 PM	19	143	21	0	37	166	21	0	22	181	24	0	29	116	49	0	828
4:30 PM	18	162	24	0	41	161	30	0	25	185	25	0	28	115	50	0	864
4:45 PM	12	168	29	0	47	154	19	0	25	150	22	0	34	133	51	0	844
5:00 PM	17	157	18	0	46	157	28	0	27	156	24	0	32	144	58	0	864
5:15 PM	25	166	20	0	40	177	19	0	19	189	34	0	24	113	42	0	868
5:30 PM	16	147	19	0	50	174	26	0	34	163	33	0	24	123	56	0	865
5:45 PM	11	162	13	0	54	133	22	0	28	156	21	0	32	100	43	0	775
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	138	1248	171	0	357	1298	190	0	206	1354	208	0	239	965	404	0	6778
APPROACH %'s :	8.86%	80.15%	10.98%	0.00%	19.35%	70.35%	10.30%	0.00%	11.65%	76.58%	11.76%	0.00%	14.86%	60.01%	25.12%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	70	638	86	0	183	662	92	0	105	658	113	0	114	513	207	0	3441
PEAK HR FACTOR :	0.700	0.949	0.741	0.000	0.915	0.935	0.821	0.000	0.772	0.870	0.831	0.000	0.838	0.891	0.892	0.000	0.991
	0.941				0.937				0.905				0.891				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Whittier Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-010
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Whittier Blvd				Whittier Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	3
7:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0	5
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	3
8:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	3	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	7	0	0	0	4	0	0	1	9	1	0	25
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	9.09%	81.82%	9.09%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	1	4	0	0	0	1	0	0	1	4	0	0	13
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.650
	0.500				0.417				0.250				0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
4:15 PM	0	1	1	0	0	0	0	0	0	1	0	1	0	1	0	0	5
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	1	0	0	0	0	0	0	0	1	2	0	0	0	3	0	0	7
5:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	4
5:15 PM	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	1	1	0	0	2	0	0	0	0	1	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	1	0	1	1	0	0	3	9	1	1	0	9	0	0	31
APPROACH %'s :	16.67%	66.67%	16.67%	0.00%	50.00%	50.00%	0.00%	0.00%	21.43%	64.29%	7.14%	7.14%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	1	1	0	0	0	0	0	0	1	5	1	0	0	7	0	0	16
PEAK HR FACTOR :	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.625	0.250	0.000	0.000	0.583	0.000	0.000	0.571
	0.500								0.583				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Whittier Blvd
City: Los Angeles

Project ID: 25-020020-010
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Whittier Blvd		Whittier Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	6	4	5	9	2	2	4	2	34
7:15 AM	3	4	3	3	9	2	2	4	30
7:30 AM	8	3	7	6	13	2	1	1	41
7:45 AM	7	5	5	4	7	0	1	3	32
8:00 AM	2	7	5	9	7	4	4	6	44
8:15 AM	4	5	10	11	13	6	5	4	58
8:30 AM	7	4	6	8	4	4	2	1	36
8:45 AM	9	4	9	5	8	1	6	1	43
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	46	36	50	55	63	21	25	22	318
APPROACH %'s :	56.10%	43.90%	47.62%	52.38%	75.00%	25.00%	53.19%	46.81%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	21	20	27	30	40	12	11	14	175
PEAK HR FACTOR :	0.656	0.714	0.675	0.682	0.769	0.500	0.550	0.583	0.754
	0.854		0.679		0.684		0.625		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	10	14	12	12	6	5	24	3	86
4:15 PM	3	10	18	19	9	9	5	4	77
4:30 PM	12	8	12	9	4	3	1	6	55
4:45 PM	11	16	7	11	16	3	6	4	74
5:00 PM	12	13	9	9	9	5	13	8	78
5:15 PM	8	10	11	11	9	6	4	6	65
5:30 PM	12	10	5	8	7	2	7	9	60
5:45 PM	11	8	18	6	5	4	7	3	62
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	79	89	92	85	65	37	67	43	557
APPROACH %'s :	47.02%	52.98%	51.98%	48.02%	63.73%	36.27%	60.91%	39.09%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	43	49	32	39	41	16	30	27	277
PEAK HR FACTOR :	0.896	0.766	0.727	0.886	0.641	0.667	0.577	0.750	0.888
	0.852		0.807		0.750		0.679		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Whittier Blvd

Peak Hour Turning Movement Count

ID: 25-020020-010
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:45 PM - 05:45 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	95	662	159	0	778	AM
NOON	0	0	0	0	0	NOON
PM	92	662	183	0	950	PM

EASTBOUND (Whittier Blvd)

AM	NOON	PM		
599	0	675	⇦	
0	0	0	↶	0
136	0	105	↱	1
351	0	658	→	2
49	0	113	↴	1
AM	NOON	PM		

WESTBOUND (Whittier Blvd)

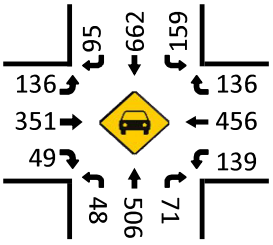
PM	NOON	AM		
207	0	136	↰	1
513	0	456	←	2
114	0	139	↰	1
0	0	0	↶	0
927	0	581	⇨	
PM	NOON	AM		

NORTHBOUND (S Atlantic Blvd)

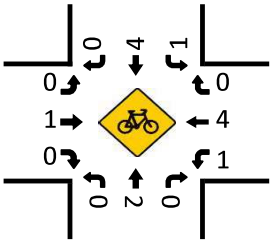
PM	889	0	70	638	86	PM
NOON	0	0	0	0	0	NOON
AM	850	0	48	506	71	AM

CONTROL			
Signalized			
TEV	2808 AM	0 NOON	3441 PM
PHF	0.93		0.99

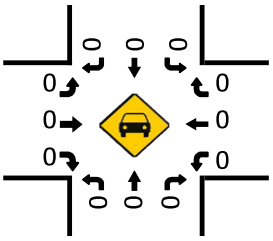
Totals (AM)



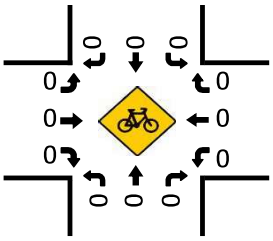
Total Bikes (AM)



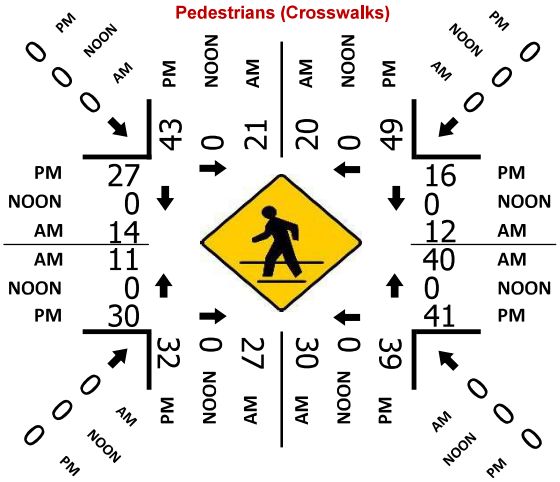
Totals (NOON)



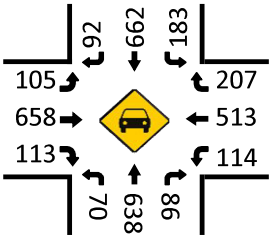
Total Bikes (NOON)



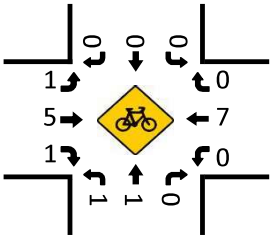
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Goodrich Blvd & Whittier Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-032
Date: 1/30/2025

Data - Totals

NS/EW Streets:	Goodrich Blvd				Goodrich Blvd				Whittier Blvd				Whittier Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	20	0	24	0	0	0	0	0	0	65	9	0	21	138	0	0	277
7:15 AM	20	0	11	0	0	0	0	0	0	62	10	0	28	129	0	0	260
7:30 AM	24	0	34	0	0	0	0	0	0	90	18	0	23	161	0	0	350
7:45 AM	36	0	26	0	0	0	0	0	0	109	30	0	15	153	0	0	369
8:00 AM	30	0	31	0	0	0	0	0	0	146	20	0	25	125	0	0	377
8:15 AM	29	0	42	0	0	0	0	0	0	111	23	0	28	161	0	0	394
8:30 AM	24	0	37	0	0	0	0	0	0	123	23	0	24	155	0	0	386
8:45 AM	37	0	28	0	0	0	0	0	0	129	25	0	24	137	0	0	380
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	220	0	233	0	0	0	0	0	0	835	158	0	188	1159	0	0	2793
APPROACH %'s :	48.57%	0.00%	51.43%	0.00%					0.00%	84.09%	15.91%	0.00%	13.96%	86.04%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	120	0	138	0	0	0	0	0	0	509	91	0	101	578	0	0	1537
PEAK HR FACTOR :	0.811	0.000	0.821	0.000	0.000	0.000	0.000	0.000	0.000	0.872	0.910	0.000	0.902	0.898	0.000	0.000	0.975
	0.908								0.904				0.898				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	68	0	42	0	0	0	0	0	0	197	34	0	26	165	0	0	532
4:15 PM	65	0	36	0	0	0	0	0	0	197	26	0	22	137	0	0	483
4:30 PM	61	0	40	0	0	0	0	0	0	231	31	0	20	138	0	0	521
4:45 PM	59	0	32	0	0	0	0	0	0	183	24	0	25	161	0	0	484
5:00 PM	49	0	40	0	0	0	0	0	0	172	22	0	14	178	0	0	475
5:15 PM	74	0	38	0	0	0	0	0	0	202	30	0	19	133	0	0	496
5:30 PM	61	0	37	0	0	0	0	0	0	204	27	0	19	146	0	0	494
5:45 PM	47	0	43	0	0	0	0	0	0	199	32	0	17	152	0	0	490
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	484	0	308	0	0	0	0	0	0	1585	226	0	162	1210	0	0	3975
APPROACH %'s :	61.11%	0.00%	38.89%	0.00%					0.00%	87.52%	12.48%	0.00%	11.81%	88.19%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	253	0	150	0	0	0	0	0	0	808	115	0	93	601	0	0	2020
PEAK HR FACTOR :	0.930	0.000	0.893	0.000	0.000	0.000	0.000	0.000	0.000	0.874	0.846	0.000	0.894	0.911	0.000	0.000	0.949
	0.916								0.881				0.908				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Goodrich Blvd & Whittier Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-032
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	Goodrich Blvd				Goodrich Blvd				Whittier Blvd				Whittier Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
7:45 AM	1	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	3	2	0	1	9	0	0	16
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	60.00%	40.00%	0.00%	10.00%	90.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.750
									0.500				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	3
4:15 PM	1	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
5:00 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
5:45 PM	0	0	1	0	0	0	0	0	0	1	1	0	0	2	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	3	0	2	0	0	0	0	0	1	9	3	0	1	10	0	0	29
APPROACH %'s :	60.00%	0.00%	40.00%	0.00%					7.69%	69.23%	23.08%	0.00%	9.09%	90.91%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	0	1	0	0	0	0	0	1	3	1	0	1	4	0	0	13
PEAK HR FACTOR :	0.500	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.750	0.250	0.000	0.250	0.500	0.000	0.000	0.813
			0.375							0.625				0.625			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Goodrich Blvd & Whittier Blvd
City: Los Angeles

Project ID: 25-020020-032
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Goodrich Blvd		Goodrich Blvd		Whittier Blvd		Whittier Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	1	1	0	0	2	0	4
7:15 AM	0	0	5	2	0	0	1	3	11
7:30 AM	0	0	7	4	0	0	5	3	19
7:45 AM	0	0	6	2	0	0	4	6	18
8:00 AM	0	0	2	3	0	0	3	2	10
8:15 AM	0	0	4	8	1	0	10	2	25
8:30 AM	0	0	11	5	0	1	5	8	30
8:45 AM	0	0	10	9	0	0	8	4	31
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	46	34	1	1	38	28	148
APPROACH %'s :			57.50%	42.50%	50.00%	50.00%	57.58%	42.42%	
PEAK HR :	08:00 AM - 09:00 AM								TOTAL
PEAK HR VOL :	0	0	27	25	1	1	26	16	96
PEAK HR FACTOR :			0.614	0.694	0.250	0.250	0.650	0.500	0.774
			0.684		0.500		0.808		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	18	19	1	1	11	14	64
4:15 PM	0	0	7	20	1	0	12	7	47
4:30 PM	0	0	18	6	0	0	3	9	36
4:45 PM	0	0	14	8	2	0	9	11	44
5:00 PM	0	0	10	10	0	0	8	10	38
5:15 PM	0	0	6	15	1	1	7	4	34
5:30 PM	0	0	6	10	0	3	3	1	23
5:45 PM	0	0	7	9	0	0	11	0	27
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	86	97	5	5	64	56	313
APPROACH %'s :			46.99%	53.01%	50.00%	50.00%	53.33%	46.67%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	57	53	4	1	35	41	191
PEAK HR FACTOR :			0.792	0.663	0.500	0.250	0.729	0.732	0.746
			0.743		0.625		0.760		

Prepared by National Data & Surveying Services

Goodrich Blvd & Whittier Blvd

Peak Hour Turning Movement Count

ID: 25-020020-032
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS	COUNT PERIODS
08:00 AM - 09:00 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Goodrich Blvd)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM
	0	0	0	0		

EASTBOUND (Whittier Blvd)

AM	NOON	PM	
698	0	854	⇦
0	0	0	0
0	0	0	0
509	0	808	2
91	0	115	0

WESTBOUND (Whittier Blvd)

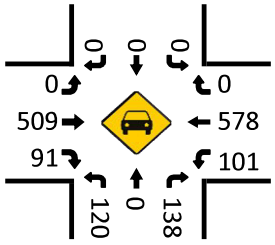
	PM	NOON	AM
0	0	0	0
2	601	0	578
1	93	0	101
0	0	0	0
⇨	958	0	647

NORTHBOUND (Goodrich Blvd)

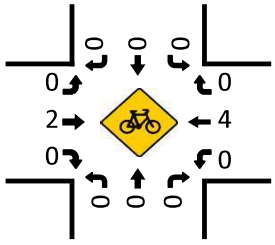
	0	1	0	2		
PM	208	0	253	0	150	PM
NOON	0	0	0	0	0	NOON
AM	192	0	120	0	138	AM

CONTROL			
Signalized			
TEV	1537	0	2020
	AM	NOON	PM
PHF	0.98		0.95

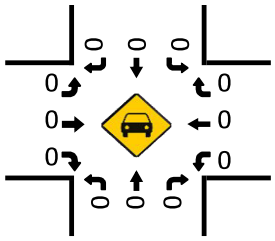
Totals (AM)



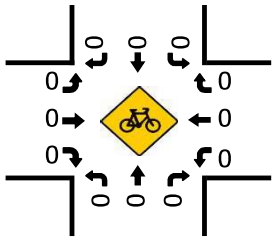
Total Bikes (AM)



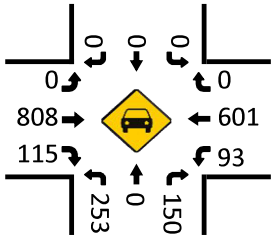
Totals (NOON)



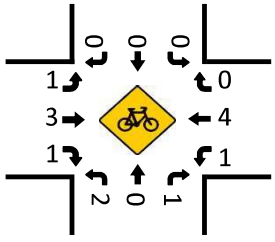
Total Bikes (NOON)



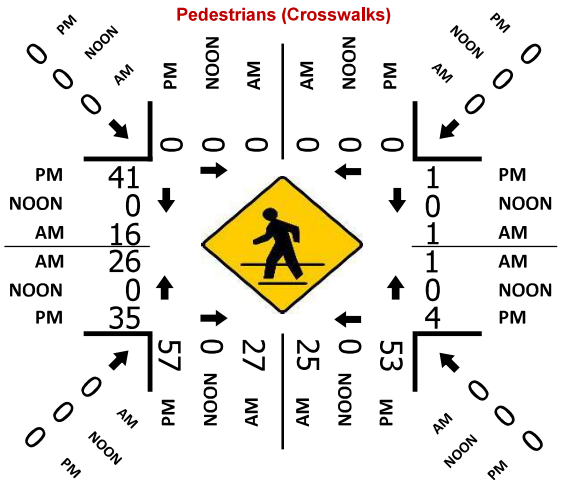
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Verona St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-011
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Verona St				Verona St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	95	3	0	0	126	1	0	4	0	2	0	2	2	7	0	243
7:15 AM	0	113	0	0	5	189	5	1	4	3	5	0	3	4	6	0	338
7:30 AM	4	138	2	0	5	197	4	0	5	7	6	0	7	9	12	0	396
7:45 AM	9	136	1	0	7	200	10	0	6	7	9	0	5	4	9	0	403
8:00 AM	3	151	0	0	14	202	6	0	8	6	7	0	3	7	4	0	411
8:15 AM	2	139	3	0	5	166	6	1	9	11	9	0	9	10	9	0	379
8:30 AM	8	106	5	0	18	190	9	0	9	6	7	0	5	10	2	0	375
8:45 AM	3	104	3	0	3	136	7	1	11	9	2	0	5	5	4	0	293
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	30	982	17	0	57	1406	48	3	56	49	47	0	39	51	53	0	2838
APPROACH %'s :	2.92%	95.43%	1.65%	0.00%	3.76%	92.87%	3.17%	0.20%	36.84%	32.24%	30.92%	0.00%	27.27%	35.66%	37.06%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	18	564	6	0	31	765	26	1	28	31	31	0	24	30	34	0	1589
PEAK HR FACTOR :	0.500	0.934	0.500	0.000	0.554	0.947	0.650	0.250	0.778	0.705	0.861	0.000	0.667	0.750	0.708	0.000	0.967
	0.955				0.927				0.776				0.786				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	184	3	1	12	204	9	0	9	21	6	0	6	13	10	0	486
4:15 PM	10	152	6	0	18	199	18	1	13	27	13	0	5	11	7	0	480
4:30 PM	7	185	5	1	16	169	13	0	17	25	7	0	9	12	14	0	480
4:45 PM	7	182	4	0	10	171	18	1	12	25	11	0	12	12	15	0	480
5:00 PM	20	192	2	2	13	194	14	0	10	28	4	0	11	18	14	0	522
5:15 PM	9	159	8	0	15	210	11	0	15	32	21	0	10	12	10	0	512
5:30 PM	10	157	2	1	13	182	14	1	15	19	15	0	3	17	9	0	458
5:45 PM	10	168	4	0	12	178	13	1	18	22	8	0	9	13	8	0	464
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	81	1379	34	5	109	1507	110	4	109	199	85	0	65	108	87	0	3882
APPROACH %'s :	5.40%	91.99%	2.27%	0.33%	6.30%	87.11%	6.36%	0.23%	27.74%	50.64%	21.63%	0.00%	25.00%	41.54%	33.46%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	43	718	19	3	54	744	56	1	54	110	43	0	42	54	53	0	1994
PEAK HR FACTOR :	0.538	0.935	0.594	0.375	0.844	0.886	0.778	0.250	0.794	0.859	0.512	0.000	0.875	0.750	0.883	0.000	0.955
	0.906				0.906				0.761				0.866				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Verona St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-011
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Verona St				Verona St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	5	0	0	0	1	1	0	0	1	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	3	0	0	0	1	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625
	0.250				0.750				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	0	0	1	3	0	0	0	0	0	0	0	3	1	0	13
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%					0.00%	75.00%	25.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	1	2	0	0	1	2	0	0	0	0	0	0	0	2	0	0	8
PEAK HR FACTOR :	0.250	0.500	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.667
	0.375				0.375								0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Verona St
City: Los Angeles

Project ID: 25-020020-011
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Verona St		Verona St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	0	3	0	3	2	9
7:15 AM	0	2	0	1	2	0	2	2	9
7:30 AM	1	1	2	0	0	1	3	2	10
7:45 AM	0	1	0	0	3	0	2	3	9
8:00 AM	0	0	1	1	0	2	1	3	8
8:15 AM	1	0	0	0	5	1	1	3	11
8:30 AM	0	1	1	0	4	1	1	4	12
8:45 AM	0	2	1	0	1	1	1	2	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	7	5	2	18	6	14	21	76
APPROACH %'s :	30.00%	70.00%	71.43%	28.57%	75.00%	25.00%	40.00%	60.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	2	2	3	1	8	4	7	11	38
PEAK HR FACTOR :	0.500	0.500	0.375	0.250	0.400	0.500	0.583	0.917	0.864
	0.500		0.500		0.500		0.900		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	0	3	4	7	6	1	24
4:15 PM	0	5	1	2	3	2	2	4	19
4:30 PM	0	2	2	0	3	2	1	3	13
4:45 PM	0	0	3	1	12	1	7	2	26
5:00 PM	0	2	1	1	3	2	1	9	19
5:15 PM	3	1	3	1	0	2	4	2	16
5:30 PM	0	3	4	1	3	0	2	2	15
5:45 PM	1	2	1	0	0	4	4	1	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	16	15	9	28	20	27	24	145
APPROACH %'s :	27.27%	72.73%	62.50%	37.50%	58.33%	41.67%	52.94%	47.06%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	3	5	9	3	18	7	13	16	74
PEAK HR FACTOR :	0.250	0.625	0.750	0.750	0.375	0.875	0.464	0.444	0.712
	0.500		0.750		0.481		0.725		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Verona St

Peak Hour Turning Movement Count

ID: 25-020020-011
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	26	765	31	1	627	AM
NOON	0	0	0	0	0	NOON
PM	56	744	54	1	826	PM
	0	2	1	0		

EASTBOUND (Verona St)

AM	NOON	PM	
74	0	153	
0	0	0	0
28	0	54	0
31	0	110	1
31	0	43	0
AM	NOON	PM	

WESTBOUND (Verona St)

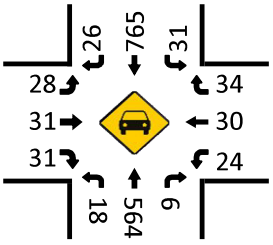
PM	NOON	AM	
53	0	34	0
54	0	30	1
42	0	24	0
0	0	0	0
183	0	68	
PM	NOON	AM	

NORTHBOUND (S Atlantic Blvd)

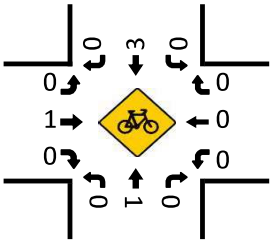
PM	832	3	43	718	19	PM
NOON	0	0	0	0	0	NOON
AM	820	0	18	564	6	AM
		0	1	2	0	

CONTROL			
Signalized			
TEV	1589	0	1994
	AM	NOON	PM
PHF	0.97		0.95

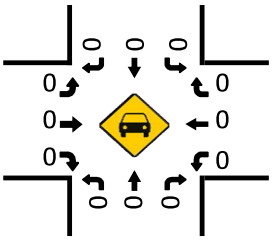
Totals (AM)



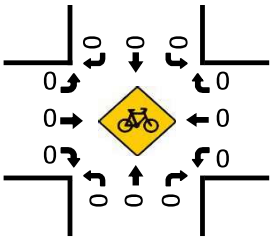
Total Bikes (AM)



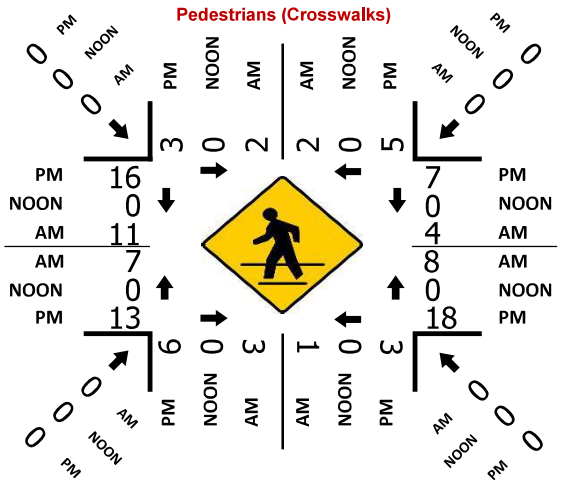
Totals (NOON)



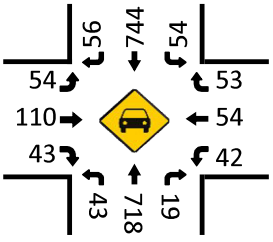
Total Bikes (NOON)



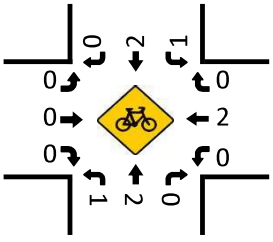
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E Olympic Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-012
Date: 2/4/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E Olympic Blvd				E Olympic Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	53	3	0	16	174	19	0	22	55	8	0	20	110	18	0	509
7:15 AM	4	103	3	0	18	254	23	0	28	58	15	0	31	106	16	0	659
7:30 AM	9	121	4	0	19	230	40	0	32	99	11	0	23	145	9	0	742
7:45 AM	16	114	7	0	27	210	33	0	48	115	23	0	20	118	12	0	743
8:00 AM	8	83	13	0	22	186	36	0	39	116	22	0	20	159	17	0	721
8:15 AM	10	95	9	0	21	192	41	0	29	103	15	0	19	142	16	0	692
8:30 AM	22	107	8	0	17	182	43	0	25	109	18	0	21	144	22	0	718
8:45 AM	11	105	8	0	22	183	34	0	23	87	17	0	34	102	18	0	644
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	781	55	0	162	1611	269	0	246	742	129	0	188	1026	128	0	5428
APPROACH %'s :	9.82%	84.25%	5.93%	0.00%	7.93%	78.89%	13.17%	0.00%	22.02%	66.43%	11.55%	0.00%	14.01%	76.45%	9.54%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	43	413	33	0	89	818	150	0	148	433	71	0	82	564	54	0	2898
PEAK HR FACTOR :	0.672	0.853	0.635	0.000	0.824	0.889	0.915	0.000	0.771	0.933	0.772	0.000	0.891	0.887	0.794	0.000	0.975
	0.892				0.914				0.876				0.893				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	127	12	0	39	168	37	0	31	250	26	0	24	110	20	0	859
4:15 PM	8	110	9	0	31	163	27	0	32	286	33	0	24	118	23	0	864
4:30 PM	16	124	10	0	43	189	41	0	25	265	20	0	24	122	22	0	901
4:45 PM	11	111	11	0	35	140	28	0	32	285	30	0	21	129	12	1	846
5:00 PM	22	123	18	0	34	141	25	0	37	241	24	0	26	130	18	0	839
5:15 PM	11	152	10	0	29	121	19	0	26	260	23	0	18	114	23	0	806
5:30 PM	12	115	14	0	36	152	37	0	17	255	25	0	19	102	18	0	802
5:45 PM	11	115	12	0	20	143	29	0	20	298	18	0	18	101	14	0	799
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	106	977	96	0	267	1217	243	0	220	2140	199	0	174	926	150	1	6716
APPROACH %'s :	8.99%	82.87%	8.14%	0.00%	15.46%	70.47%	14.07%	0.00%	8.60%	83.63%	7.78%	0.00%	13.91%	74.02%	11.99%	0.08%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	50	472	42	0	148	660	133	0	120	1086	109	0	93	479	77	1	3470
PEAK HR FACTOR :	0.781	0.929	0.875	0.000	0.860	0.873	0.811	0.000	0.938	0.949	0.826	0.000	0.969	0.928	0.837	0.250	0.963
	0.916				0.862				0.937				0.967				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E Olympic Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-012
Date: 2/4/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				E Olympic Blvd				E Olympic Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	2	1	0	1	0	1	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	0	0	0	2	0	0	0	1	0	0	1	0	0	0	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	5
8:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	3	0	0	0	7	3	0	2	1	1	0	1	2	0	0	21
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	0.00%	70.00%	30.00%	0.00%	50.00%	25.00%	25.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	4	2	0	0	1	0	0	1	2	0	0	12
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.600
		0.500				0.750				0.250				0.375			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	4
4:15 PM	0	0	1	0	0	1	0	0	1	0	0	0	0	1	0	0	4
4:30 PM	1	3	0	0	0	1	1	0	1	2	0	0	0	2	0	0	11
4:45 PM	2	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	1	2	1	0	0	1	0	0	1	1	0	0	0	0	0	0	7
5:15 PM	0	3	1	0	0	2	1	0	0	0	0	0	0	2	0	0	9
5:30 PM	0	1	0	0	0	3	2	0	0	1	0	0	1	3	0	0	11
5:45 PM	1	3	0	1	1	0	0	0	0	2	0	0	0	2	0	0	10
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	5	13	4	1	2	10	4	0	3	6	0	0	1	12	0	0	61
APPROACH %'s :	21.74%	56.52%	17.39%	4.35%	12.50%	62.50%	25.00%	0.00%	33.33%	66.67%	0.00%	0.00%	7.69%	92.31%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	3	4	2	0	1	4	1	0	2	2	0	0	0	5	0	0	24
PEAK HR FACTOR :	0.375	0.333	0.500	0.000	0.250	1.000	0.250	0.000	0.500	0.250	0.000	0.000	0.000	0.625	0.000	0.000	0.545
		0.563				0.750				0.333				0.625			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & E Olympic Blvd
City: Los Angeles

Project ID: 25-020020-012
Date: 2/4/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		E Olympic Blvd		E Olympic Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	2	7	3	6	3	6	3	32
7:15 AM	6	3	0	3	4	5	2	1	24
7:30 AM	4	3	6	2	5	3	2	1	26
7:45 AM	6	1	8	3	6	6	4	3	37
8:00 AM	1	3	2	3	8	5	1	2	25
8:15 AM	3	8	4	3	7	1	2	2	30
8:30 AM	2	4	6	1	5	2	2	2	24
8:45 AM	2	2	3	5	11	1	1	3	28
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	26	26	36	23	52	26	20	17	226
APPROACH %'s :	50.00%	50.00%	61.02%	38.98%	66.67%	33.33%	54.05%	45.95%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	14	15	20	11	26	15	9	8	118
PEAK HR FACTOR :	0.583	0.469	0.625	0.917	0.813	0.625	0.563	0.667	0.797
	0.659		0.705		0.788		0.607		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	7	4	4	4	7	4	4	36
4:15 PM	2	6	5	1	5	1	4	3	27
4:30 PM	0	10	4	5	7	2	3	4	35
4:45 PM	4	9	1	2	2	0	4	2	24
5:00 PM	4	7	2	2	4	1	6	7	33
5:15 PM	6	9	4	1	4	2	5	0	31
5:30 PM	6	10	4	2	7	1	3	2	35
5:45 PM	2	8	3	5	4	2	3	7	34
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	26	66	27	22	37	16	32	29	255
APPROACH %'s :	28.26%	71.74%	55.10%	44.90%	69.81%	30.19%	52.46%	47.54%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	8	32	14	12	18	10	15	13	122
PEAK HR FACTOR :	0.500	0.800	0.700	0.600	0.643	0.357	0.938	0.813	0.847
	0.769		0.722		0.636		0.875		

Prepared by National Data & Surveying Services

S Atlantic Blvd & E Olympic Blvd

Peak Hour Turning Movement Count

ID: 25-020020-012
City: Los Angeles

Day: Tuesday
Date: 2/4/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Atlantic Blvd)

AM	150	818	89	0	615	AM
NOON	0	0	0	0	0	NOON
PM	133	660	148	0	669	PM

0 2 1 0

EASTBOUND (E Olympic Blvd)

AM	NOON	PM	
757	0	662	
0	0	0	0
148	0	120	1
433	0	1086	2
71	0	109	0
AM	NOON	PM	

WESTBOUND (E Olympic Blvd)

PM	NOON	AM	
77	0	54	0
479	0	564	2
93	0	82	1
1	0	0	0
1277	0	555	
PM	NOON	AM	

CONTROL

Signalized

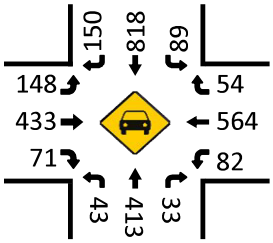
TEV	2898 AM	0 NOON	3470 PM
PHF	0.98		0.96

0 1 2 0

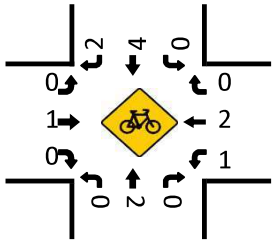
NORTHBOUND (S Atlantic Blvd)

PM	862	0	50	472	42	PM
NOON	0	0	0	0	0	NOON
AM	971	0	43	413	33	AM

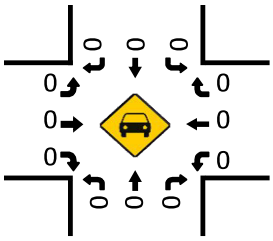
Totals (AM)



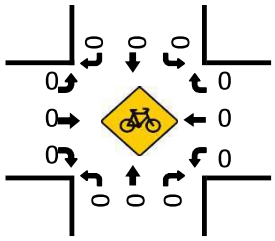
Total Bikes (AM)



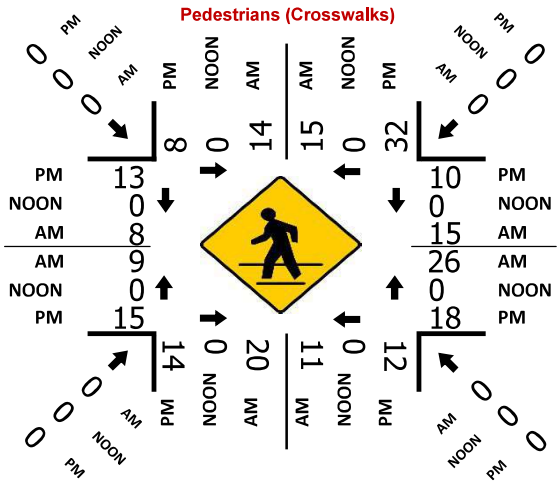
Totals (NOON)



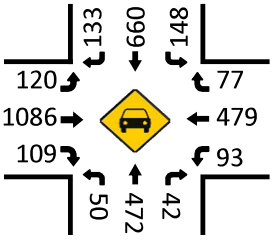
Total Bikes (NOON)



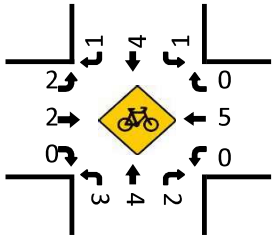
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Union Pacific Ave
City: Los Angeles
Control: Signalized

Project ID: 25-020020-013
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Union Pacific Ave				Union Pacific Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	68	2	0	1	118	2	0	12	6	10	0	21	3	5	0	253
7:15 AM	2	80	0	0	3	177	7	0	7	4	3	0	27	3	3	0	316
7:30 AM	3	86	0	0	2	178	14	0	11	0	15	0	27	16	7	0	359
7:45 AM	3	92	0	0	3	197	2	0	12	10	16	0	19	12	4	0	370
8:00 AM	5	102	1	0	3	163	8	0	8	6	4	0	23	20	12	0	355
8:15 AM	7	107	0	1	4	156	8	1	13	20	6	0	21	14	1	0	359
8:30 AM	4	79	1	0	6	153	5	0	17	14	7	0	25	9	2	0	322
8:45 AM	5	81	0	1	6	151	8	0	7	6	7	0	12	5	7	0	296
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	34	695	4	2	28	1293	54	1	87	66	68	0	175	82	41	0	2630
APPROACH %'s :	4.63%	94.56%	0.54%	0.27%	2.03%	93.97%	3.92%	0.07%	39.37%	29.86%	30.77%	0.00%	58.72%	27.52%	13.76%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	18	387	1	1	12	694	32	1	44	36	41	0	90	62	24	0	1443
PEAK HR FACTOR :	0.643	0.904	0.250	0.250	0.750	0.881	0.571	0.250	0.846	0.450	0.641	0.000	0.833	0.775	0.500	0.000	0.975
	0.885				0.915				0.776				0.800				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	126	3	1	6	218	6	2	9	29	21	0	24	12	5	0	467
4:15 PM	8	122	5	0	6	192	7	0	9	22	17	0	23	10	6	0	427
4:30 PM	8	190	2	2	4	149	9	0	9	22	9	0	22	20	4	0	450
4:45 PM	9	131	4	0	3	143	10	0	15	32	13	0	16	10	3	0	389
5:00 PM	8	144	3	0	2	211	8	1	12	33	11	0	24	12	2	0	471
5:15 PM	7	122	0	0	2	196	4	0	12	28	18	0	22	9	4	0	424
5:30 PM	5	130	3	0	2	223	5	0	14	21	8	0	21	13	4	0	449
5:45 PM	11	136	2	1	6	169	9	0	12	32	24	0	14	7	2	0	425
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	61	1101	22	4	31	1501	58	3	92	219	121	0	166	93	30	0	3502
APPROACH %'s :	5.13%	92.68%	1.85%	0.34%	1.95%	94.22%	3.64%	0.19%	21.30%	50.69%	28.01%	0.00%	57.44%	32.18%	10.38%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	31	532	8	1	12	799	26	1	50	114	61	0	81	41	12	0	1769
PEAK HR FACTOR :	0.705	0.924	0.667	0.250	0.500	0.896	0.722	0.250	0.893	0.864	0.635	0.000	0.844	0.788	0.750	0.000	0.939
	0.923				0.911				0.827				0.882				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Union Pacific Ave
City: Los Angeles
Control: Signalized

Project ID: 25-020020-013
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Union Pacific Ave				Union Pacific Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	1	7	0	0	0	0	1	0	0	0	0	0	13
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	12.50%	87.50%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	4	0	0	0	0	1	0	0	0	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.583
	0.250				0.417				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	3	0	0	0	1	0	0	0	1	1	0	0	2	0	0	8
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	1	0	0	1	0	1	0	0	0	0	2	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	9	1	1	2	2	1	0	0	1	4	0	0	2	0	0	24
APPROACH %'s :	8.33%	75.00%	8.33%	8.33%	40.00%	40.00%	20.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	1	1	1	2	1	1	0	0	0	3	0	0	0	0	0	11
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.250	0.250	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.550
	0.500				0.500				0.375								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Union Pacific Ave
City: Los Angeles

Project ID: 25-020020-013
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Union Pacific Ave		Union Pacific Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	1	1	2
7:15 AM	1	1	1	0	0	0	2	1	6
7:30 AM	2	1	2	0	2	1	1	0	9
7:45 AM	2	2	4	0	1	1	0	2	12
8:00 AM	2	4	0	7	0	0	0	0	13
8:15 AM	2	6	1	4	2	2	0	1	18
8:30 AM	2	4	2	0	0	0	1	0	9
8:45 AM	1	1	1	0	1	0	0	2	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	19	11	11	6	4	5	7	75
APPROACH %'s :	38.71%	61.29%	50.00%	50.00%	60.00%	40.00%	41.67%	58.33%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	8	13	7	11	5	4	1	3	52
PEAK HR FACTOR :	1.000	0.542	0.438	0.393	0.625	0.500	0.250	0.375	0.722
	0.656		0.643		0.563		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	1	0	1	0	0	0	0	3
4:15 PM	0	2	0	0	2	0	2	0	6
4:30 PM	6	0	0	0	5	4	6	1	22
4:45 PM	2	0	3	3	6	3	3	2	22
5:00 PM	0	1	3	3	1	3	1	2	14
5:15 PM	1	0	0	0	1	0	3	2	7
5:30 PM	0	0	1	1	0	1	1	1	5
5:45 PM	2	1	0	0	3	1	3	1	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	12	5	7	8	18	12	19	9	90
APPROACH %'s :	70.59%	29.41%	46.67%	53.33%	60.00%	40.00%	67.86%	32.14%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	3	2	4	4	5	5	8	6	37
PEAK HR FACTOR :	0.375	0.500	0.333	0.333	0.417	0.417	0.667	0.750	0.661
	0.417		0.333		0.625		0.700		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Union Pacific Ave

Peak Hour Turning Movement Count

ID: 25-020020-013
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

S Atlantic Blvd — SOUTHBOUND

AM	32	694	12	1	456	AM
NOON	0	0	0	0	0	NOON
PM	26	799	12	1	595	PM

EASTBOUND — Union Pacific Ave

AM	NOON	PM		
112	0	98		
0	0	0	0	
44	0	50	0	
36	0	114	1	
41	0	61	0	

WESTBOUND — Union Pacific Ave

	PM	NOON	AM
0	12	0	24
1	41	0	62
0	81	0	90
0	0	0	0
	134	0	49

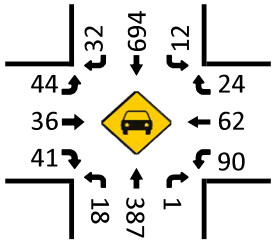
NORTHBOUND — S Atlantic Blvd

PM	942	1	31	532	8	PM
NOON	0	0	0	0	0	NOON
AM	826	1	18	387	1	AM

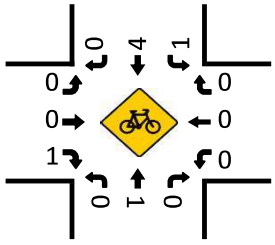
CONTROL: Signalized

TEV	1443 AM	0 NOON	1769 PM
PHF	0.98		0.94

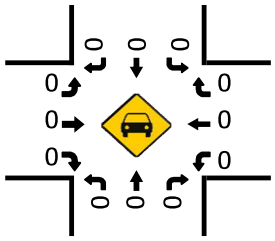
Totals (AM)



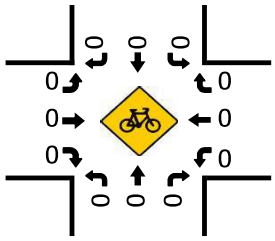
Total Bikes (AM)



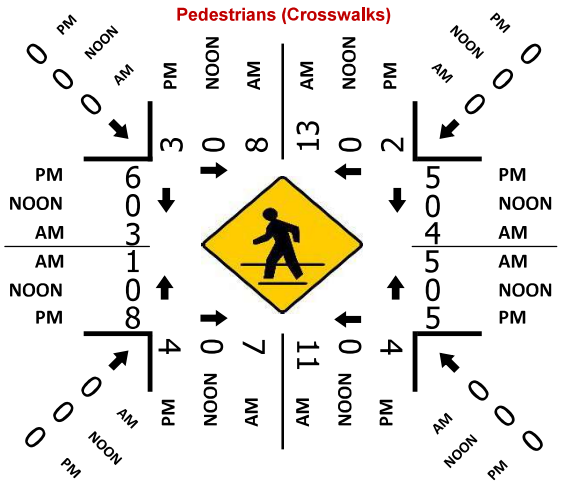
Totals (NOON)



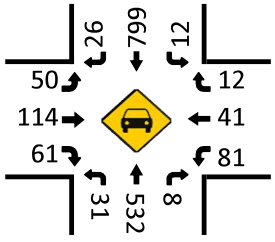
Total Bikes (NOON)



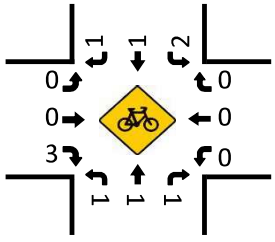
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Woods Ave/Santa Ana Fwy/I-5 NB Ramps & Telegraph Rd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-040
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Woods Ave/Santa Ana Fwy/I-5 NB Ramps				S Woods Ave/Santa Ana Fwy/I-5 NB Ramps				Telegraph Rd				Telegraph Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	1	13	0	6	17	3	0	1	84	0	0	49	60	0	0	249
7:15 AM	26	4	17	0	7	7	6	0	1	129	4	0	51	93	1	0	346
7:30 AM	22	6	22	0	5	29	7	0	1	108	1	0	56	90	0	0	347
7:45 AM	25	4	29	1	5	9	5	0	1	156	1	0	35	92	5	0	368
8:00 AM	22	1	14	0	2	14	5	0	3	141	0	0	39	87	1	0	329
8:15 AM	28	2	16	0	7	8	7	0	3	119	4	0	44	95	1	0	334
8:30 AM	25	4	16	0	7	10	2	0	2	87	1	0	36	74	3	0	267
8:45 AM	20	2	21	0	2	6	5	0	0	80	0	0	32	75	2	0	245
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	183	24	148	1	41	100	40	0	12	904	11	0	342	666	13	0	2485
APPROACH %'s :	51.40%	6.74%	41.57%	0.28%	22.65%	55.25%	22.10%	0.00%	1.29%	97.52%	1.19%	0.00%	33.50%	65.23%	1.27%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	95	15	82	1	19	59	23	0	6	534	6	0	181	362	7	0	1390
PEAK HR FACTOR :	0.913	0.625	0.707	0.250	0.679	0.509	0.821	0.000	0.500	0.856	0.375	0.000	0.808	0.973	0.350	0.000	0.944
	0.818				0.616				0.864				0.942				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	5	15	0	15	11	6	0	2	249	1	0	35	80	6	0	446
4:15 PM	31	5	15	1	22	13	5	0	1	197	0	0	33	75	3	0	401
4:30 PM	27	9	14	0	19	14	2	0	0	215	0	0	21	72	3	0	396
4:45 PM	29	9	10	0	15	14	1	0	2	200	2	0	16	78	5	0	381
5:00 PM	29	3	9	0	23	11	5	0	1	214	0	0	22	71	5	0	393
5:15 PM	33	6	9	1	24	4	5	0	1	237	0	0	20	76	2	1	419
5:30 PM	14	7	6	0	13	7	1	0	1	236	1	0	15	44	4	0	349
5:45 PM	28	10	16	0	14	9	0	0	1	219	0	0	12	67	1	0	377
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	212	54	94	2	145	83	25	0	9	1767	4	0	174	563	29	1	3162
APPROACH %'s :	58.56%	14.92%	25.97%	0.55%	57.31%	32.81%	9.88%	0.00%	0.51%	99.27%	0.22%	0.00%	22.69%	73.40%	3.78%	0.13%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	108	28	54	1	71	52	14	0	5	861	3	0	105	305	17	0	1624
PEAK HR FACTOR :	0.871	0.778	0.900	0.250	0.807	0.929	0.583	0.000	0.625	0.864	0.375	0.000	0.750	0.953	0.708	0.000	0.910
	0.918				0.856				0.862				0.882				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Woods Ave/Santa Ana Fwy/I-5 NB Ramps & Telegraph Rd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-040
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Woods Ave/Santa Ana Fwy/I-5 NB Ramps				S Woods Ave/Santa Ana Fwy/I-5 NB Ramps				Telegraph Rd				Telegraph Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	2	0	0	0	0	3	0	0	0	1	0	0	6
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.375
									0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	2	0	0	0	3	1	0	7
APPROACH %'s :									33.33%	66.67%	0.00%	0.00%	0.00%	75.00%	25.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1	0	0	0	2	1	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.625
									0.500				0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Woods Ave/Santa Ana Fwy/I-5 NB Ramps & Telegraph Rd **Project ID:** 25-020020-040
City: Los Angeles **Date:** 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Woods Ave/Santa Ana Fwy/I-5 NB Ramps		S Woods Ave/Santa Ana Fwy/I-5 NB Ramps		Telegraph Rd		Telegraph Rd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	1	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	1	0	0	1	0	0	5
APPROACH %'s :	66.67%	33.33%	100.00%	0.00%	0.00%	100.00%			
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	1	0	1	0	0	1	0	0	3
PEAK HR FACTOR :	0.250		0.250			0.250			0.375
	0.250		0.250		0.250				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	0	2	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	4	1	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%					
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	1	1	0	0	0	0	0	2
PEAK HR FACTOR :		0.250	0.250						0.500
	0.250		0.250						

Prepared by National Data & Surveying Services

S Woods Ave/Santa Ana Fwy/I-5 NB Ramps & Telegraph Rd

Peak Hour Turning Movement Count

ID: 25-020020-040
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM		7:00 AM - 09:00 AM
NONE		NONE
04:00 PM - 05:00 PM		4:00 PM - 06:00 PM

SOUTHBOUND — S Woods Ave/Santa Ana Fwy/I-5 NB Ramps

AM	23	59	19	0	28	AM
NOON	0	0	0	0	0	NOON
PM	14	52	71	0	50	PM
	0	1	0	0		

EASTBOUND — Telegraph Rd

AM	NOON	PM	
480	0	427	
0	0	0	0
6	0	5	1
534	0	861	2
6	0	3	0

WESTBOUND — Telegraph Rd

	PM	NOON	AM
0	17	0	7
2	305	0	362
1	105	0	181
0	0	0	0
	986	0	635

CONTROL

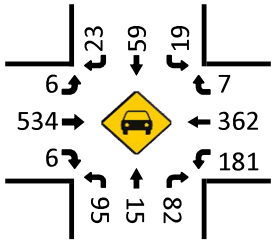
Signalized

	AM	NOON	PM
TEV	1390	0	1624
PHF	0.94		0.91

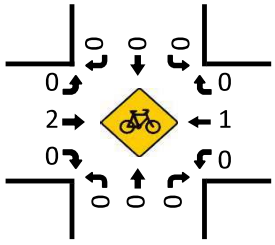
NORTHBOUND — S Woods Ave/Santa Ana Fwy/I-5 NB Ramps

	0	1	0	1		
PM	161	1	108	28	54	PM
NOON	0	0	0	0	0	NOON
AM	247	1	95	15	82	AM

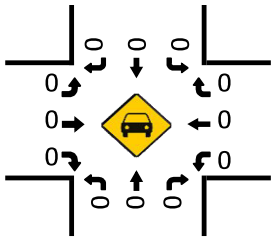
Totals (AM)



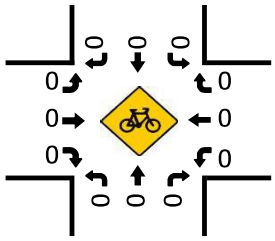
Total Bikes (AM)



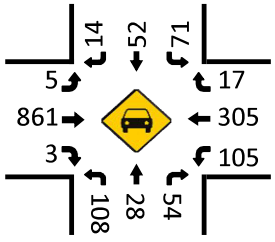
Totals (NOON)



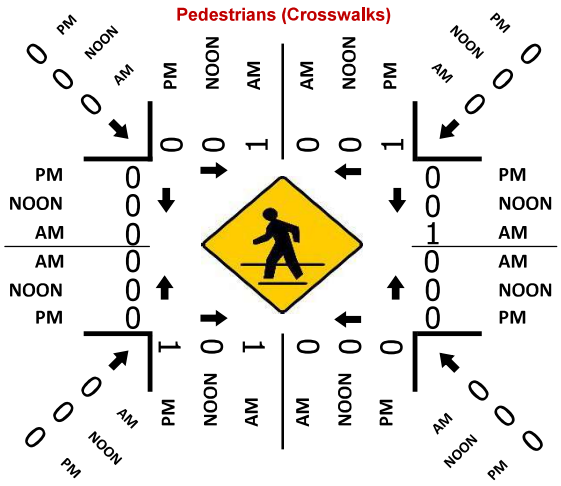
Total Bikes (NOON)



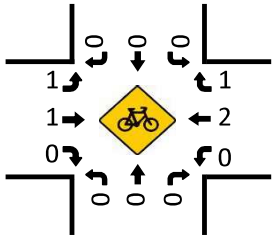
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd/Goodrich Blvd & Telegraph Rd/Ferguson Dr/Triggs St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-014
Date: 1/30/2025

Data - Totals

NS/EW Streets: S Atlantic Blvd/Goodrich Blvd | S Atlantic Blvd/Goodrich Blvd | Telegraph Rd/Ferguson Dr/Triggs St | Telegraph Rd/Ferguson Dr/Triggs St

AM

	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						SOUTHBOUND2		EASTBOUND2			
AM	2	3	1	0	0	0	1	2.5	0.5	0	0	0	1	3	1	0	0	0	1.5	1	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	SZU2	E2U	E2L2	E2T2	E2R2	TOTAL
7:00 AM	43	68	49	0	9	38	1	118	9	0	12	1	2	32	53	0	9	34	82	56	2	0	7	0	0	2	0	0	0	12	621
7:15 AM	62	79	33	0	8	35	4	181	12	0	11	0	6	17	74	0	3	34	77	72	1	0	8	0	0	5	0	0	0	17	739
7:30 AM	61	80	52	0	10	52	2	186	7	0	13	0	8	16	81	0	20	30	85	72	2	0	6	1	0	3	0	0	0	23	810
7:45 AM	48	85	66	0	11	83	1	179	7	0	26	0	6	31	93	0	21	26	103	73	1	0	12	0	0	3	0	0	0	25	900
8:00 AM	65	96	70	0	11	56	2	164	8	0	21	3	10	24	85	0	17	23	76	55	5	0	8	0	0	3	0	0	0	40	840
8:15 AM	61	101	59	0	6	46	1	169	11	0	17	0	3	24	60	0	15	29	75	66	0	0	13	1	0	6	0	0	0	33	796
8:30 AM	50	88	46	0	9	50	4	152	5	0	14	0	4	14	58	0	5	26	69	52	1	0	9	4	0	5	0	0	0	29	694
8:45 AM	44	81	40	0	8	55	4	137	5	0	9	0	1	15	48	0	15	12	57	58	1	0	10	1	0	4	0	0	0	27	632
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	SZU2	E2U	E2L2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	436	678	415	0	72	413	19	1286	64	0	123	4	40	153	552	0	105	214	624	504	13	0	73	6	0	31	0	0	0	206	6032
APPROACH %'s :	21.65%	33.66%	20.61%	0.00%	3.57%	20.51%	1.27%	85.96%	4.28%	0.00%	8.22%	0.27%	3.76%	14.38%	51.88%	0.00%	9.87%	20.11%	53.11%	41.28%	1.06%	0.00%	5.98%	0.57%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM																														TOTAL
PEAK HR VOL :	235	362	247	0	38	235	6	698	33	0	77	3	27	95	319	0	73	108	339	266	8	0	39	2	0	15	0	0	0	121	1346
PEAK HR FACTOR :	0.904	0.896	0.882	0.000	0.864	0.708	0.750	0.938	0.750	0.000	0.740	0.250	0.675	0.766	0.858	0.000	0.869	0.900	0.823	0.911	0.400	0.000	0.750	0.500	0.000	0.625	0.000	0.000	0.000	0.756	
			0.943						0.959						0.879						0.865										0.929

PM

	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND											
PM	2	3	1	0	0	0	1	2.5	0.5	0	0	0	1	3	1	0	0	0	1.5	1	0.5	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	SZU2	E2U	E2L2	E2T2	E2R2	TOTAL
4:00 PM	77	145	93	0	17	72	1	198	13	0	6	0	3	48	201	0	10	21	75	29	0	0	3	2	0	6	0	0	0	47	1069
4:15 PM	56	127	93	0	9	72	0	232	7	0	7	0	5	26	185	0	3	23	71	49	2	0	5	0	0	9	0	0	1	49	1024
4:30 PM	63	168	105	0	11	57	1	208	0	0	8	0	5	33	178	0	12	24	71	49	2	0	5	0	0	4	0	0	0	67	1036
4:45 PM	68	133	132	0	10	64	5	199	3	0	6	0	2	38	166	0	12	20	74	49	2	0	5	0	0	10	1	0	0	51	1041
5:00 PM	66	143	113	0	9	70	0	190	5	1	10	0	1	36	208	0	12	20	74	49	2	0	5	0	0	5	0	0	0	51	1089
5:15 PM	54	125	136	0	8	79	3	263	4	0	5	0	1	33	194	0	12	20	74	49	2	0	5	0	0	2	0	0	0	56	1091
5:30 PM	37	114	136	0	6	67	1	233	2	0	10	0	1	39	200	0	12	20	74	49	2	0	5	0	0	5	0	0	0	51	1027
5:45 PM	43	143	118	0	17	66	4	230	4	0	9	1	5	29	191	0	12	20	74	49	2	0	5	0	0	7	0	0	0	44	1030
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	SZU2	E2U	E2L2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	464	1098	926	0	87	547	15	1753	38	1	61	1	23	282	1523	0	95	172	592	392	16	0	43	2	0	48	1	0	1	426	6387
APPROACH %'s :	14.86%	35.17%	29.66%	0.00%	2.79%	17.52%	0.80%	93.79%	2.03%	0.05%	3.26%	0.05%	1.16%	14.18%	76.57%	0.00%	4.78%	8.65%	57.97%	38.39%	1.57%	0.00%	4.21%	0.20%	0.00%	100.00%	0.23%	0.00%	0.23%	99.53%	
PEAK HR :	04:30 PM - 05:30 PM																														TOTAL
PEAK HR VOL :	251	569	486	0	38	270	9	860	12	1	29	0	9	140	746	0	48	84	296	196	8	0	21	1	0	21	1	0	0	235	4237
PEAK HR FACTOR :	0.923	0.847	0.893	0.000	0.864	0.854	0.450	0.817	0.600	0.250	0.725	0.000	0.450	0.921	0.897	0.000	0.857	0.875	0.926	0.875	0.500	0.000	0.875	0.250	0.000	0.525	0.250	0.000	0.000	0.877	
			0.951						0.828						0.898						0.917										0.971

Explanation for extra leg movements

Movements entering the extra leg W2

NL2	Movements coming from NB on S Atlantic Blvd entering into the Extra Leg (Triggs St)
SR2	Movements coming from SB on S Atlantic Blvd entering into the Extra Leg (Triggs St)
EU2	Movements coming from EB on Telegraph Rd entering into the Extra Leg (Triggs St)
WT2	Movements coming from WB on Ferguson Dr entering into the Extra Leg (Triggs St)

Movements exiting the extra leg W2

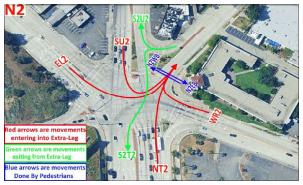
E2NL2	Movements exiting from Extra Leg (Triggs St) entering into S Atlantic Blvd NB.
E2SL2	Movements exiting from Extra Leg (Triggs St) entering into S Atlantic Blvd SB.
E2T2	Movements exiting from Extra Leg (Triggs St) entering into Ferguson Dr WB.
E2U	Movements exiting from Extra Leg (Triggs St) entering into Triggs St EB.

Movements entering the extra leg N2

N'T2	Movements coming from NB on S Atlantic Blvd entering into the Extra Leg (Goodrich Blvd)
S'U2	Movements coming from SB on S Atlantic Blvd entering into the Extra Leg (Goodrich Blvd)
EL2	Movements coming from EB on Telegraph Rd entering into the Extra Leg (Goodrich Blvd)
WU2	Movements coming from WB on Ferguson Dr entering into the Extra Leg (Goodrich Blvd)

Movements exiting the extra leg N2

SZT2	Movements exiting from Extra Leg (Goodrich Blvd) entering into S Atlantic Blvd NB.
SZU2	Movements exiting from Extra Leg (Goodrich Blvd) entering into S Atlantic Blvd SB.



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd/Goodrich Blvd & Telegraph Rd/Ferguson Dr/Triggs St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-014
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd/Goodrich Blvd						S Atlantic Blvd/Goodrich Blvd						Telegraph Rd/Ferguson Dr/Triggs St						Telegraph Rd/Ferguson Dr/Triggs St										
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						SOUTHBOUND2		EASTBOUND2			
	2	3	1	0	0	0	1	2.5	0.5	0	0	0	1	3	1	0	0	0	1.5	1	0.5	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	S2U2	E2U	E2L2	E2T2	E2R2	TOTAL
7:00 AM	0	1	0	0	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	0	2
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	1	0	3	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
8:00 AM	0	1	0	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	0	0	2
8:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	S2U2	E2U	E2L2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	3	0	9	0	0	0	0	0	1	4	0	0	0	0	1	0	0	0	0	5	0	0	0	0	0	25
APPROACH %'s :	0.00%	40.00%	0.00%	0.00%	0.00%	60.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																														TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	6	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0	14
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.583
			0.500						0.500						0.750						0.250										

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND											
	2	3	1	0	0	0	1	2.5	0.5	0	0	0	1	3	1	0	0	0	1.5	1	0.5	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	S2U2	E2U	E2L2	E2T2	E2R2	TOTAL
4:00 PM	0	3	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	9
4:15 PM	0	0	0	0	0	1	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5
4:30 PM	1	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	7
4:45 PM	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	2	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
5:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	SZT2	S2U2	E2U	E2L2	E2T2	E2R2	TOTAL
TOTAL VOLUMES :	1	8	0	0	1	8	0	4	1	0	1	0	0	0	2	0	0	0	1	2	2	0	1	0	3	0	0	1	0	3	39
APPROACH %'s :	5.26%	44.44%	0.00%	0.00%	5.26%	44.44%	0.00%	66.67%	16.67%	0.00%	16.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	16.67%	33.33%	33.33%	0.00%	16.67%	0.00%	100.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																														TOTAL
PEAK HR VOL :	1	3	0	0	1	2	0	2	0	0	1	0	0	0	1	0	0	0	0	2	1	0	1	0	2	0	0	1	0	2	20
PEAK HR FACTOR :	0.250	0.375	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.500	0.000	0.000	0.250	0.000	0.250	0.714
			0.438						0.375						0.250						0.500										

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd/Goodrich Blvd & Telegraph Rd/Ferguson Dr/Triggs St
City: Los Angeles

Project ID: 25-020020-014
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd/Goodrich Blvd		S Atlantic Blvd/Goodrich Blvd		Telegraph Rd/Ferguson Dr/Triggs St		Telegraph Rd/Ferguson Dr/Triggs St						
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	2	3	4	2	0	3	2	16
7:15 AM	3	3	0	0	0	5	1	2	4	0	0	0	18
7:30 AM	1	3	0	0	0	3	0	2	5	0	0	1	15
7:45 AM	2	0	0	0	1	1	0	3	0	3	0	1	11
8:00 AM	5	1	0	0	0	3	1	1	1	0	0	0	12
8:15 AM	0	2	0	0	0	5	1	1	3	1	1	0	14
8:30 AM	3	0	0	0	0	3	1	1	1	0	0	0	9
8:45 AM	1	0	0	0	1	3	0	2	0	1	0	1	9
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
TOTAL VOLUMES :	15	9	0	0	2	25	7	16	16	5	4	5	104
APPROACH %'s :	62.50%	37.50%			7.41%	92.59%	30.43%	69.57%	76.19%	23.81%	44.44%	55.56%	
PEAK HR :	07:30 AM - 08:30 AM												TOTAL
PEAK HR VOL :	8	6	0	0	1	12	2	7	9	4	1	2	52
PEAK HR FACTOR :	0.400	0.500			0.250	0.600	0.500	0.583	0.450	0.333	0.250	0.500	0.867
	0.583				0.650		0.750		0.650		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
4:15 PM	8	3	0	0	0	0	0	0	1	8	2	1	23
4:30 PM	1	7	0	0	1	0	0	0	1	0	0	0	10
4:45 PM	0	7	0	0	0	0	0	3	0	4	0	0	14
5:00 PM	5	1	0	0	0	0	1	1	2	4	0	1	15
5:15 PM	4	0	0	0	0	0	1	3	3	5	2	0	18
5:30 PM	1	5	0	0	0	0	3	0	0	0	1	1	11
5:45 PM	6	1	0	0	0	0	3	1	1	4	1	2	19
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
TOTAL VOLUMES :	25	24	0	0	1	0	9	8	8	25	8	5	113
APPROACH %'s :	51.02%	48.98%			100.00%	0.00%	52.94%	47.06%	24.24%	75.76%	61.54%	38.46%	
PEAK HR :	04:30 PM - 05:30 PM												TOTAL
PEAK HR VOL :	10	15	0	0	1	0	2	7	6	13	2	1	57
PEAK HR FACTOR :	0.500	0.536			0.250		0.500	0.583	0.500	0.650	0.250	0.250	0.792
	0.781				0.250		0.563		0.594		0.375		

Prepared by National Data & Surveying Services

S Atlantic Blvd/Goodrich Blvd & Telegraph Rd/Ferguson Dr/Triggs St

Peak Hour Turning Movement Count

ID: 25-020020-014
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2635	0	3538
PHF	0.93		0.97

SOUTHBOUND — S Atlantic Blvd/Goodrich Blvd

	L	T	R	U	Total	
AM	33	698	6	0	397	AM
NOON	0	0	0	0	0	NOON
PM	12	860	9	1	586	PM
	0.5	2.5	1	0		

EASTBOUND — Telegraph Rd/Ferguson Dr/Triggs St

AM	NOON	PM	
534	0	392	
0	0	0	0
27	0	9	1
95	0	140	3
319	0	746	1
AM	NOON	PM	

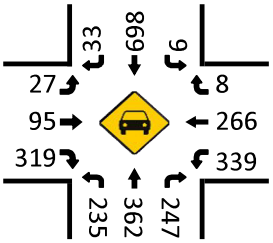
WESTBOUND — Telegraph Rd/Ferguson Dr/Triggs St

PM	NOON	AM	
7	0	8	0.5
129	0	266	1
319	0	339	1.5
0	0	0	0
635	0	348	
PM	NOON	AM	

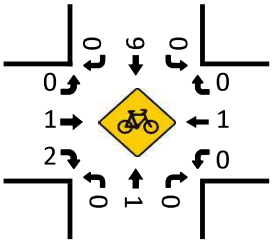
NORTHBOUND — S Atlantic Blvd/Goodrich Blvd

	L	T	R	U	Total	
PM	1925	0	251	569	486	PM
NOON	0	0	0	0	0	NOON
AM	1356	0	235	362	247	AM
	0	2	3	1		

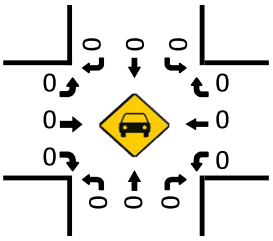
Totals (AM)



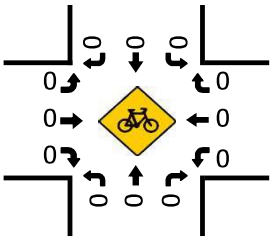
Total Bikes (AM)



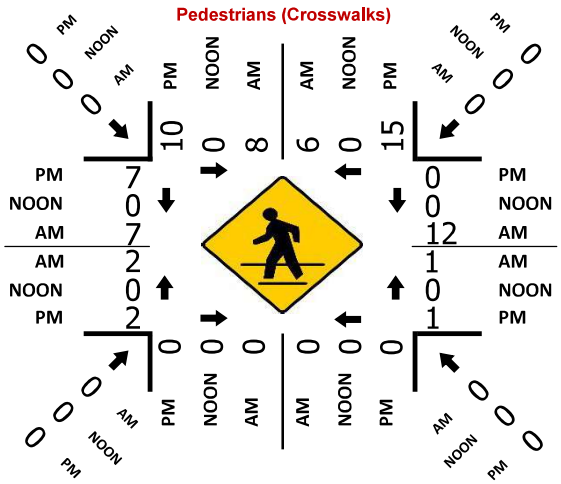
Totals (NOON)



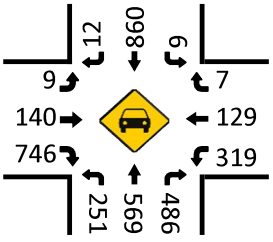
Total Bikes (NOON)



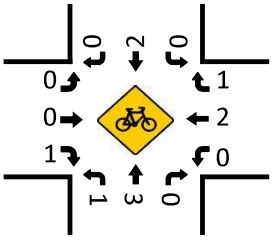
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Hoefner Ave & Flotilla St
City: Los Angeles
Control: 1-Way Stop(NB)

Project ID: 25-020020-017
Date: 1/30/2025

Data - Totals

NS/EW Streets:	Hoefner Ave				Hoefner Ave				Flotilla St				Flotilla St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	0	8	0	0	0	0	0	0	19	0	0	3	20	0	0	53
7:15 AM	1	0	15	0	0	0	0	0	0	33	1	0	4	19	0	0	73
7:30 AM	2	0	8	0	0	0	0	0	0	26	1	0	4	23	0	0	64
7:45 AM	1	0	15	0	0	0	0	0	0	37	3	0	4	31	0	0	91
8:00 AM	1	0	12	1	0	0	0	0	0	25	0	0	1	21	0	0	61
8:15 AM	1	0	6	0	0	0	0	0	0	27	2	0	6	16	0	0	58
8:30 AM	2	0	13	0	0	0	0	0	0	45	3	0	5	25	0	0	93
8:45 AM	0	0	7	0	0	0	0	0	0	26	4	0	8	29	0	0	74
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	0	84	1	0	0	0	0	0	238	14	0	35	184	0	0	567
APPROACH %'s :	11.46%	0.00%	87.50%	1.04%					0.00%	94.44%	5.56%	0.00%	15.98%	84.02%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	5	0	46	1	0	0	0	0	0	134	8	0	16	93	0	0	303
PEAK HR FACTOR :	0.625	0.000	0.767	0.250	0.000	0.000	0.000	0.000	0.000	0.744	0.667	0.000	0.667	0.750	0.000	0.000	0.815
	0.813								0.740				0.779				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	0	6	0	0	0	0	0	0	28	3	0	11	89	0	0	141
4:15 PM	2	0	14	0	0	0	0	0	0	32	3	0	1	59	0	0	111
4:30 PM	2	0	16	0	0	0	0	0	0	38	3	0	6	118	0	0	183
4:45 PM	3	0	11	0	0	0	0	0	0	41	5	0	8	55	0	0	123
5:00 PM	0	0	11	0	0	0	0	0	0	31	2	0	4	103	0	0	151
5:15 PM	0	0	17	0	0	0	0	0	0	19	5	0	3	69	0	0	113
5:30 PM	1	0	11	0	0	0	0	0	0	22	5	0	8	81	0	0	128
5:45 PM	1	0	6	0	0	0	0	0	0	23	2	0	3	55	0	0	90
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	0	92	0	0	0	0	0	0	234	28	0	44	629	0	0	1040
APPROACH %'s :	12.38%	0.00%	87.62%	0.00%					0.00%	89.31%	10.69%	0.00%	6.54%	93.46%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	5	0	55	0	0	0	0	0	0	129	15	0	21	345	0	0	570
PEAK HR FACTOR :	0.417	0.000	0.809	0.000	0.000	0.000	0.000	0.000	0.000	0.787	0.750	0.000	0.656	0.731	0.000	0.000	0.779
	0.833								0.783				0.738				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hoefner Ave & Flotilla St
City: Los Angeles
Control: 1-Way Stop(NB)

Project ID: 25-020020-017
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	Hoefner Ave				Hoefner Ave				Flotilla St				Flotilla St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250
										0.250				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	7	0	0	8
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.500
										0.250				0.375			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Hoefner Ave & Flotilla St
City: Los Angeles

Project ID: 25-020020-017
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Hoefner Ave		Hoefner Ave		Flotilla St		Flotilla St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	0	0	2
7:30 AM	0	0	0	1	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	1	0	0	1	0	5
APPROACH %'s :			75.00%	25.00%			100.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	1	2
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	1	0	0	0	1	4
APPROACH %'s :			66.67%	33.33%			0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
			0.250						

Prepared by National Data & Surveying Services

Hoefner Ave & Flotilla St

Peak Hour Turning Movement Count

ID: 25-020020-017
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS

AM: 07:45 AM - 08:45 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Hoefner Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Flotilla St)

AM	NOON	PM	
98	0	350	⇦
0	0	0	↩ 0
0	0	0	↱ 0
134	0	129	→ 1
8	0	15	↳ 0

WESTBOUND (Flotilla St)

PM	NOON	AM	
0	0	0	↰ 0
345	0	93	← 1
21	0	16	↲ 0
0	0	0	↩ 0
184	0	180	⇨

NORTHBOUND (Hoefner Ave)

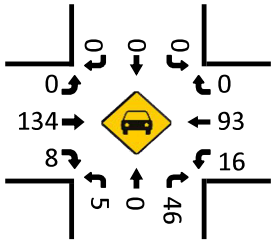
PM	36	0	5	0	55	PM
NOON	0	0	0	0	0	NOON
AM	25	1	5	0	46	AM

CONTROL

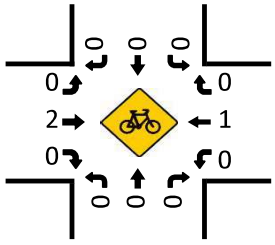
1-Way Stop(NB)

TEV	303 AM	0 NOON	570 PM
PHF	0.81		0.78

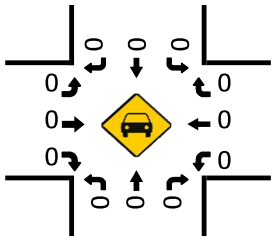
Totals (AM)



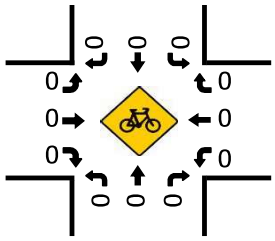
Total Bikes (AM)



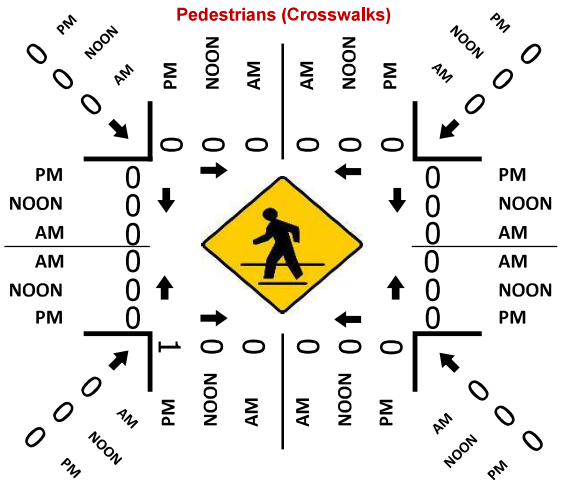
Totals (NOON)



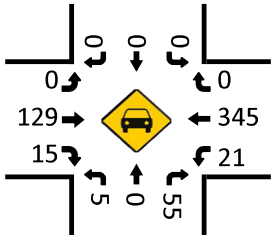
Total Bikes (NOON)



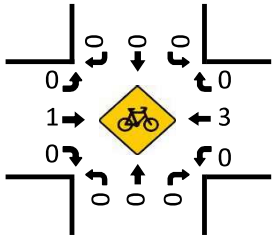
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & W Mines Ave/601 S Vail Ave Dwy
City: Los Angeles
Control: 1-Way Stop(WB)

Project ID: 25-020020-037
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Vail Ave				S Vail Ave				W Mines Ave/601 S Vail Ave Dwy				W Mines Ave/601 S Vail Ave Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	24	6	0	13	55	0	0	0	0	0	0	5	0	10	0	113
7:15 AM	1	34	9	0	12	68	0	0	0	0	0	0	9	0	16	0	149
7:30 AM	0	54	7	0	17	110	0	0	0	0	1	0	13	0	21	0	223
7:45 AM	0	54	11	0	27	103	0	0	0	0	0	0	20	0	25	0	240
8:00 AM	0	79	7	0	28	109	0	0	0	0	0	0	10	0	24	0	257
8:15 AM	0	67	14	1	32	68	0	0	0	0	0	0	24	0	32	0	238
8:30 AM	0	38	4	0	42	106	0	0	0	0	0	0	2	0	17	0	209
8:45 AM	0	34	5	1	16	53	0	0	0	0	0	0	10	0	13	0	132
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	384	63	2	187	672	0	0	0	0	1	0	93	0	158	0	1561
APPROACH %'s :	0.22%	85.33%	14.00%	0.44%	21.77%	78.23%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	37.05%	0.00%	62.95%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	254	39	1	104	390	0	0	0	0	1	0	67	0	102	0	958
PEAK HR FACTOR :	0.000	0.804	0.696	0.250	0.813	0.886	0.000	0.000	0.000	0.000	0.250	0.000	0.698	0.000	0.797	0.000	0.932
	0.855				0.901				0.250				0.754				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	109	24	0	43	111	0	0	0	0	0	0	7	0	12	0	306
4:15 PM	0	99	6	0	32	145	0	0	0	0	0	0	6	0	10	0	298
4:30 PM	0	169	16	0	49	114	0	0	0	0	0	0	7	0	14	0	369
4:45 PM	0	117	19	0	52	115	0	0	0	0	0	0	4	0	12	0	319
5:00 PM	0	128	22	0	45	145	0	0	0	0	0	0	3	0	11	0	354
5:15 PM	0	28	10	0	4	43	0	0	0	0	0	0	27	0	5	0	117
5:30 PM	0	82	14	0	30	98	1	0	0	0	0	0	17	0	16	0	258
5:45 PM	0	72	10	0	53	120	0	0	0	0	1	0	5	0	15	0	276
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	804	121	0	308	891	1	0	0	0	1	0	76	0	95	0	2297
APPROACH %'s :	0.00%	86.92%	13.08%	0.00%	25.67%	74.25%	0.08%	0.00%	0.00%	0.00%	100.00%	0.00%	44.44%	0.00%	55.56%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	513	63	0	178	519	0	0	0	0	0	0	20	0	47	0	1340
PEAK HR FACTOR :	0.000	0.759	0.716	0.000	0.856	0.895	0.000	0.000	0.000	0.000	0.000	0.000	0.714	0.000	0.839	0.000	0.908
	0.778				0.917				0.000				0.798				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & W Mines Ave/601 S Vail Ave Dwy
City: Los Angeles
Control: 1-Way Stop(WB)

Project ID: 25-020020-037
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Vail Ave				S Vail Ave				W Mines Ave/601 S Vail Ave Dwy				W Mines Ave/601 S Vail Ave Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	4
8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	3	0	2	1	0	0	0	0	0	0	1	0	5	0	15
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	66.67%	33.33%	0.00%	0.00%					16.67%	0.00%	83.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	2	0	1	1	0	0	0	0	0	0	1	0	3	0	10
PEAK HR FACTOR :	0.000	0.500	0.500	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.375	0.000	0.625
		1.000				0.500								0.500			

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	3	0	0	0	0	0	0	0	0	1	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	1	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.500
		0.250				0.500								0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & W Mines Ave/601 S Vail Ave Dwy
City: Los Angeles
Project ID: 25-020020-037
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Vail Ave		S Vail Ave		W Mines Ave/601 S Vail Ave Dwy		W Mines Ave/601 S Vail Ave Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	2	1	3
7:30 AM	0	0	0	0	0	0	1	2	3
7:45 AM	0	0	0	0	0	1	0	0	1
8:00 AM	1	0	1	0	0	1	1	1	5
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	1	0	1	4	4	5	16
APPROACH %'s :	100.00%	0.00%	100.00%	0.00%	20.00%	80.00%	44.44%	55.56%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	0	1	0	0	3	2	3	10
PEAK HR FACTOR :	0.250		0.250			0.750	0.500	0.375	0.500
	0.250		0.250		0.750		0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	2	0	0	0	2
4:45 PM	0	0	0	0	2	0	0	1	3
5:00 PM	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	6	0	0	1	8
APPROACH %'s :			0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	6	0	0	1	7
PEAK HR FACTOR :					0.750			0.250	0.583
					0.750		0.250		

Prepared by National Data & Surveying Services

S Vail Ave & W Mines Ave/601 S Vail Ave Dwy

Peak Hour Turning Movement Count

ID: 25-020020-037
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:15 PM - 05:15 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Vail Ave)

AM	0	390	104	0	356	AM
NOON	0	0	0	0	0	NOON
PM	0	519	178	0	560	PM

EASTBOUND (W Mines Ave/601 S Vail Ave Dwy)

AM	NOON	PM	
0	0	0	
0	0	0	0
0	0	0	0
0	0	0	1
1	0	0	0

WESTBOUND (W Mines Ave/601 S Vail Ave Dwy)

PM	NOON	AM	
47	0	102	0
0	0	0	1
20	0	67	0
0	0	0	0
241	0	143	

NORTHBOUND (S Vail Ave)

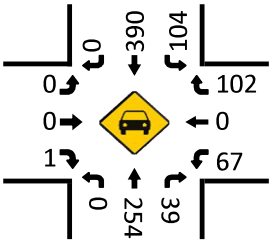
PM	539	0	0	513	63	PM
NOON	0	0	0	0	0	NOON
AM	459	1	0	254	39	AM

CONTROL

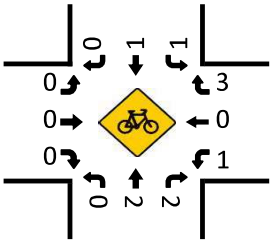
1-Way Stop(WB)

TEV	958 AM	0 NOON	1340 PM
PHF	0.93		0.91

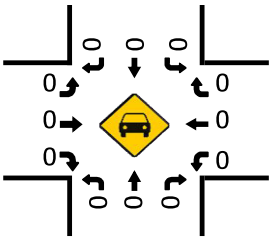
Totals (AM)



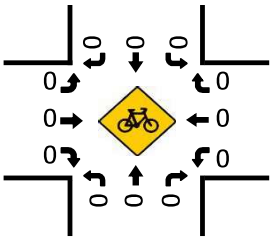
Total Bikes (AM)



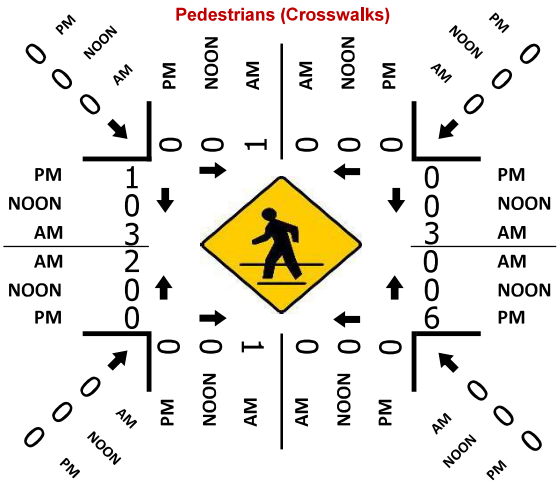
Totals (NOON)



Total Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
1
0
3
2
0
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1
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0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garfield Ave & Flotilla St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-034
Date: 1/28/2025

Data - Totals

NS/EW Streets:	Garfield Ave				Garfield Ave				Flotilla St				Flotilla St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	119	5	0	23	236	45	0	10	4	1	0	3	10	27	0	485
7:15 AM	6	134	1	0	30	224	45	2	12	0	3	0	10	12	32	0	511
7:30 AM	3	166	3	0	49	311	57	2	19	2	5	0	7	17	43	0	684
7:45 AM	8	159	6	0	58	275	67	2	38	4	6	0	9	28	68	0	728
8:00 AM	6	179	10	0	40	236	42	1	15	0	6	0	12	16	44	0	607
8:15 AM	3	150	6	0	40	234	57	0	10	4	3	0	9	12	43	0	571
8:30 AM	3	173	10	0	34	268	40	0	13	7	2	0	4	8	22	0	584
8:45 AM	6	155	16	1	35	217	51	0	21	4	4	0	8	4	25	0	547
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	37	1235	57	1	309	2001	404	7	138	25	30	0	62	107	304	0	4717
APPROACH %'s :	2.78%	92.86%	4.29%	0.08%	11.36%	73.54%	14.85%	0.26%	71.50%	12.95%	15.54%	0.00%	13.11%	22.62%	64.27%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	20	654	25	0	187	1056	223	5	82	10	20	0	37	73	198	0	2590
PEAK HR FACTOR :	0.625	0.913	0.625	0.000	0.806	0.849	0.832	0.625	0.539	0.625	0.833	0.000	0.771	0.652	0.728	0.000	0.889
	0.896				0.878				0.583				0.733				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	4	261	12	0	39	250	36	0	69	36	2	0	11	13	30	0	763
4:15 PM	3	232	20	0	68	253	64	0	62	20	4	0	7	9	19	0	761
4:30 PM	4	226	7	0	51	217	43	1	66	40	1	0	22	13	46	0	737
4:45 PM	0	273	3	0	47	289	47	0	50	16	1	0	6	11	26	0	769
5:00 PM	1	235	8	0	55	314	38	0	66	49	5	0	14	9	30	0	824
5:15 PM	2	292	18	0	52	319	50	0	56	33	1	0	8	6	76	0	913
5:30 PM	1	232	10	1	70	258	62	0	60	17	3	0	3	7	47	0	771
5:45 PM	2	310	11	2	42	274	49	0	60	22	2	0	7	3	23	0	807
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	2061	89	3	424	2174	389	1	489	233	19	0	78	71	297	0	6345
APPROACH %'s :	0.78%	94.98%	4.10%	0.14%	14.19%	72.76%	13.02%	0.03%	65.99%	31.44%	2.56%	0.00%	17.49%	15.92%	66.59%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	6	1069	47	3	219	1165	199	0	242	121	11	0	32	25	176	0	3315
PEAK HR FACTOR :	0.750	0.862	0.653	0.375	0.782	0.913	0.802	0.000	0.917	0.617	0.550	0.000	0.571	0.694	0.579	0.000	0.908
	0.865				0.940				0.779				0.647				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garfield Ave & Flotilla St
City: Los Angeles
Control: Signalized

Project ID: 25-020020-034
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	Garfield Ave				Garfield Ave				Flotilla St				Flotilla St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	2	2	0	1	0	0	0	0	0	0	0	6
APPROACH %'s :					20.00%	40.00%	40.00%	0.00%	100.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
					0.750												

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	1	2	0	0	1	2	0	0	0	2	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	9	0	0	1	1	0	0	0	0	0	0	0	0	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250				0.250										

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garfield Ave & Flotilla St
City: Los Angeles

Project ID: 25-020020-034
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Garfield Ave		Garfield Ave		Flotilla St		Flotilla St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	4	0	1	0	2	7
7:15 AM	0	0	2	4	0	0	1	1	8
7:30 AM	1	1	1	3	1	1	0	0	8
7:45 AM	0	1	0	0	4	0	0	0	5
8:00 AM	0	1	0	1	0	0	0	1	3
8:15 AM	0	0	1	0	1	0	0	0	2
8:30 AM	0	2	0	1	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	5	4	13	6	2	1	4	36
APPROACH %'s :	16.67%	83.33%	23.53%	76.47%	75.00%	25.00%	20.00%	80.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	3	2	4	6	1	0	1	18
PEAK HR FACTOR :	0.250	0.750	0.500	0.333	0.375	0.250		0.250	0.563
	0.500		0.375		0.438		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	4	1	4	0	0	0	10
4:15 PM	1	0	0	0	2	0	0	0	3
4:30 PM	3	0	1	0	4	0	5	0	13
4:45 PM	1	0	0	1	1	0	2	0	5
5:00 PM	2	0	3	0	3	0	0	0	8
5:15 PM	0	0	1	0	3	0	0	0	4
5:30 PM	1	0	0	0	0	0	1	0	2
5:45 PM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	1	9	2	17	0	8	0	46
APPROACH %'s :	90.00%	10.00%	81.82%	18.18%	100.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	4	0	4	0	6	0	1	0	15
PEAK HR FACTOR :	0.500		0.333		0.500		0.250		0.469
	0.500		0.333		0.500		0.250		

Prepared by National Data & Surveying Services

Garfield Ave & Flotilla St

Peak Hour Turning Movement Count

ID: 25-020020-034
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	4:00 PM - 06:00 PM

SOUTHBOUND

Garfield Ave

AM	223	1056	187	5	939	AM
NOON	0	0	0	0	0	NOON
PM	199	1165	219	0	1487	PM
	0	2	1	0		

EASTBOUND

Flotilla St

AM	NOON	PM	
316	0	230	
0	0	0	0
82	0	242	0
10	0	121	2
20	0	11	0
AM	NOON	PM	

WESTBOUND

Flotilla St

	PM	NOON	AM
0	176	0	198
1	25	0	73
0	32	0	37
0	0	0	0
	387	0	222
	PM	NOON	AM

CONTROL

Signalized

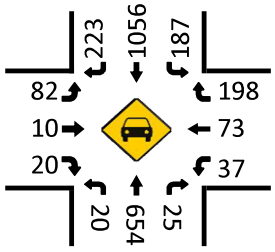
TEV	2590	0	3315
	AM	NOON	PM
PHF	0.89		0.91

NORTHBOUND

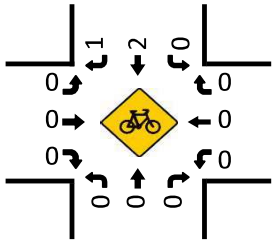
Garfield Ave

		0	1	2	0	
PM	1211	3	6	1069	47	PM
NOON	0	0	0	0	0	NOON
AM	1113	0	20	654	25	AM

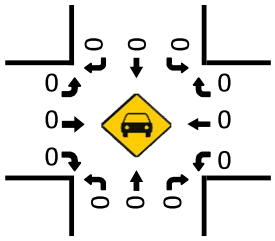
Totals (AM)



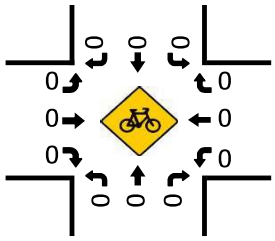
Total Bikes (AM)



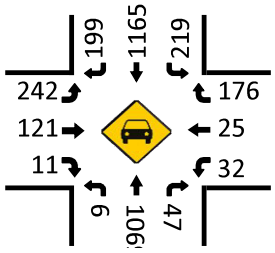
Totals (NOON)



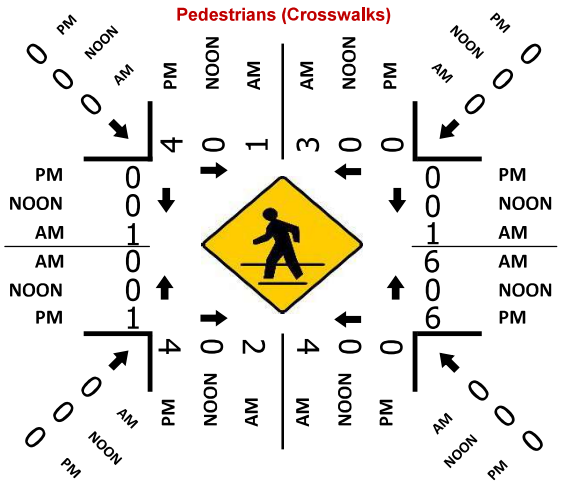
Total Bikes (NOON)



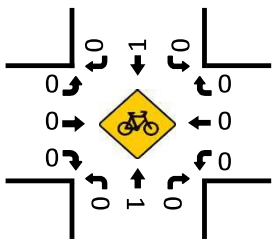
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy & Flotilla St
City: Los Angeles
Control: 1-Way Stop(NB)

Project ID: 25-020020-035
Date: 1/28/2025

Data - Totals

NS/EW Streets:	Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy					Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy				Flotilla St					Flotilla St								
AM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					SOUTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
7:00 AM	5	0	1	0	0	0	0	0	0	0	28	6	0	1	2	44	0	0	1	0	0	1	0	89
7:15 AM	1	0	3	0	0	0	0	0	0	0	24	7	0	0	7	48	0	0	0	0	0	0	0	90
7:30 AM	6	0	1	0	0	0	0	0	0	0	32	16	0	1	4	72	0	0	0	0	1	0	0	133
7:45 AM	10	0	1	0	0	0	0	0	0	0	54	12	0	2	5	93	0	0	3	0	0	0	0	180
8:00 AM	8	0	4	0	0	0	0	1	0	0	37	9	0	1	5	60	0	0	2	0	0	0	0	127
8:15 AM	6	0	6	0	2	0	0	0	0	0	34	12	0	4	4	56	0	0	1	0	0	0	0	125
8:30 AM	6	0	3	0	0	0	0	0	0	0	33	14	0	2	6	29	0	2	0	0	0	0	0	95
8:45 AM	4	0	0	0	4	0	0	0	0	0	34	2	0	10	2	35	0	0	0	0	0	0	0	91
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	46	0	19	0	6	0	0	1	0	0	276	78	0	21	35	437	0	2	7	0	1	1	0	930
APPROACH %'s :	64.79%	0.00%	26.76%	0.00%	8.45%	0.00%	0.00%	100.00%	0.00%	0.00%	73.60%	20.80%	0.00%	5.60%	7.28%	90.85%	0.00%	0.42%	1.46%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																							TOTAL
PEAK HR VOL :	30	0	12	0	2	0	0	1	0	0	157	49	0	8	18	281	0	0	6	0	1	0	0	565
PEAK HR FACTOR :	0.750	0.000	0.500	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.727	0.766	0.000	0.500	0.900	0.755	0.000	0.000	0.500	0.000	0.250	0.000	0.000	0.785
			0.786					0.250				0.787					0.755							

PM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND								
	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
4:00 PM	17	0	10	1	1	0	0	0	0	0	74	13	0	0	3	29	0	0	0	0	0	2	0	150
4:15 PM	7	0	5	0	0	0	0	0	0	0	88	18	0	2	1	31	0	0	0	0	2	4	0	158
4:30 PM	17	0	19	0	0	0	0	0	0	0	102	8	0	0	5	42	0	0	1	3	1	3	1	202
4:45 PM	6	0	9	1	0	2	0	1	0	0	57	16	0	0	1	46	0	0	1	3	1	2	0	146
5:00 PM	14	0	11	0	1	0	0	0	0	0	102	11	0	0	1	26	0	0	0	1	1	6	0	174
5:15 PM	12	0	7	0	0	0	0	0	0	0	98	8	0	0	2	82	0	0	0	1	1	5	0	216
5:30 PM	7	0	8	0	0	0	0	0	0	0	86	7	1	0	0	45	0	0	0	0	1	2	0	157
5:45 PM	9	0	8	0	1	0	0	0	0	0	72	5	0	1	3	15	0	0	0	3	0	8	0	125
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	89	0	77	2	3	2	0	1	0	0	679	86	1	3	16	316	0	0	2	11	7	32	1	1328
APPROACH %'s :	51.05%	0.00%	45.03%	1.17%	1.75%	66.67%	0.00%	33.33%	0.00%	0.00%	88.30%	11.18%	0.13%	0.39%	4.79%	94.61%	0.00%	0.00%	0.60%	21.57%	13.73%	62.75%	1.96%	
PEAK HR :	04:30 PM - 05:30 PM																							TOTAL
PEAK HR VOL :	49	0	46	1	1	2	0	1	0	0	359	43	0	0	9	196	0	0	2	8	4	16	1	738
PEAK HR FACTOR :	0.721	0.000	0.605	0.250	0.250	0.250	0.000	0.250	0.000	0.000	0.880	0.672	0.000	0.000	0.450	0.598	0.000	0.000	0.500	0.667	1.000	0.667	0.250	0.854
			0.674					0.250				0.889					0.616							

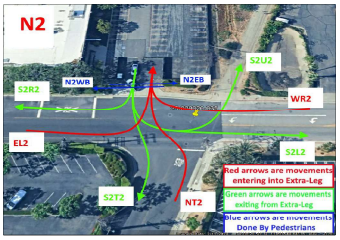
Explanation for extra leg movements

Movements entering the extra leg

NT2	Movements coming from NB on Yates Ave entering into the Extra Leg (Alo Yoga-Commerce HQ Dwy)
EL2	Movements coming from EB on Flotilla St entering into the Extra Leg (Alo Yoga-Commerce HQ Dwy)
WR2	Movements coming from WB on Flotilla St entering into the Extra Leg (Alo Yoga-Commerce HQ Dwy)

Movements exiting the extra leg

S2U2	Movements exiting from Extra Leg (Alo Yoga-Commerce HQ Dwy) entering into SCE Vail Substation Dwy SB.
S2T2	Movements exiting from Extra Leg (Alo Yoga-Commerce HQ Dwy) entering into Yates Ave NB.
S2R2	Movements exiting from Extra Leg (Alo Yoga-Commerce HQ Dwy) entering into Flotilla St EB.
S2L2	Movements exiting from Extra Leg (Alo Yoga-Commerce HQ Dwy) entering into Flotilla St WB



National Data & Surveying Services

Intersection Turning Movement Count

Location: Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy & Flotilla St
City: Los Angeles
Control: 1-Way Stop(NB)

Project ID: 25-020020-035
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy					Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy				Flotilla St					Flotilla St									
AM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND					SOUTHBOUND2				
	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																							TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250														0.250							

PM	NORTHBOUND					SOUTHBOUND				EASTBOUND					WESTBOUND									
	0	1	0	0	0	0	1	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	S2L2	S2T2	S2R2	S2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																								
PEAK HR :	04:30 PM - 05:30 PM																							TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy & Flotilla St
City: Los Angeles

Project ID: 25-020020-035
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE		Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE		Flotilla St		Flotilla St						
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		SCRAMBLE (NE/SW)		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
7:00 AM	2	0	0	0	0	0	0	1	2	0	0	0	5
7:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	3	1	0	0	0	0	1	3	4	1	2	0	15
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
TOTAL VOLUMES :	6	2	0	0	0	0	1	8	7	2	2	0	28
APPROACH %'s :	75.00%	25.00%					11.11%	88.89%	77.78%	22.22%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM												TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	3	1	0	0	0	5
PEAK HR FACTOR :	0.250							0.375	0.250				
	0.250						0.375		0.250				0.625

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG 2		SCRAMBLE (NE/SW)		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	1	0	0	2	0	0	0	0	0	1	0	5
4:30 PM	2	1	1	2	2	0	0	0	0	0	0	0	8
4:45 PM	0	1	0	0	2	0	0	0	0	1	2	0	6
5:00 PM	4	0	0	0	0	0	1	1	1	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	3	2	0	1	1	0	0	0	1	1	1	0	10
5:45 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	NB	SB	TOTAL
TOTAL VOLUMES :	10	5	1	3	7	0	2	2	2	2	5	0	39
APPROACH %'s :	66.67%	33.33%	25.00%	75.00%	100.00%	0.00%	50.00%	50.00%	50.00%	50.00%	100.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM												TOTAL
PEAK HR VOL :	6	2	1	2	4	0	1	1	1	1	2	0	21
PEAK HR FACTOR :	0.375	0.500	0.250	0.250	0.500		0.250	0.250	0.250	0.250	0.250		
	0.500		0.250		0.500		0.250		0.500		0.250		0.656

Prepared by National Data & Surveying Services

Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy & Flotilla St

Peak Hour Turning Movement Count

ID: 25-020020-035
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS
07:30 AM - 08:30 AM
NONE
04:30 PM - 05:30 PM

COUNT PERIODS
7:00 AM - 09:00 AM
NONE
4:00 PM - 06:00 PM

SOUTHBOUND — Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy

AM	1	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	1	0	2	0	0	PM

EASTBOUND — Flotilla St

AM	NOON	PM	
312	0	246	⇦
0	0	0	↶ 0
0	0	0	↱ 0
157	0	359	→ 1
49	0	43	↴ 0

WESTBOUND — Flotilla St

	PM	NOON	AM
0	0	0	0
1	196	0	281
1	9	0	18
0	0	0	0
⇨	407	0	169

NORTHBOUND — Yates Ave/Alo Yoga-Commerce HQ Dwy/SCE Vail Substation Dwy

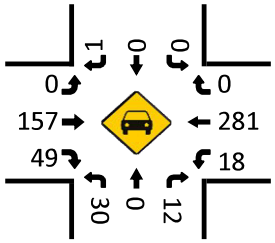
PM	53	1	49	0	46	PM
NOON	0	0	0	0	0	NOON
AM	67	0	30	0	12	AM

CONTROL

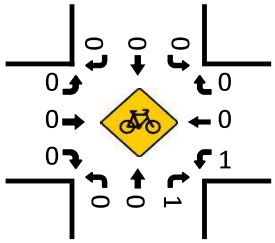
1-Way Stop(NB)

TEV	548	0	706
	AM	NOON	PM
PHF	0.78		0.85

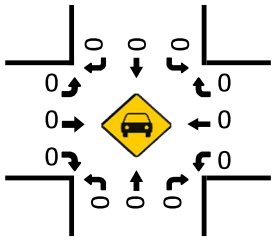
Totals (AM)



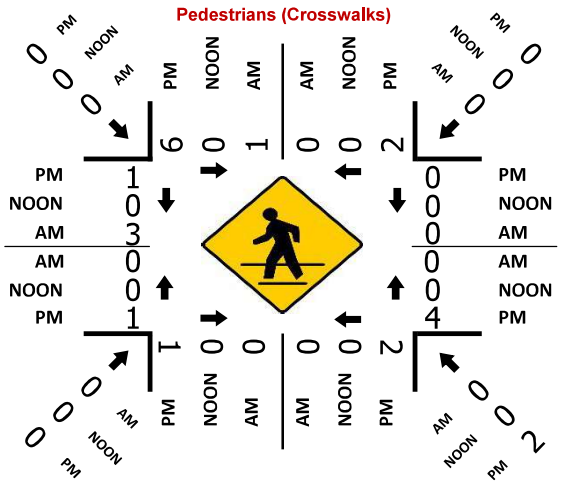
Total Bikes (AM)



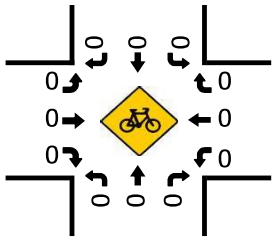
Totals (NOON)



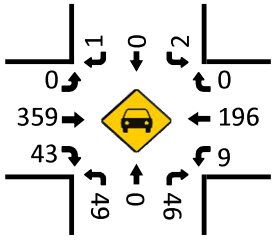
Pedestrians (Crosswalks)



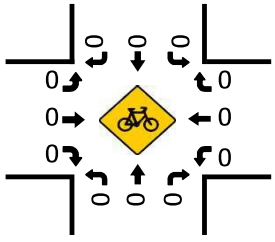
Total Bikes (NOON)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & Flotilla St/710 S Vail Ave Dwy
City: Los Angeles
Control: Signalized

Project ID: 25-020020-036
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Vail Ave				S Vail Ave				Flotilla St/710 S Vail Ave Dwy				Flotilla St/710 S Vail Ave Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	30	38	1	0	0	50	15	0	5	0	22	0	0	0	0	0	161
7:15 AM	31	38	1	0	0	57	21	1	10	1	18	0	0	0	0	0	178
7:30 AM	41	65	0	0	0	92	29	0	3	0	25	0	0	0	0	0	255
7:45 AM	56	62	0	0	0	82	45	0	8	0	43	0	0	0	0	0	296
8:00 AM	35	78	1	0	0	93	26	0	11	0	25	0	0	0	0	0	269
8:15 AM	32	74	1	0	2	69	29	0	15	1	25	0	0	0	0	0	248
8:30 AM	22	37	1	0	0	98	18	0	9	0	23	0	0	0	0	0	208
8:45 AM	16	35	0	0	0	52	11	0	7	2	24	0	0	0	1	0	148
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	263	427	5	0	2	593	194	1	68	4	205	0	0	0	1	0	1763
APPROACH %'s :	37.84%	61.44%	0.72%	0.00%	0.25%	75.06%	24.56%	0.13%	24.55%	1.44%	74.01%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	164	279	2	0	2	336	129	0	37	1	118	0	0	0	0	0	1068
PEAK HR FACTOR :	0.732	0.894	0.500	0.000	0.250	0.903	0.717	0.000	0.617	0.250	0.686	0.000	0.000	0.000	0.000	0.000	0.902
	0.943				0.919				0.765								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	90	0	0	1	112	12	0	39	1	36	0	0	0	0	0	312
4:15 PM	16	83	0	0	2	140	12	0	33	1	55	0	0	0	1	0	343
4:30 PM	25	150	0	0	0	121	15	0	47	1	64	0	0	1	0	0	424
4:45 PM	22	87	1	0	3	106	19	0	26	4	38	0	0	1	2	0	309
5:00 PM	12	101	1	0	1	147	12	0	50	0	58	0	0	0	2	0	384
5:15 PM	45	41	1	1	0	50	31	0	25	0	92	0	0	0	0	0	286
5:30 PM	21	61	1	0	1	108	20	0	25	0	64	0	0	0	1	0	302
5:45 PM	12	54	3	0	4	120	3	0	33	1	61	0	0	2	0	0	293
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	174	667	7	1	12	904	124	0	278	8	468	0	0	4	6	0	2653
APPROACH %'s :	20.49%	78.56%	0.82%	0.12%	1.15%	86.92%	11.92%	0.00%	36.87%	1.06%	62.07%	0.00%	0.00%	40.00%	60.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	75	421	2	0	6	514	58	0	156	6	215	0	0	2	5	0	1460
PEAK HR FACTOR :	0.750	0.702	0.500	0.000	0.500	0.874	0.763	0.000	0.780	0.375	0.840	0.000	0.000	0.500	0.625	0.000	0.861
	0.711				0.903				0.842				0.583				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & Flotilla St/710 S Vail Ave Dwy
City: Los Angeles
Control: Signalized

Project ID: 25-020020-036
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Vail Ave				S Vail Ave				Flotilla St/710 S Vail Ave Dwy				Flotilla St/710 S Vail Ave Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	0	0	0	2	0	0	0	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.417
	0.500				0.250				0.250								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	0	0	0	1	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
					0.250				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & Flotilla St/710 S Vail Ave Dwy
City: Los Angeles

Project ID: 25-020020-036
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Vail Ave		S Vail Ave		Flotilla St/710 S Vail Ave Dwy		Flotilla St/710 S Vail Ave Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	0	0	1	1	0	3
7:15 AM	3	0	0	0	0	3	1	1	8
7:30 AM	0	0	0	0	0	1	0	1	2
7:45 AM	3	0	0	0	2	2	0	0	7
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	2	0	0	0	0	3	0	1	6
8:45 AM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	1	0	0	3	10	2	3	28
APPROACH %'s :	90.00%	10.00%			23.08%	76.92%	40.00%	60.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	1	0	0	2	3	0	1	10
PEAK HR FACTOR :	0.250	0.250			0.250	0.375		0.250	0.357
	0.333				0.313		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	1	0	0	0	2
4:30 PM	0	1	0	0	1	0	0	0	2
4:45 PM	0	0	0	1	2	0	0	0	3
5:00 PM	0	0	0	0	2	0	0	0	2
5:15 PM	0	0	0	0	0	2	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	3	0	1	7	2	0	0	13
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	77.78%	22.22%			
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	2	0	1	6	0	0	0	9
PEAK HR FACTOR :		0.500		0.250	0.750				0.750
	0.500		0.250		0.750				

Prepared by National Data & Surveying Services

S Vail Ave & Flotilla St/710 S Vail Ave Dwy

Peak Hour Turning Movement Count

ID: 25-020020-036
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Vail Ave)

AM	129	336	2	0	316	AM
NOON	0	0	0	0	0	NOON
PM	58	514	6	0	582	PM

EASTBOUND (Flotilla St/710 S Vail Ave Dwy)

AM	NOON	PM	
293	0	135	
0	0	0	0
37	0	156	1
1	0	6	1
118	0	215	0

WESTBOUND (Flotilla St/710 S Vail Ave Dwy)

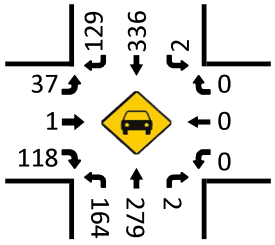
PM	NOON	AM	
5	0	0	0
2	0	0	1
0	0	0	0
0	0	0	0
14	0	5	

NORTHBOUND (S Vail Ave)

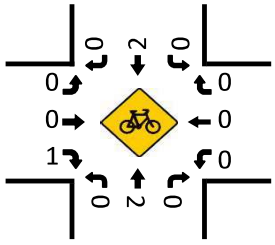
PM	729	0	75	421	2	PM
NOON	0	0	0	0	0	NOON
AM	454	0	164	279	2	AM

CONTROL			
Signalized			
TEV	1068	0	1460
	AM	NOON	PM
PHF	0.90		0.86

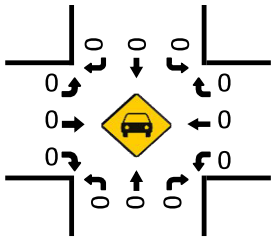
Totals (AM)



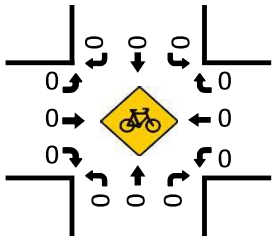
Total Bikes (AM)



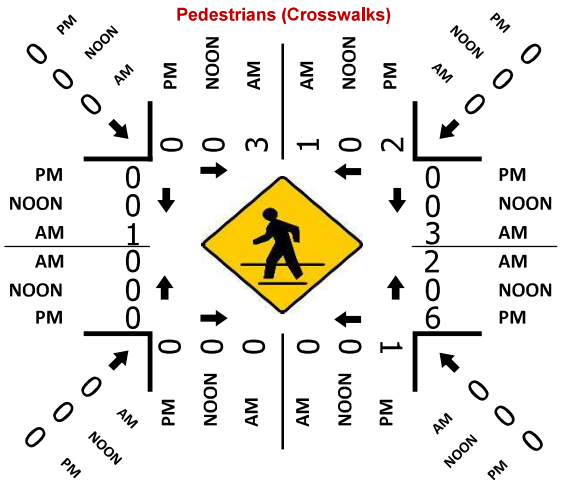
Totals (NOON)



Total Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
3
1
0
2
0
0
0
1
0
0
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Tubeway Ave & Smithway St/2210 S Tubeway Ave Dwy
City: Los Angeles
Control: 1-Way Stop(EB)

Project ID: 25-020020-018
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Tubeway Ave				S Tubeway Ave				Smithway St/2210 S Tubeway Ave Dwy				Smithway St/2210 S Tubeway Ave Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	27	3	0	1	14	9	1	4	0	7	0	0	0	0	0	70
7:15 AM	12	33	3	0	2	15	12	0	6	2	5	0	0	0	0	0	90
7:30 AM	14	34	1	0	0	37	15	0	3	0	6	0	0	0	0	0	110
7:45 AM	25	32	1	0	1	23	34	0	5	1	6	0	0	0	2	0	130
8:00 AM	14	29	1	2	1	19	12	0	2	0	12	0	0	0	1	0	93
8:15 AM	14	28	1	0	0	26	22	0	5	0	4	0	0	0	0	0	100
8:30 AM	12	31	0	0	0	27	12	0	8	0	13	0	0	0	0	0	103
8:45 AM	18	28	1	0	0	21	12	0	6	0	7	0	0	0	0	0	93
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	113	242	11	2	5	182	128	1	39	3	60	0	0	0	3	0	789
APPROACH %'s :	30.71%	65.76%	2.99%	0.54%	1.58%	57.59%	40.51%	0.32%	38.24%	2.94%	58.82%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	67	123	4	2	2	105	83	0	15	1	28	0	0	0	3	0	433
PEAK HR FACTOR :	0.670	0.904	1.000	0.250	0.500	0.709	0.610	0.000	0.750	0.250	0.583	0.000	0.000	0.000	0.375	0.000	0.833
	0.845				0.819				0.786				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	35	0	0	0	46	34	0	27	0	17	0	2	2	3	0	174
4:15 PM	7	27	0	0	0	31	28	0	35	0	21	0	0	0	0	0	149
4:30 PM	12	35	0	0	0	48	26	0	44	0	27	0	0	0	0	0	192
4:45 PM	7	27	0	0	0	34	33	0	28	0	16	0	0	0	0	0	145
5:00 PM	4	34	0	1	0	28	20	0	60	0	43	0	0	0	0	0	190
5:15 PM	4	31	0	0	0	20	13	0	41	0	28	0	0	0	0	0	137
5:30 PM	3	38	0	0	0	32	19	0	28	0	20	0	0	0	0	0	140
5:45 PM	3	22	0	0	0	22	12	0	30	0	11	0	0	0	0	0	100
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	48	249	0	1	0	261	185	0	293	0	183	0	2	2	3	0	1227
APPROACH %'s :	16.11%	83.56%	0.00%	0.34%	0.00%	58.52%	41.48%	0.00%	61.55%	0.00%	38.45%	0.00%	28.57%	28.57%	42.86%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	30	123	0	1	0	141	107	0	167	0	107	0	0	0	0	0	676
PEAK HR FACTOR :	0.625	0.879	0.000	0.250	0.000	0.734	0.811	0.000	0.696	0.000	0.622	0.000	0.000	0.000	0.000	0.000	0.880
	0.819				0.838				0.665								

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Tubeway Ave & Smithway St/2210 S Tubeway Ave Dwy
City: Los Angeles
Control: 1-Way Stop(EB)

Project ID: 25-020020-018
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Tubeway Ave				S Tubeway Ave				Smithway St/2210 S Tubeway Ave Dwy				Smithway St/2210 S Tubeway Ave Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Tubeway Ave & Smithway St/2210 S Tubeway Ave Dwy **Project ID:** 25-020020-018
City: Los Angeles **Date:** 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Tubeway Ave		S Tubeway Ave		Smithway St/2210 S Tubeway Ave Dwy		Smithway St/2210 S Tubeway Ave Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	2	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	2	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	1	1	0	6
APPROACH %'s :					80.00%	20.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	2	1	0	0	3
PEAK HR FACTOR :					0.250	0.250			0.375
					0.375				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	3	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	3	0	0	4
APPROACH %'s :					25.00%	75.00%			
PEAK HR :	04:15 PM - 05:15 PM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :					0.250				0.250
					0.250				

Prepared by National Data & Surveying Services

S Tubeway Ave & Smithway St/2210 S Tubeway Ave Dwy

Peak Hour Turning Movement Count

ID: 25-020020-018
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Tubeway Ave)

AM	83	105	2	0	141	AM
NOON	0	0	0	0	0	NOON
PM	107	141	0	0	290	PM

EASTBOUND (Smithway St/2210 S Tubeway Ave Dwy)

AM	NOON	PM		
150	0	137		
0	0	0	0	
15	0	167	0	
1	0	0	1	
28	0	107	0	
AM	NOON	PM		

WESTBOUND (Smithway St/2210 S Tubeway Ave Dwy)

PM	NOON	AM	
0	0	3	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	7	
PM	NOON	AM	

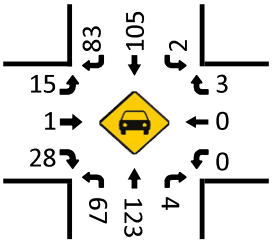
NORTHBOUND (S Tubeway Ave)

PM	249	1	30	123	0	PM
NOON	0	0	0	0	0	NOON
AM	135	2	67	123	4	AM

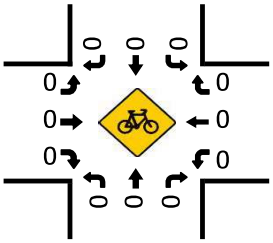
CONTROL			
1-Way Stop(EB)			
TEV	433 AM	0 NOON	676 PM
PHF	0.83		0.88

0 1 0 0 (EB approach)
0 0 1 0 (NB approach)

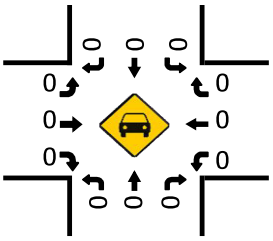
Totals (AM)



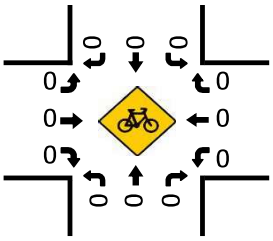
Total Bikes (AM)



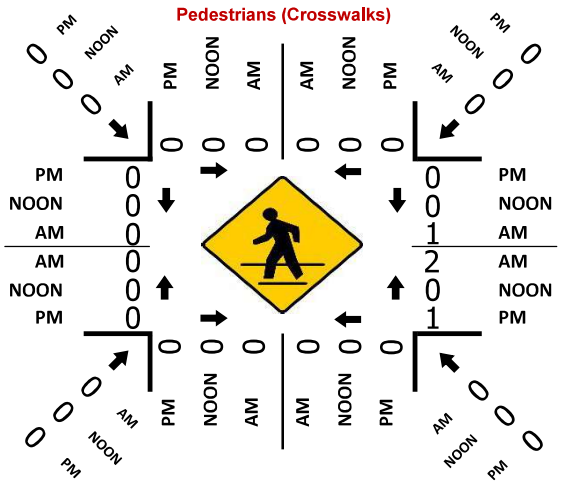
Totals (NOON)



Total Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gayhart St & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-019
Date: 1/28/2025

Data - Totals

NS/EW Streets:	Gayhart St				Gayhart St				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	1	0	4	0	19	0	24	134	0	0	1	270	7	0	460
7:15 AM	2	0	2	0	2	0	12	0	18	159	1	0	0	280	17	0	493
7:30 AM	0	0	0	0	6	0	16	0	28	199	0	0	0	303	17	0	569
7:45 AM	2	0	1	0	6	0	30	0	21	178	0	0	1	305	21	0	565
8:00 AM	0	0	1	0	6	0	21	0	25	211	0	0	0	288	17	0	569
8:15 AM	1	0	0	0	3	0	19	0	31	184	0	0	0	258	19	0	515
8:30 AM	1	0	1	0	9	0	17	0	33	176	0	0	0	266	10	0	513
8:45 AM	0	0	0	0	7	0	18	0	20	170	0	0	0	249	14	0	478
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	6	0	43	0	152	0	200	1411	1	0	2	2219	122	0	4162
APPROACH %'s :	50.00%	0.00%	50.00%	0.00%	22.05%	0.00%	77.95%	0.00%	12.41%	87.53%	0.06%	0.00%	0.09%	94.71%	5.21%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	3	0	2	0	21	0	86	0	105	772	0	0	1	1154	74	0	2218
PEAK HR FACTOR :	0.375	0.000	0.500	0.000	0.875	0.000	0.717	0.000	0.847	0.915	0.000	0.000	0.250	0.946	0.881	0.000	0.975
	0.417				0.743				0.929				0.940				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	1	0	23	1	32	0	11	257	0	0	0	201	4	0	532
4:15 PM	4	0	0	0	11	0	30	0	10	296	0	0	0	192	8	0	551
4:30 PM	1	0	0	0	21	0	43	0	10	259	0	0	0	258	8	0	600
4:45 PM	4	0	1	0	9	0	33	0	12	245	0	0	1	190	3	0	498
5:00 PM	1	0	2	0	28	0	61	0	11	256	0	0	0	271	3	0	633
5:15 PM	2	1	0	0	21	0	33	0	13	248	1	0	0	238	3	0	560
5:30 PM	0	0	2	0	7	0	33	0	11	255	1	1	0	224	3	0	537
5:45 PM	0	1	1	0	9	1	18	0	4	292	0	0	0	205	4	0	535
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	14	2	7	0	129	2	283	0	82	2108	2	1	1	1779	36	0	4446
APPROACH %'s :	60.87%	8.70%	30.43%	0.00%	31.16%	0.48%	68.36%	0.00%	3.74%	96.12%	0.09%	0.05%	0.06%	97.96%	1.98%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	8	1	3	0	79	0	170	0	46	1008	1	0	1	957	17	0	2291
PEAK HR FACTOR :	0.500	0.250	0.375	0.000	0.705	0.000	0.697	0.000	0.885	0.973	0.250	0.000	0.250	0.883	0.531	0.000	0.905
	0.600				0.699				0.980				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gayhart St & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-019
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	Gayhart St				Gayhart St				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3
APPROACH %'s :													0.00%	0.00%	66.67%	33.33%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250
															0.250		

NS/EW Streets:	Gayhart St				Gayhart St				E Washington Blvd				E Washington Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	5
APPROACH %'s :					75.00%	25.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.625
							0.500				0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Gayhart St & E Washington Blvd
City: Los Angeles

Project ID: 25-020020-019
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Gayhart St		Gayhart St		E Washington Blvd		E Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	1	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	1	0	1	0	3
APPROACH %'s :	100.00%	0.00%			100.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	1	0	1	0	2
PEAK HR FACTOR :					0.250		0.250		0.500
					0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	1	0	0	0	0	1	2
4:45 PM	1	0	0	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	1	0	0	2
5:15 PM	0	0	0	1	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	2	2	0	2	0	1	9
APPROACH %'s :	100.00%	0.00%	50.00%	50.00%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	2	0	1	1	0	2	0	1	7
PEAK HR FACTOR :	0.500		0.250	0.250		0.500		0.250	0.875
	0.500		0.500		0.500		0.250		

Prepared by National Data & Surveying Services

Gayhart St & E Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-019
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Gayhart St)

AM	86	0	21	0	179	AM
NOON	0	0	0	0	0	NOON
PM	170	0	79	0	64	PM

EASTBOUND (E Washington Blvd)

AM	NOON	PM		
1243	0	1135	⇦	
0	0	0	↶	0
105	0	46	↱	1
772	0	1008	→	3
0	0	1	↴	0

WESTBOUND (E Washington Blvd)

	PM	NOON	AM
0	17	0	74
3	957	0	1154
1	1	0	1
0	0	0	0
⇨	1090	0	795

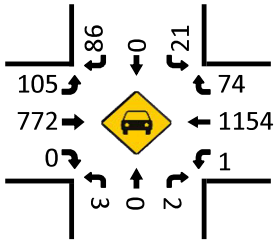
NORTHBOUND (Gayhart St)

PM	2	0	8	1	3	PM
NOON	0	0	0	0	0	NOON
AM	1	0	3	0	2	AM

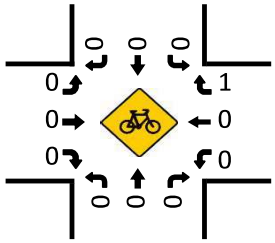
CONTROL: Signalized

TEV	2218 AM	0 NOON	2291 PM
PHF	0.97		0.90

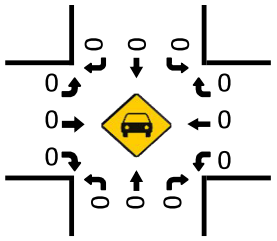
Totals (AM)



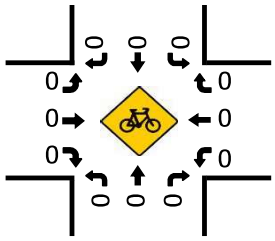
Total Bikes (AM)



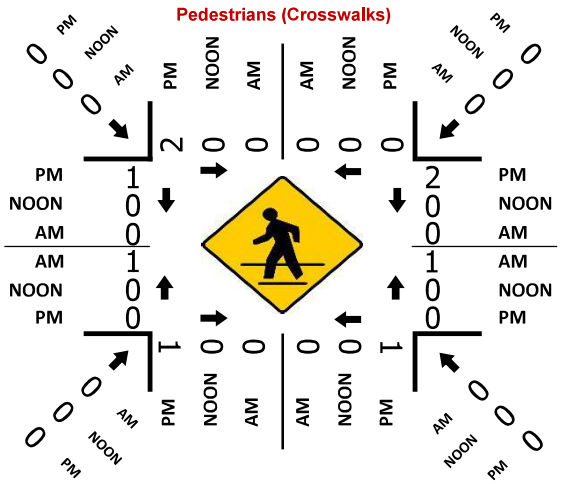
Totals (NOON)



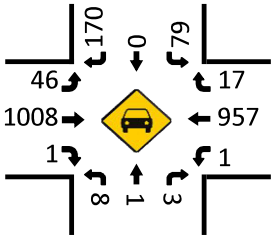
Total Bikes (NOON)



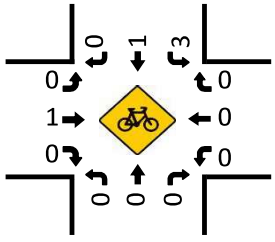
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Garfield Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-020
Date: 1/28/2025

Data - Totals

NS/EW Streets:	Garfield Ave				Garfield Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	72	3	0	23	143	54	0	24	115	6	0	19	239	38	0	738
7:15 AM	15	105	5	0	31	176	47	0	23	120	10	0	14	219	30	0	795
7:30 AM	15	122	2	0	30	212	66	1	43	138	11	0	12	255	29	0	936
7:45 AM	12	129	3	0	24	221	54	0	37	153	6	0	13	245	27	0	924
8:00 AM	14	116	3	0	39	151	45	0	36	168	7	0	13	246	31	0	869
8:15 AM	15	113	5	0	24	171	49	0	37	136	4	0	10	192	31	0	787
8:30 AM	7	100	3	0	38	168	62	0	42	147	9	0	11	212	34	0	833
8:45 AM	11	115	5	0	35	149	59	0	32	121	13	0	11	183	46	0	780
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	872	29	0	244	1391	436	1	274	1098	66	0	103	1791	266	0	6662
APPROACH %'s :	9.17%	87.90%	2.92%	0.00%	11.78%	67.13%	21.04%	0.05%	19.05%	76.36%	4.59%	0.00%	4.77%	82.92%	12.31%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	56	472	13	0	124	760	212	1	139	579	34	0	52	965	117	0	3524
PEAK HR FACTOR :	0.933	0.915	0.650	0.000	0.795	0.860	0.803	0.250	0.808	0.862	0.773	0.000	0.929	0.946	0.944	0.000	0.941
	0.939				0.888				0.891				0.958				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	11	177	20	0	42	149	49	0	54	216	10	0	10	153	43	0	934
4:15 PM	15	154	20	0	50	185	41	0	52	220	5	0	14	137	34	0	927
4:30 PM	18	154	9	0	47	219	73	0	51	225	10	0	15	154	31	0	1006
4:45 PM	8	172	8	0	42	195	49	0	65	197	5	0	13	155	37	0	946
5:00 PM	9	171	11	0	48	180	71	0	41	204	6	0	12	193	43	0	989
5:15 PM	13	190	13	0	83	153	79	1	41	224	7	0	12	133	36	1	986
5:30 PM	10	190	13	0	74	153	79	0	52	213	6	0	12	157	30	0	989
5:45 PM	9	187	10	0	75	169	62	0	43	238	3	0	15	141	62	0	1014
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	93	1395	104	0	461	1403	503	1	399	1737	52	0	103	1223	316	1	7791
APPROACH %'s :	5.84%	87.63%	6.53%	0.00%	19.47%	59.25%	21.24%	0.04%	18.24%	79.39%	2.38%	0.00%	6.27%	74.44%	19.23%	0.06%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	41	738	47	0	280	655	291	1	177	879	22	0	51	624	171	1	3978
PEAK HR FACTOR :	0.788	0.971	0.904	0.000	0.843	0.910	0.921	0.250	0.851	0.923	0.786	0.000	0.850	0.808	0.690	0.250	0.981
	0.956				0.971				0.949				0.854				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garfield Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-020
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	Garfield Ave				Garfield Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	0	0	2	1	0	0	0	0	0	0	0	1	1	0	7
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	0	0	2	1	0	0	0	0	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.625
	0.250				0.375								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	6	0	0	0	1	0	0	2	3	0	0	0	0	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	40.00%	60.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
									0.500								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Garfield Ave & E Washington Blvd
City: Los Angeles

Project ID: 25-020020-020
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Garfield Ave		Garfield Ave		E Washington Blvd		E Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	1	0	0	0	2	0	1	6
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	4	0	1	2	0	1	8
7:45 AM	0	0	0	0	1	1	0	0	2
8:00 AM	0	0	0	0	0	0	0	1	1
8:15 AM	0	0	1	0	1	0	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	5	0	3	5	0	3	19
APPROACH %'s :	66.67%	33.33%	100.00%	0.00%	37.50%	62.50%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	0	0	4	0	2	3	0	2	11
PEAK HR FACTOR :			0.250		0.500	0.375		0.500	0.344
			0.250		0.417		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	1
4:30 PM	0	4	0	1	6	0	1	1	13
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	6	0	1	9	0	1	1	19
APPROACH %'s :	14.29%	85.71%	0.00%	100.00%	100.00%	0.00%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	2	0	0	1	0	0	0	4
PEAK HR FACTOR :	0.250	0.500			0.250				0.500
	0.375				0.250				

Prepared by National Data & Surveying Services

Garfield Ave & E Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-020
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS
AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS
AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (Garfield Ave)

AM	212	760	124	1	729	AM
NOON	0	0	0	0	0	NOON
PM	291	655	280	1	1087	PM

EASTBOUND (E Washington Blvd)

AM	NOON	PM		
1233	0	956	⇦	
0	0	0	↶	0
139	0	177	↱	1
579	0	879	→	3
34	0	22	↴	0

WESTBOUND (E Washington Blvd)

	PM	NOON	AM
0	171	0	117
3	624	0	965
1	51	0	52
0	1	0	0
⇨	1207	0	716

NORTHBOUND (Garfield Ave)

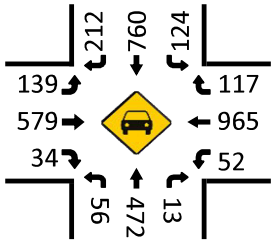
PM	728	0	41	738	47	PM
NOON	0	0	0	0	0	NOON
AM	846	0	56	472	13	AM

CONTROL

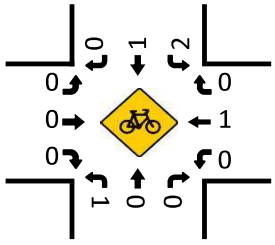
Signalized

TEV	3524 AM	0 NOON	3978 PM
PHF	0.94		0.98

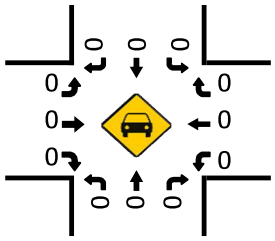
Totals (AM)



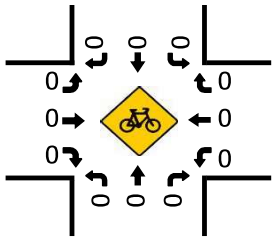
Total Bikes (AM)



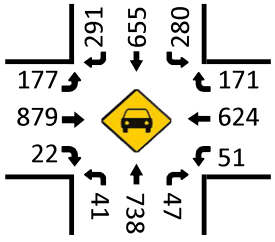
Totals (NOON)



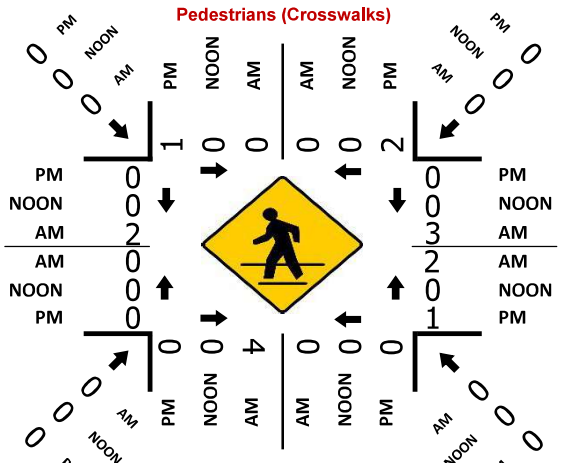
Total Bikes (NOON)



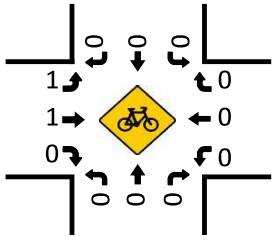
Totals (PM)



Pedestrians (Crosswalks)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Yates Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-021
Date: 1/28/2025

Data - Totals

NS/EW Streets:	Yates Ave				Yates Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	10	29	0	0	8	4	0	10	122	6	0	29	279	4	0	506
7:15 AM	1	12	24	0	0	9	7	0	8	138	13	0	37	261	1	0	511
7:30 AM	2	12	28	0	1	5	4	0	12	154	7	0	25	292	4	0	546
7:45 AM	4	12	37	0	4	8	4	0	7	163	8	0	45	281	2	0	575
8:00 AM	3	7	43	0	1	9	2	0	5	180	20	0	30	278	5	0	583
8:15 AM	1	10	38	0	1	8	6	0	16	142	16	0	35	223	8	0	504
8:30 AM	5	2	27	0	1	8	2	0	5	159	16	0	32	244	5	1	507
8:45 AM	3	14	38	0	3	3	5	0	9	149	10	1	20	240	2	0	497
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	24	79	264	0	11	58	34	0	72	1207	96	1	253	2098	31	1	4229
APPROACH %'s :	6.54%	21.53%	71.93%	0.00%	10.68%	56.31%	33.01%	0.00%	5.23%	87.72%	6.98%	0.07%	10.62%	88.04%	1.30%	0.04%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	10	43	132	0	6	31	17	0	32	635	48	0	137	1112	12	0	2215
PEAK HR FACTOR :	0.625	0.896	0.767	0.000	0.375	0.861	0.607	0.000	0.667	0.882	0.600	0.000	0.761	0.952	0.600	0.000	0.950
	0.873				0.844				0.872				0.961				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	11	71	0	11	7	14	0	7	284	0	0	13	180	2	0	609
4:15 PM	10	12	52	0	11	7	10	0	4	267	2	1	10	174	6	0	566
4:30 PM	14	14	62	0	11	12	12	0	3	284	1	2	17	184	6	1	623
4:45 PM	14	8	80	0	12	5	6	0	2	250	1	1	10	178	2	0	569
5:00 PM	19	16	64	0	9	8	18	0	2	254	3	0	9	203	2	0	607
5:15 PM	12	10	66	0	7	4	14	0	2	296	0	0	7	152	4	0	574
5:30 PM	10	9	73	0	5	2	12	0	3	317	1	0	13	194	4	0	643
5:45 PM	4	9	44	0	3	1	9	0	2	307	1	1	4	189	1	0	575
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	92	89	512	0	69	46	95	0	25	2259	9	5	83	1454	27	1	4766
APPROACH %'s :	13.28%	12.84%	73.88%	0.00%	32.86%	21.90%	45.24%	0.00%	1.09%	98.30%	0.39%	0.22%	5.30%	92.91%	1.73%	0.06%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	45	44	247	0	24	15	53	0	9	1174	5	1	33	738	11	0	2399
PEAK HR FACTOR :	0.592	0.688	0.846	0.000	0.667	0.469	0.736	0.000	0.750	0.926	0.417	0.250	0.635	0.909	0.688	0.000	0.933
	0.848				0.657				0.926				0.914				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Yates Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-021
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	Yates Ave				Yates Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	1	0	0	3	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	1	0	0	1	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.500
	0.250								0.500				0.250				

NS/EW Streets:	Yates Ave				Yates Ave				E Washington Blvd				E Washington Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
									0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Yates Ave & E Washington Blvd
City: Los Angeles

Project ID: 25-020020-021
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Yates Ave		Yates Ave		E Washington Blvd		E Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	2	1	0	1	5
7:30 AM	1	1	1	0	0	0	0	1	4
7:45 AM	0	1	0	0	0	0	0	0	1
8:00 AM	1	0	0	0	0	1	0	1	3
8:15 AM	0	0	1	1	0	0	0	0	2
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	1	1	0	0	0	1	0	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	3	3	1	2	3	0	4	20
APPROACH %'s :	57.14%	42.86%	75.00%	25.00%	40.00%	60.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	2	2	2	0	2	2	0	3	13
PEAK HR FACTOR :	0.500	0.500	0.500		0.250	0.500		0.750	0.650
	0.500		0.500		0.333		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	1	1	0	1	0	4
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	1	1	0	1	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	1	0	1	1	0	1	0	4
PEAK HR FACTOR :		0.250		0.250	0.250		0.250		0.250
	0.250		0.250		0.250		0.250		

Prepared by National Data & Surveying Services

Yates Ave & E Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-021
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Yates Ave)

	L	T	R	U	Total	
AM	17	31	6	0	87	AM
NOON	0	0	0	0	0	NOON
PM	53	15	24	0	64	PM

EASTBOUND (E Washington Blvd)

AM	NOON	PM	
1139	0	837	⇦
0	0	1	↶ 0
32	0	9	↱ 1
635	0	1174	→ 3
48	0	5	↳ 0

WESTBOUND (E Washington Blvd)

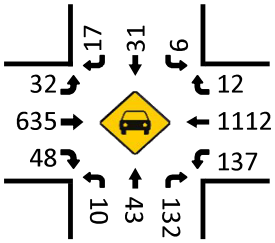
PM	NOON	AM	
11	0	12	0 ↰
738	0	1112	3 ←
33	0	137	1 ↶
0	0	0	0 ↰
1445	0	773	⇨

NORTHBOUND (Yates Ave)

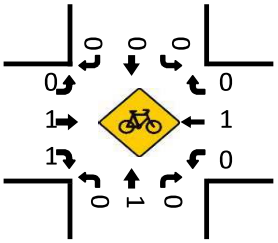
	L	T	R	U	Total	
PM	53	0	45	44	247	PM
NOON	0	0	0	0	0	NOON
AM	216	0	10	43	132	AM

CONTROL			
Signalized			
TEV	2215 AM	0 NOON	2399 PM
PHF	0.95		0.93

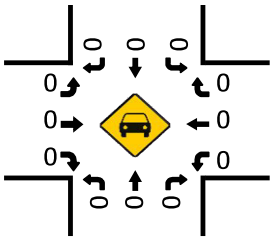
Totals (AM)



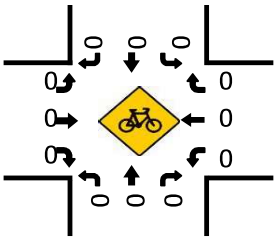
Total Bikes (AM)



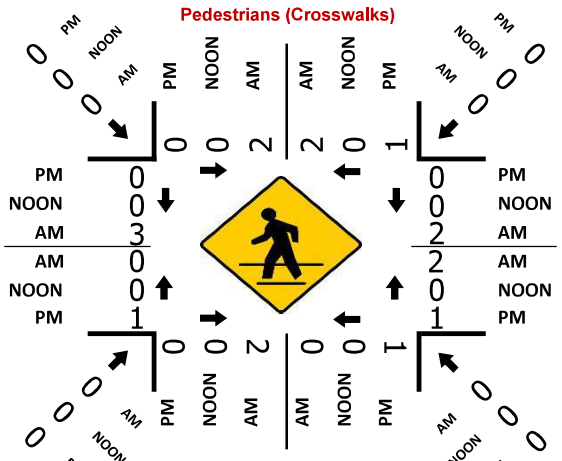
Totals (NOON)



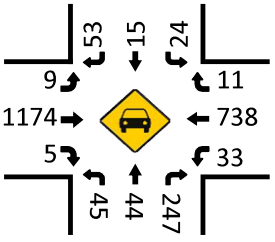
Total Bikes (NOON)



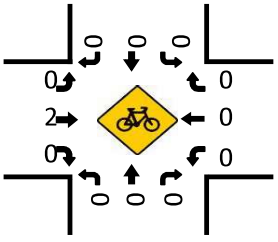
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-022
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Vail Ave				S Vail Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	19	7	0	23	25	23	0	29	112	9	0	13	270	22	0	557
7:15 AM	1	14	4	0	23	24	19	0	23	124	7	0	16	281	23	1	560
7:30 AM	4	18	10	0	39	45	19	0	23	154	7	0	14	341	36	0	710
7:45 AM	6	24	4	0	39	33	18	0	28	162	8	0	21	302	31	0	676
8:00 AM	8	26	10	0	34	33	25	0	44	165	10	0	16	273	43	0	687
8:15 AM	3	35	8	0	30	30	21	0	24	147	11	0	27	249	29	0	614
8:30 AM	7	21	12	0	25	34	27	0	22	148	10	1	15	225	16	0	563
8:45 AM	5	24	14	0	22	34	16	0	25	161	15	0	15	247	19	0	597
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	39	181	69	0	235	258	168	0	218	1173	77	1	137	2188	219	1	4964
APPROACH %'s :	13.49%	62.63%	23.88%	0.00%	35.55%	39.03%	25.42%	0.00%	14.84%	79.85%	5.24%	0.07%	5.38%	85.97%	8.61%	0.04%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	21	103	32	0	142	141	83	0	119	628	36	0	78	1165	139	0	2687
PEAK HR FACTOR :	0.656	0.736	0.800	0.000	0.910	0.783	0.830	0.000	0.676	0.952	0.818	0.000	0.722	0.854	0.808	0.000	0.946
	0.848				0.888				0.894				0.884				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	37	11	0	73	43	22	0	28	309	8	0	7	149	21	0	715
4:15 PM	12	33	10	0	66	35	25	0	52	284	5	0	3	166	23	1	715
4:30 PM	6	50	14	0	63	55	27	0	69	305	11	0	3	161	31	1	796
4:45 PM	5	28	8	0	58	38	19	0	46	293	11	0	4	165	21	0	696
5:00 PM	5	36	11	0	54	63	28	0	36	267	11	0	5	173	28	0	717
5:15 PM	8	13	12	0	43	37	16	0	44	361	10	0	6	160	28	0	738
5:30 PM	5	17	9	0	73	35	16	0	23	360	9	0	9	184	14	0	754
5:45 PM	5	13	9	0	75	58	15	0	30	316	10	0	8	174	25	0	738
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	53	227	84	0	505	364	168	0	328	2495	75	0	45	1332	191	2	5869
APPROACH %'s :	14.56%	62.36%	23.08%	0.00%	48.70%	35.10%	16.20%	0.00%	11.32%	86.09%	2.59%	0.00%	2.87%	84.84%	12.17%	0.13%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	23	79	41	0	245	193	75	0	133	1304	40	0	28	691	95	0	2947
PEAK HR FACTOR :	0.719	0.549	0.854	0.000	0.817	0.766	0.670	0.000	0.756	0.903	0.909	0.000	0.778	0.939	0.848	0.000	0.977
	0.688				0.867				0.890				0.983				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-022
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Vail Ave				S Vail Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	1	1	0	0	4
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	0	0	1	0	0	1	3	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	1	0	0	0	1	0	0	1	3	0	0	8
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.750	0.000	0.000	0.500
		0.500				0.250				0.250				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	1	0	4	0	0	3	0	0	0	0	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	20.00%	0.00%	80.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	1	0	0	0	0	2	0	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.750				0.250				0.500							

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Vail Ave & E Washington Blvd
City: Los Angeles

Project ID: 25-020020-022
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Vail Ave		S Vail Ave		E Washington Blvd		E Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	1	2	2	0	1	6
7:45 AM	0	0	0	1	0	1	0	2	4
8:00 AM	0	0	0	1	0	0	0	1	2
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	1	1	0	0	0	1	0	0	3
8:45 AM	0	0	0	0	1	0	0	1	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	0	3	3	5	0	6	19
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%	37.50%	62.50%	0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	3	2	4	0	4	13
PEAK HR FACTOR :				0.750	0.250	0.500		0.500	0.542
			0.750		0.375		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	1	0	0	0	1
4:15 PM	0	1	1	0	0	0	0	0	2
4:30 PM	0	0	0	0	1	0	2	0	3
4:45 PM	1	0	0	1	0	2	2	0	6
5:00 PM	1	0	0	0	2	1	0	0	4
5:15 PM	0	1	0	0	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	0	0	0	0	1	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	3	1	1	4	3	6	0	20
APPROACH %'s :	40.00%	60.00%	50.00%	50.00%	57.14%	42.86%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	2	0	0	2	1	2	0	8
PEAK HR FACTOR :	0.250	0.500			0.250	0.250	0.500		0.500
	0.750				0.250		0.500		

Prepared by National Data & Surveying Services

S Vail Ave & E Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-022
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

CONTROL: Signalized

	AM	NOON	PM
TEV	2687	0	2947
PHF	0.95		0.98

SOUTHBOUND (S Vail Ave)

	Left	Thru	Right	U-Turn	Total
AM	83	141	142	0	361
NOON	0	0	0	0	0
PM	75	193	245	0	307

EASTBOUND (E Washington Blvd)

	Left	Thru	Right	U-Turn
AM	1269	0	789	
NOON	0	0	0	0
PM	119	0	133	1
	628	0	1304	2
	36	0	40	0

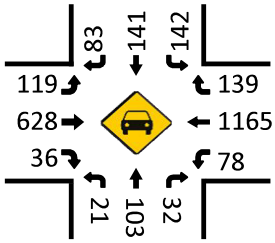
WESTBOUND (E Washington Blvd)

	Left	Thru	Right	U-Turn
PM	95	0	139	0
NOON	691	0	1165	3
AM	28	0	78	1
	0	0	0	0
	1590	0	802	

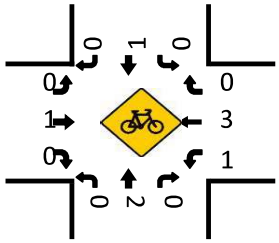
NORTHBOUND (S Vail Ave)

	Left	Thru	Right	U-Turn	Total
PM	261	0	23	79	41
NOON	0	0	0	0	0
AM	255	0	21	103	32

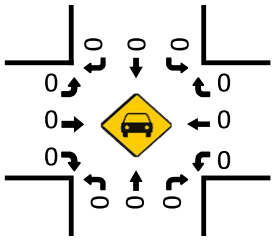
Totals (AM)



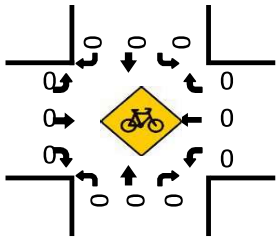
Total Bikes (AM)



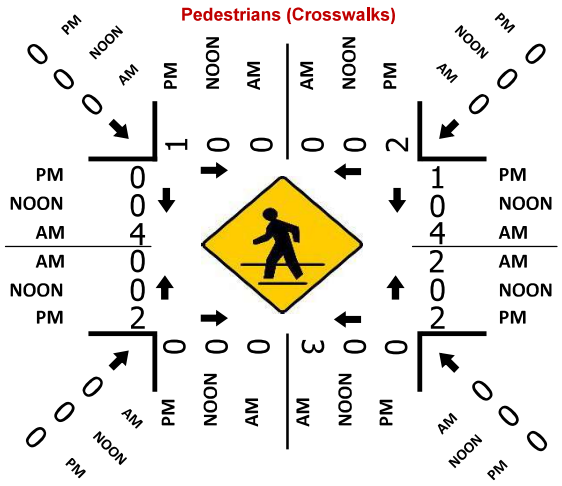
Totals (NOON)



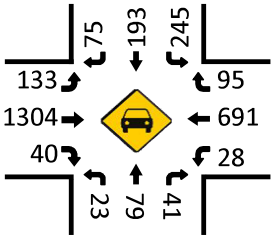
Total Bikes (NOON)



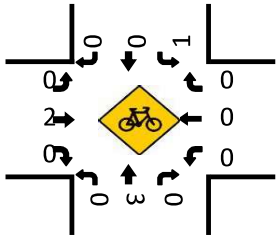
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Maple Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-023
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Maple Ave				S Maple Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	6	8	5	0	18	12	17	0	8	125	4	0	9	283	14	0	509
7:15 AM	2	6	3	0	17	7	20	0	10	128	1	0	1	337	13	0	545
7:30 AM	5	11	7	0	7	11	21	0	12	178	6	0	8	316	18	0	600
7:45 AM	5	12	6	0	17	18	20	0	15	165	11	0	5	342	20	0	636
8:00 AM	2	12	5	0	24	14	32	0	25	172	4	0	10	304	20	0	624
8:15 AM	2	9	4	0	15	12	27	0	23	147	4	0	11	277	24	0	555
8:30 AM	2	11	1	0	26	15	33	0	18	155	1	0	5	261	17	0	545
8:45 AM	5	9	6	0	15	7	20	0	14	158	6	0	6	221	16	0	483
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	78	37	0	139	96	190	0	125	1228	37	0	55	2341	142	0	4497
APPROACH %'s :	20.14%	54.17%	25.69%	0.00%	32.71%	22.59%	44.71%	0.00%	8.99%	88.35%	2.66%	0.00%	2.17%	92.24%	5.59%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	14	44	22	0	63	55	100	0	75	662	25	0	34	1239	82	0	2415
PEAK HR FACTOR :	0.700	0.917	0.786	0.000	0.656	0.764	0.781	0.000	0.750	0.930	0.568	0.000	0.773	0.906	0.854	0.000	0.949
	0.870				0.779				0.948				0.923				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	10	4	0	28	19	21	0	21	368	4	0	4	157	25	0	669
4:15 PM	11	13	9	0	24	15	20	0	20	325	10	0	5	140	24	0	616
4:30 PM	7	15	10	0	41	22	13	0	29	336	1	0	2	161	20	0	657
4:45 PM	7	12	16	0	18	16	25	0	22	317	5	1	4	161	20	0	624
5:00 PM	9	23	13	0	21	17	22	0	27	304	4	0	2	162	20	0	624
5:15 PM	10	10	11	0	19	7	17	0	27	380	6	0	5	161	29	1	683
5:30 PM	6	10	6	0	28	14	25	0	21	392	3	0	3	178	19	0	705
5:45 PM	7	13	8	0	33	12	20	0	24	370	2	0	1	162	19	0	671
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	65	106	77	0	212	122	163	0	191	2792	35	1	26	1282	176	1	5249
APPROACH %'s :	26.21%	42.74%	31.05%	0.00%	42.66%	24.55%	32.80%	0.00%	6.33%	92.48%	1.16%	0.03%	1.75%	86.33%	11.85%	0.07%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	32	56	38	0	101	50	84	0	99	1446	15	0	11	663	87	1	2683
PEAK HR FACTOR :	0.800	0.609	0.731	0.000	0.765	0.735	0.840	0.000	0.917	0.922	0.625	0.000	0.550	0.931	0.750	0.250	0.951
	0.700				0.877				0.938				0.953				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Maple Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-023
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Maple Ave				S Maple Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	0	0	1	0	0	0	2	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
					0.250								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	4	1	0	0	1	0	0	8
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	4	1	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.583
					0.250				0.625				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Maple Ave & E Washington Blvd
City: Los Angeles

Project ID: 25-020020-023
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Maple Ave		S Maple Ave		E Washington Blvd		E Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	1
7:30 AM	0	0	0	0	1	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	1	0	2
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	2	0	1	0	1	0	0	4
8:45 AM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	4	0	1	1	1	2	1	11
APPROACH %'s :	20.00%	80.00%	0.00%	100.00%	50.00%	50.00%	66.67%	33.33%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	2	0	0	1	0	2	0	5
PEAK HR FACTOR :	0.500				0.250		0.500		0.625
	0.500				0.250		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	1	0	0	0	0	0	2
4:15 PM	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	1	1	0	2	0	0	1	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	3	4	0	3	1	0	1	12
APPROACH %'s :	0.00%	100.00%	100.00%	0.00%	75.00%	25.00%	0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	2	1	0	3	1	0	1	8
PEAK HR FACTOR :	0.500		0.250		0.375	0.250		0.250	0.400
	0.500		0.250		0.500		0.250		

Prepared by National Data & Surveying Services

S Maple Ave & E Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-023
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (S Maple Ave)

AM	100	55	63	0	201	AM
NOON	0	0	0	0	0	NOON
PM	84	50	101	0	242	PM

EASTBOUND (E Washington Blvd)

AM	NOON	PM	
1353	0	779	
0	0	0	0
75	0	99	1
662	0	1446	3
25	0	15	0

WESTBOUND (E Washington Blvd)

PM	NOON	AM	
87	0	82	0
663	0	1239	3
11	0	34	1
1	0	0	0
1586	0	747	

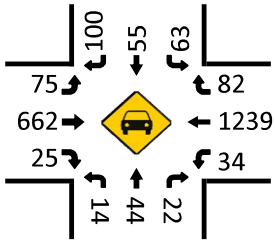
NORTHBOUND (S Maple Ave)

PM	76	0	32	56	38	PM
NOON	0	0	0	0	0	NOON
AM	114	0	14	44	22	AM

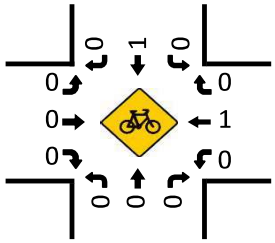
CONTROL: Signalized

TEV	2415 AM	0 NOON	2683 PM
PHF	0.95		0.95

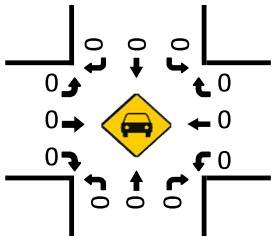
Totals (AM)



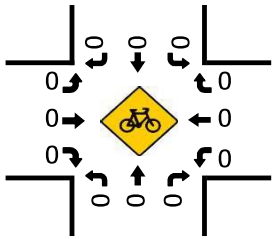
Total Bikes (AM)



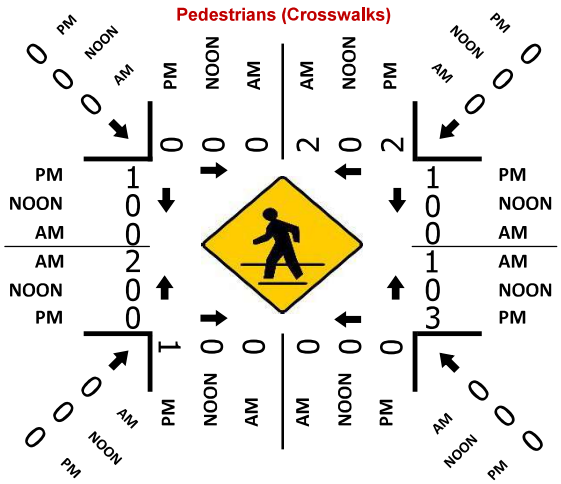
Totals (NOON)



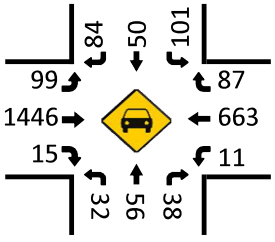
Total Bikes (NOON)



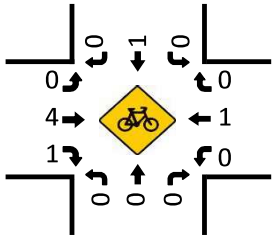
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Greenwood Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-024
Date: 1/28/2025

Data - Totals

NS/EW Streets:	Greenwood Ave				Greenwood Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	21	41	6	0	11	49	21	0	7	121	26	0	26	303	11	0	643
7:15 AM	14	52	8	0	16	60	21	0	10	110	17	0	23	292	16	1	640
7:30 AM	14	74	14	1	17	83	29	0	16	134	28	2	20	318	23	1	774
7:45 AM	11	93	19	0	13	81	20	0	28	158	22	0	29	347	31	0	852
8:00 AM	26	83	13	0	28	99	21	0	17	151	32	0	38	297	28	0	833
8:15 AM	17	54	18	0	19	62	15	0	14	132	12	0	29	249	5	1	627
8:30 AM	13	42	8	0	10	83	17	0	14	136	19	0	21	250	18	0	631
8:45 AM	16	46	25	0	14	43	14	0	12	168	25	0	13	213	11	1	601
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	132	485	111	1	128	560	158	0	118	1110	181	2	199	2269	143	4	5601
APPROACH %'s :	18.11%	66.53%	15.23%	0.14%	15.13%	66.19%	18.68%	0.00%	8.36%	78.67%	12.83%	0.14%	7.61%	86.77%	5.47%	0.15%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	65	302	54	1	74	323	91	0	71	553	99	2	110	1254	98	2	3099
PEAK HR FACTOR :	0.625	0.812	0.711	0.250	0.661	0.816	0.784	0.000	0.634	0.875	0.773	0.250	0.724	0.903	0.790	0.500	0.909
	0.858				0.824				0.871				0.899				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	16	93	34	1	27	99	13	0	16	336	55	0	28	162	16	1	897
4:15 PM	19	65	22	0	30	101	12	0	18	325	38	3	14	164	12	1	824
4:30 PM	15	92	30	0	26	138	20	1	20	352	46	0	17	173	21	1	952
4:45 PM	16	100	31	0	29	163	10	0	26	273	40	0	27	138	23	3	879
5:00 PM	15	63	18	0	20	107	12	0	25	273	29	0	23	133	11	0	729
5:15 PM	15	81	21	0	20	54	14	0	20	324	33	0	25	160	14	3	784
5:30 PM	4	78	19	0	39	104	18	0	22	377	35	2	21	183	15	2	919
5:45 PM	13	89	27	0	41	136	8	0	17	351	34	0	20	149	14	3	902
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	113	661	202	1	232	902	107	1	164	2611	310	5	175	1262	126	14	6886
APPROACH %'s :	11.57%	67.66%	20.68%	0.10%	18.68%	72.62%	8.62%	0.08%	5.31%	84.50%	10.03%	0.16%	11.10%	80.03%	7.99%	0.89%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	66	350	117	1	112	501	55	1	80	1286	179	3	86	637	72	6	3552
PEAK HR FACTOR :	0.868	0.875	0.860	0.250	0.933	0.768	0.688	0.250	0.769	0.913	0.814	0.250	0.768	0.921	0.783	0.500	0.933
	0.908				0.828				0.926				0.945				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Greenwood Ave & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-024
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	Greenwood Ave				Greenwood Ave				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	0	3	0	1	0	0	0	0	2	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.375
					0.250				0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	1	0	0	0	1	1	0	0	1	0	0	6
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250
											0.250						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Greenwood Ave & E Washington Blvd
City: Los Angeles

Project ID: 25-020020-024
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Greenwood Ave		Greenwood Ave		E Washington Blvd		E Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	0	0	0	1	0	0	2
7:15 AM	0	0	0	1	3	0	0	1	5
7:30 AM	2	0	0	0	3	2	1	0	8
7:45 AM	0	0	1	0	17	6	3	1	28
8:00 AM	0	2	0	0	8	7	1	1	19
8:15 AM	4	0	0	0	0	2	3	0	9
8:30 AM	0	1	0	3	0	1	3	0	8
8:45 AM	1	0	0	0	1	2	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	3	1	4	32	21	11	3	83
APPROACH %'s :	72.73%	27.27%	20.00%	80.00%	60.38%	39.62%	78.57%	21.43%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	2	2	1	1	31	15	5	3	60
PEAK HR FACTOR :	0.250	0.250	0.250	0.250	0.456	0.536	0.417	0.750	0.536
	0.500		0.500		0.500		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	1	0	0	1	0	0	2	6
4:15 PM	1	0	2	0	0	0	2	4	9
4:30 PM	1	0	0	0	2	3	1	0	7
4:45 PM	0	0	1	2	1	1	1	1	7
5:00 PM	2	0	2	0	5	2	0	2	13
5:15 PM	1	3	0	0	1	2	1	4	12
5:30 PM	0	0	1	0	2	0	0	2	5
5:45 PM	1	0	1	0	1	6	0	2	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	8	4	7	2	13	14	5	17	70
APPROACH %'s :	66.67%	33.33%	77.78%	22.22%	48.15%	51.85%	22.73%	77.27%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	4	1	3	2	4	4	4	7	29
PEAK HR FACTOR :	0.500	0.250	0.375	0.250	0.500	0.333	0.500	0.438	0.806
	0.417		0.417		0.400		0.458		

Prepared by National Data & Surveying Services

Greenwood Ave & E Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-024
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Greenwood Ave)

AM	91	323	74	0	471	AM
NOON	0	0	0	0	0	NOON
PM	55	501	112	1	503	PM

0 2 1 0

EASTBOUND (E Washington Blvd)

AM	NOON	PM	
1412	0	761	⇦
2	0	3	0 ↶
71	0	80	1 ↱
553	0	1286	3 →
99	0	179	0 ↷
AM	NOON	PM	

WESTBOUND (E Washington Blvd)

PM	NOON	AM	
72	0	98	0 ↶
637	0	1254	3 ←
86	0	110	1 ↰
6	0	2	0 ↷
1521	0	683	⇨
PM	NOON	AM	

CONTROL

Signalized

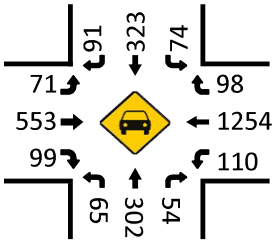
TEV	3099 AM	0 NOON	3552 PM
PHF	0.91		0.93

0 1 2 0

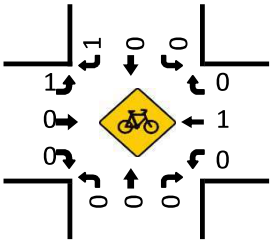
NORTHBOUND (Greenwood Ave)

PM	767	1	66	350	117	PM
NOON	0	0	0	0	0	NOON
AM	533	1	65	302	54	AM

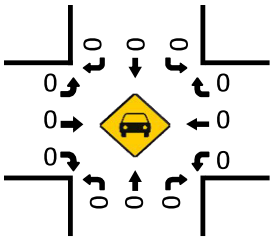
Totals (AM)



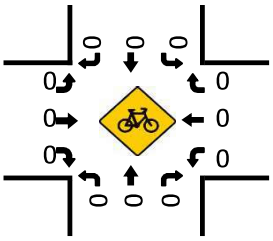
Total Bikes (AM)



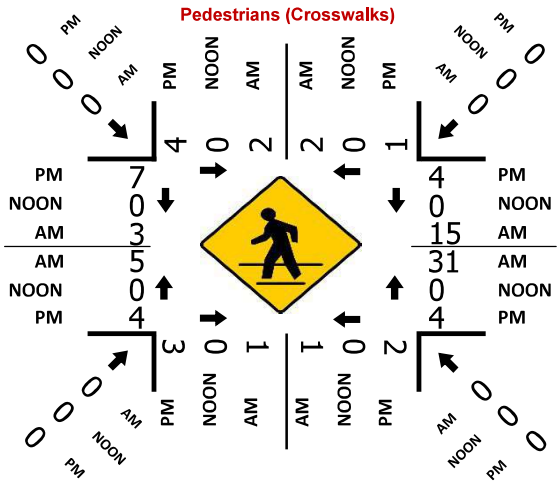
Totals (NOON)



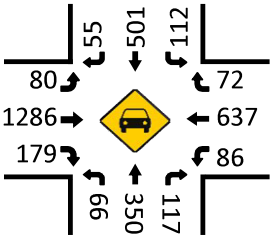
Total Bikes (NOON)



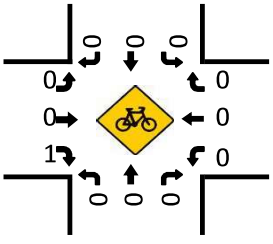
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Montebello Blvd & E Washington Blvd/Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-025
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Montebello Blvd				S Montebello Blvd				E Washington Blvd/Washington Blvd				E Washington Blvd/Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	4	9	0	7	0	10	0	2	131	7	0	4	290	4	0	476
7:15 AM	15	4	6	0	5	4	6	0	2	121	3	0	3	333	6	0	508
7:30 AM	11	17	10	0	19	13	14	0	5	168	4	0	4	371	14	0	650
7:45 AM	17	33	9	0	21	17	27	0	6	180	5	0	2	350	10	0	677
8:00 AM	17	8	10	0	14	23	15	0	4	171	11	0	2	328	4	0	607
8:15 AM	10	6	5	0	11	8	9	0	10	157	9	0	6	279	6	1	517
8:30 AM	15	5	9	0	9	6	12	0	4	136	7	0	4	265	13	0	485
8:45 AM	5	9	6	0	7	1	10	0	9	187	10	0	4	239	3	1	491
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	98	86	64	0	93	72	103	0	42	1251	56	0	29	2455	60	2	4411
APPROACH %'s :	39.52%	34.68%	25.81%	0.00%	34.70%	26.87%	38.43%	0.00%	3.11%	92.74%	4.15%	0.00%	1.14%	96.43%	2.36%	0.08%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	55	64	34	0	65	61	65	0	25	676	29	0	14	1328	34	1	2451
PEAK HR FACTOR :	0.809	0.485	0.850	0.000	0.774	0.663	0.602	0.000	0.625	0.939	0.659	0.000	0.583	0.895	0.607	0.250	0.905
	0.648				0.735				0.955				0.885				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	5	7	0	17	7	9	0	6	389	15	0	6	186	10	1	664
4:15 PM	7	11	8	0	14	15	5	0	7	369	8	0	12	184	9	0	649
4:30 PM	6	5	13	0	9	5	9	0	5	394	18	0	6	182	15	2	669
4:45 PM	11	9	9	0	11	5	11	0	7	333	10	0	5	160	17	0	588
5:00 PM	8	8	8	0	15	10	9	0	12	294	10	0	5	189	14	1	583
5:15 PM	1	3	11	0	8	12	7	0	5	370	12	0	7	205	13	0	654
5:30 PM	8	6	7	0	13	15	13	0	7	420	12	0	7	191	15	0	714
5:45 PM	9	6	3	0	11	6	9	0	11	421	15	1	7	163	10	0	672
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	56	53	66	0	98	75	72	0	60	2990	100	1	55	1460	103	4	5193
APPROACH %'s :	32.00%	30.29%	37.71%	0.00%	40.00%	30.61%	29.39%	0.00%	1.90%	94.89%	3.17%	0.03%	3.39%	90.01%	6.35%	0.25%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	26	23	29	0	47	43	38	0	35	1505	49	1	26	748	52	1	2623
PEAK HR FACTOR :	0.722	0.719	0.659	0.000	0.783	0.717	0.731	0.000	0.729	0.894	0.817	0.250	0.929	0.912	0.867	0.250	0.918
	0.813				0.780				0.887				0.919				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Montebello Blvd & E Washington Blvd/Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-025
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Montebello Blvd				S Montebello Blvd				E Washington Blvd/Washington Blvd				E Washington Blvd/Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%									0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500
	0.250												0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	1	0	0	0	2	1	0	0	2	1	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	1	1	0	0	2	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.500
	0.250				0.250				0.500				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Montebello Blvd & E Washington Blvd/Washington Blvd **Project ID:** 25-020020-025
City: Los Angeles **Date:** 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Montebello Blvd		S Montebello Blvd		E Washington Blvd/Washington Blvd		E Washington Blvd/Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	1	2
7:15 AM	0	0	0	0	2	0	0	1	3
7:30 AM	0	0	0	1	2	0	3	0	6
7:45 AM	0	2	0	0	0	0	13	3	18
8:00 AM	0	0	0	1	1	1	1	1	5
8:15 AM	0	2	0	0	0	0	0	1	3
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	2	0	1	1	2	3	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	4	1	4	8	4	17	7	47
APPROACH %'s :	33.33%	66.67%	20.00%	80.00%	66.67%	33.33%	70.83%	29.17%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	4	0	2	3	1	17	5	32
PEAK HR FACTOR :	0.500		0.500		0.375	0.250	0.327	0.417	0.444
	0.500		0.500		0.500		0.344		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	2	0	1	1	1	0	0	5
4:15 PM	0	1	8	0	0	1	0	9	19
4:30 PM	0	1	1	1	0	0	0	2	5
4:45 PM	0	0	1	1	0	0	0	0	2
5:00 PM	0	2	4	2	1	0	1	0	10
5:15 PM	0	1	0	0	1	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	7	15	5	4	2	1	11	45
APPROACH %'s :	0.00%	100.00%	75.00%	25.00%	66.67%	33.33%	8.33%	91.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	3	5	2	3	0	1	0	14
PEAK HR FACTOR :	0.375		0.313	0.250	0.750		0.250		0.350
	0.375		0.292		0.750		0.250		

Prepared by National Data & Surveying Services

S Montebello Blvd & E Washington Blvd/Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-025
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Montebello Blvd)

AM	65	61	65	0	123	AM
NOON	0	0	0	0	0	NOON
PM	38	43	47	0	110	PM

EASTBOUND (E Washington Blvd/Washington Blvd)

AM	NOON	PM		
1448	0	813	⇦	
0	0	1	↶	0
25	0	35	↱	1
676	0	1505	→	3
29	0	49	↷	0

WESTBOUND (E Washington Blvd/Washington Blvd)

	PM	NOON	AM
0	52	0	34
3	748	0	1328
1	26	0	14
0	1	0	1
⇨	1582	0	776

NORTHBOUND (S Montebello Blvd)

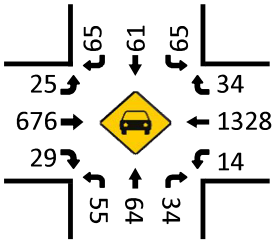
PM	118	0	26	23	29	PM
NOON	0	0	0	0	0	NOON
AM	104	0	55	64	34	AM

CONTROL

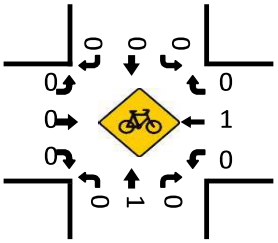
Signalized

TEV	2451 AM	0 NOON	2623 PM
PHF	0.91		0.92

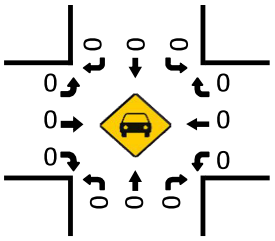
Totals (AM)



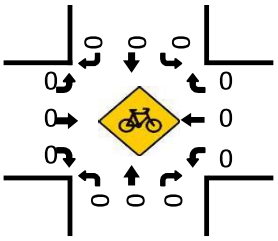
Total Bikes (AM)



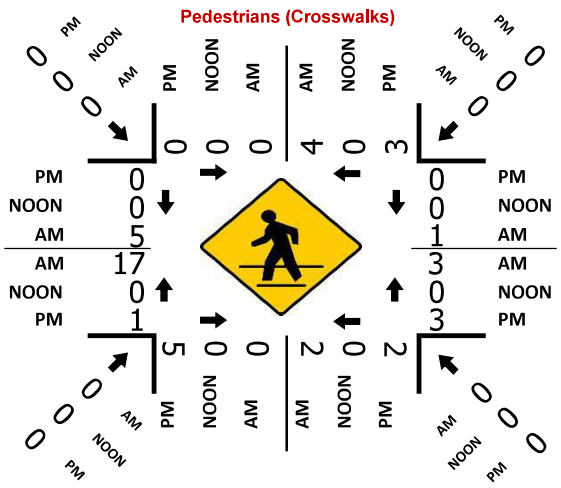
Totals (NOON)



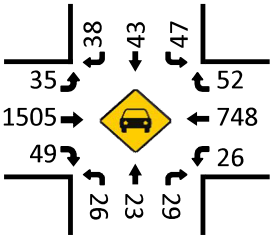
Total Bikes (NOON)



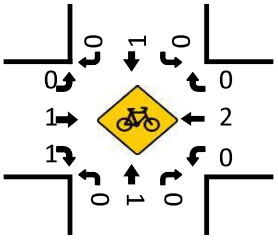
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Bluff Rd & Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-026
Date: 1/28/2025

Data - Totals

NS/EW Streets:	S Bluff Rd				S Bluff Rd				Washington Blvd				Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	6	15	0	59	3	11	0	5	149	1	1	0	317	25	0	594
7:15 AM	2	4	22	0	59	11	19	0	2	140	1	0	1	317	32	0	610
7:30 AM	2	28	17	0	52	12	18	0	9	209	0	0	0	369	36	0	752
7:45 AM	11	21	26	0	78	22	19	0	0	202	0	0	0	358	43	0	780
8:00 AM	1	15	18	0	71	17	20	0	9	190	2	0	1	314	41	0	699
8:15 AM	1	8	22	0	55	16	21	0	6	169	2	0	1	294	57	0	652
8:30 AM	2	5	6	0	47	11	13	0	5	126	1	1	0	280	39	0	536
8:45 AM	0	7	19	0	46	8	16	0	5	204	5	0	0	263	44	0	617
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	94	145	0	467	100	137	0	41	1389	12	2	3	2512	317	0	5240
APPROACH %'s :	8.08%	36.15%	55.77%	0.00%	66.34%	14.20%	19.46%	0.00%	2.84%	96.19%	0.83%	0.14%	0.11%	88.70%	11.19%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	15	72	83	0	256	67	78	0	24	770	4	0	2	1335	177	0	2883
PEAK HR FACTOR :	0.341	0.643	0.798	0.000	0.821	0.761	0.929	0.000	0.667	0.921	0.500	0.000	0.500	0.904	0.776	0.000	0.924
	0.733				0.842				0.915				0.935				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	11	24	0	67	10	16	0	18	382	7	0	1	222	54	0	813
4:15 PM	5	16	19	0	64	10	25	0	19	350	4	0	2	186	46	0	746
4:30 PM	4	11	9	0	86	25	20	0	18	358	3	1	0	207	57	0	799
4:45 PM	2	16	22	0	77	14	15	0	34	288	3	0	1	166	55	0	693
5:00 PM	2	16	18	0	61	16	27	0	26	304	7	1	0	212	79	0	769
5:15 PM	2	13	23	0	66	13	17	0	13	368	2	0	2	214	83	0	816
5:30 PM	2	13	21	0	82	19	20	0	16	375	3	1	1	199	58	0	810
5:45 PM	4	9	17	0	72	12	24	0	17	352	1	0	1	210	55	0	774
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	105	153	0	575	119	164	0	161	2777	30	3	8	1616	487	0	6220
APPROACH %'s :	7.86%	37.50%	54.64%	0.00%	67.02%	13.87%	19.11%	0.00%	5.42%	93.47%	1.01%	0.10%	0.38%	76.55%	23.07%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	10	51	79	0	281	60	88	0	72	1399	13	2	4	835	275	0	3169
PEAK HR FACTOR :	0.625	0.797	0.859	0.000	0.857	0.789	0.815	0.000	0.692	0.933	0.464	0.500	0.500	0.975	0.828	0.000	0.971
	0.921				0.886				0.941				0.931				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Bluff Rd & Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-026
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	S Bluff Rd				S Bluff Rd				Washington Blvd				Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	5
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									0.00%	50.00%	50.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250														

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	0	0	1.5	0.5	1	0	1	3	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	1	2	0	0	5
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	33.33%	66.67%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	1	2	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.500
										0.250				0.375			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Bluff Rd & Washington Blvd
City: Los Angeles

Project ID: 25-020020-026
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Bluff Rd		S Bluff Rd		Washington Blvd		Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	1	2
8:15 AM	1	2	0	0	0	0	0	0	3
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	0	2	0	0	2	1	9
APPROACH %'s :	50.00%	50.00%	0.00%	100.00%			66.67%	33.33%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	2	0	0	0	0	1	1	5
PEAK HR FACTOR :	0.250	0.250					0.250	0.250	0.417
	0.250						0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	1	0	0	1	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	1	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	1
5:00 PM	1	1	0	1	0	0	1	1	5
5:15 PM	0	0	0	0	0	0	2	0	2
5:30 PM	0	3	0	0	0	0	0	3	6
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	5	0	3	0	0	4	4	18
APPROACH %'s :	28.57%	71.43%	0.00%	100.00%			50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	4	0	1	0	0	3	4	13
PEAK HR FACTOR :	0.250	0.333		0.250			0.375	0.333	0.542
	0.417			0.250			0.583		

Prepared by National Data & Surveying Services

S Bluff Rd & Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-026
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS

AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND (S Bluff Rd)

AM	78	67	256	0	273	AM
NOON	0	0	0	0	0	NOON
PM	88	60	281	0	398	PM

EASTBOUND (Washington Blvd)

AM	NOON	PM		
1428	0	935		
0	0	2	0	
24	0	72	1	
770	0	1399	3	
4	0	13	0	
AM	NOON	PM		

WESTBOUND (Washington Blvd)

PM	NOON	AM	
0	275	0	177
3	835	0	1335
1	4	0	2
0	0	0	0
	1759	0	1109
PM	NOON	AM	

NORTHBOUND (S Bluff Rd)

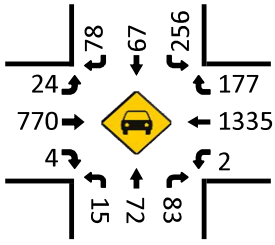
PM	77	0	10	51	79	PM
NOON	0	0	0	0	0	NOON
AM	73	0	15	72	83	AM

CONTROL: Signalized

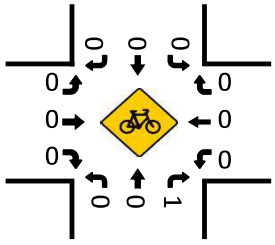
TEV	2883 AM	0 NOON	3169 PM
PHF	0.92		0.97

1 0.5 1.5 0 — 0 1 1 0

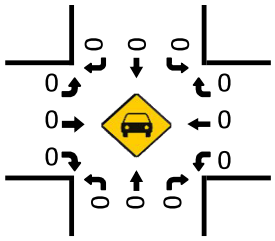
Totals (AM)



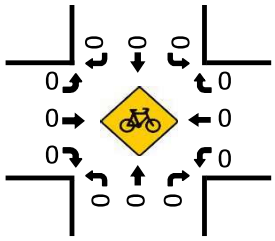
Total Bikes (AM)



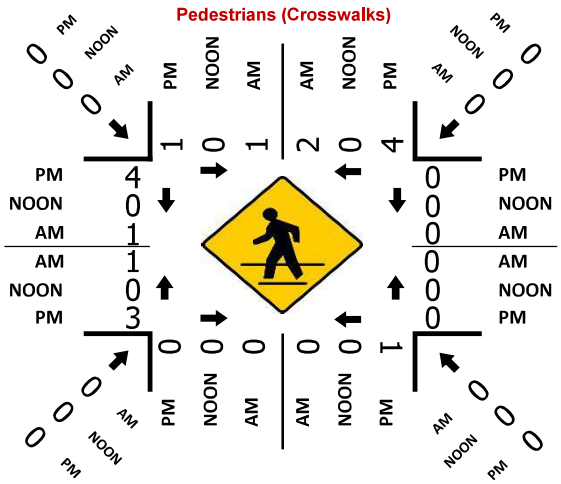
Totals (NOON)



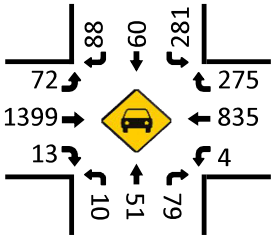
Total Bikes (NOON)



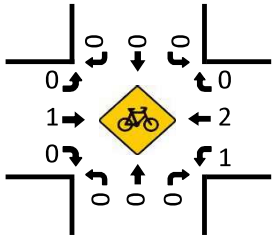
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Telegraph Rd & I-5 NB Ramps/Commerce Casino Dwy
City: Commerce
Control: Signalized

Project ID: 25-020043-001
Date: 2/18/2025

Data - Totals

NS/EW Streets:	Telegraph Rd				Telegraph Rd				I-5 NB Ramps/Commerce Casino Dwy				I-5 NB Ramps/Commerce Casino Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	132	116	1	0	2	55	10	0	28	1	35	0	5	2	1	0	388
7:15 AM	165	151	3	0	0	54	10	0	33	1	54	0	5	5	1	0	482
7:30 AM	125	138	2	0	2	84	10	0	25	1	61	0	9	2	2	1	462
7:45 AM	104	186	3	0	1	84	7	0	31	1	50	0	5	5	1	0	478
8:00 AM	114	156	11	0	1	82	2	0	42	1	69	0	3	13	4	0	498
8:15 AM	109	111	6	0	2	92	3	0	34	2	54	0	3	3	3	0	422
8:30 AM	85	99	2	0	2	97	6	0	33	5	61	0	5	7	2	0	404
8:45 AM	98	122	2	0	3	52	8	0	33	5	62	0	4	8	3	0	400
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	932	1079	30	0	13	600	56	0	259	17	446	0	39	45	17	1	3534
APPROACH %'s :	45.66%	52.87%	1.47%	0.00%	1.94%	89.69%	8.37%	0.00%	35.87%	2.35%	61.77%	0.00%	38.24%	44.12%	16.67%	0.98%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	508	631	19	0	4	304	29	0	131	4	234	0	22	25	8	1	1920
PEAK HR FACTOR :	0.770	0.848	0.432	0.000	0.500	0.905	0.725	0.000	0.780	1.000	0.848	0.000	0.611	0.481	0.500	0.250	0.964
	0.908				0.878				0.824				0.700				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	110	61	9	0	7	195	20	0	29	2	46	0	15	15	4	0	513
4:15 PM	119	80	8	0	8	193	8	0	15	4	36	0	13	17	3	0	504
4:30 PM	102	82	13	0	10	196	11	0	25	5	63	0	10	29	7	0	553
4:45 PM	121	72	4	0	8	174	7	0	27	4	45	0	14	20	8	0	504
5:00 PM	111	76	9	0	11	239	19	0	20	4	47	0	20	11	2	0	569
5:15 PM	98	95	7	0	6	216	8	0	20	6	52	0	8	11	3	0	530
5:30 PM	88	84	7	0	4	248	5	0	33	5	49	0	12	8	5	0	548
5:45 PM	103	88	6	0	10	217	11	0	24	9	51	0	13	8	2	0	542
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	852	638	63	0	64	1678	89	0	193	39	389	0	105	119	34	0	4263
APPROACH %'s :	54.86%	41.08%	4.06%	0.00%	3.50%	91.64%	4.86%	0.00%	31.08%	6.28%	62.64%	0.00%	40.70%	46.12%	13.18%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	400	343	29	0	31	920	43	0	97	24	199	0	53	38	12	0	2189
PEAK HR FACTOR :	0.901	0.903	0.806	0.000	0.705	0.927	0.566	0.000	0.735	0.667	0.957	0.000	0.663	0.864	0.600	0.000	0.962
	0.965				0.924				0.920				0.780				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Telegraph Rd & I-5 NB Ramps/Commerce Casino Dwy
City: Commerce
Control: Signalized

Project ID: 25-020043-001
Date: 2/18/2025

Data - Bikes

NS/EW Streets:	Telegraph Rd				Telegraph Rd				I-5 NB Ramps/Commerce Casino Dwy				I-5 NB Ramps/Commerce Casino Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250
													0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	0.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.750											

National Data & Surveying Services

Intersection Turning Movement Count

Location: Telegraph Rd & I-5 NB Ramps/Commerce Casino Dwy **Project ID:** 25-020043-001
City: Commerce **Date:** 2/18/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Telegraph Rd		Telegraph Rd		I-5 NB Ramps/Commerce Casino Dwy		I-5 NB Ramps/Commerce Casino Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	4	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	2	0	0	0	0	0	0	0	2
7:45 AM	1	0	0	1	1	2	1	0	6
8:00 AM	1	0	0	0	0	1	1	0	3
8:15 AM	3	0	0	0	0	1	0	0	4
8:30 AM	3	0	0	0	2	1	0	0	6
8:45 AM	3	1	0	0	0	0	0	0	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	17	1	0	1	3	5	2	0	29
APPROACH %'s :	94.44%	5.56%	0.00%	100.00%	37.50%	62.50%	100.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	4	0	0	1	1	3	2	0	11
PEAK HR FACTOR :	0.500			0.250	0.250	0.375	0.500		0.458
	0.500		0.250		0.333		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	4	1	0	0	1	1	0	0	7
4:30 PM	0	2	0	0	0	0	0	0	2
4:45 PM	2	1	0	0	1	0	0	0	4
5:00 PM	0	2	0	0	1	0	1	1	5
5:15 PM	2	1	0	0	0	1	1	0	5
5:30 PM	1	1	0	0	0	0	1	0	3
5:45 PM	2	0	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	9	0	0	3	2	3	1	29
APPROACH %'s :	55.00%	45.00%			60.00%	40.00%	75.00%	25.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	5	4	0	0	1	1	3	1	15
PEAK HR FACTOR :	0.625	0.500			0.250	0.250	0.750	0.250	0.750
	0.750				0.500		0.500		

Prepared by National Data & Surveying Services

Telegraph Rd & I-5 NB Ramps/Commerce Casino Dwy

Peak Hour Turning Movement Count

ID: 25-020043-001
City: Commerce

Day: Tuesday
Date: 2/18/2025

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM	AM	7:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	4:00 PM - 06:00 PM

SOUTHBOUND — Telegraph Rd

AM	29	304	4	0	770	AM
NOON	0	0	0	0	0	NOON
PM	43	920	31	0	452	PM
	0	3	1	0		

EASTBOUND — I-5 NB Ramps/Commerce Casino Dwy

AM	NOON	PM	
562	0	481	
0	0	0	0
131	0	97	0.5
4	0	24	0.5
234	0	199	1
AM	NOON	PM	

WESTBOUND — I-5 NB Ramps/Commerce Casino Dwy

	PM	NOON	AM
0.5	12	0	8
0.5	38	0	25
1	53	0	22
0	0	0	1
	84	0	28
	PM	NOON	AM

CONTROL

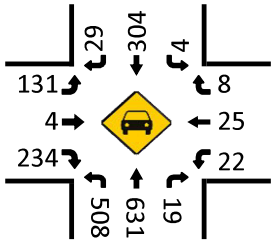
Signalized

TEV	1920	0	2189
	AM	NOON	PM
PHF	0.96		0.96

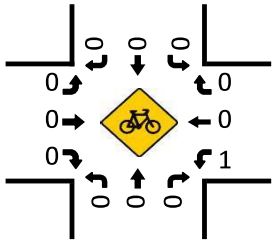
NORTHBOUND — Telegraph Rd

		0	1	3	0	
PM	1172	0	400	343	29	PM
NOON	0	0	0	0	0	NOON
AM	560	0	508	631	19	AM

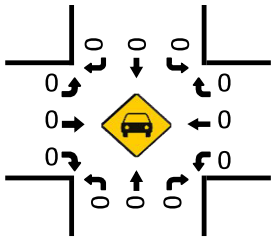
Totals (AM)



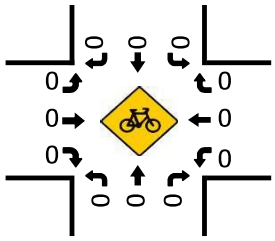
Total Bikes (AM)



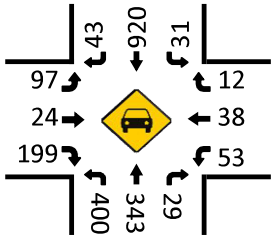
Totals (NOON)



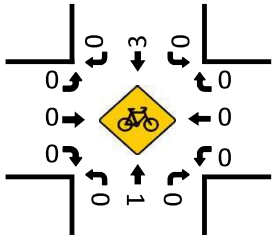
Total Bikes (NOON)



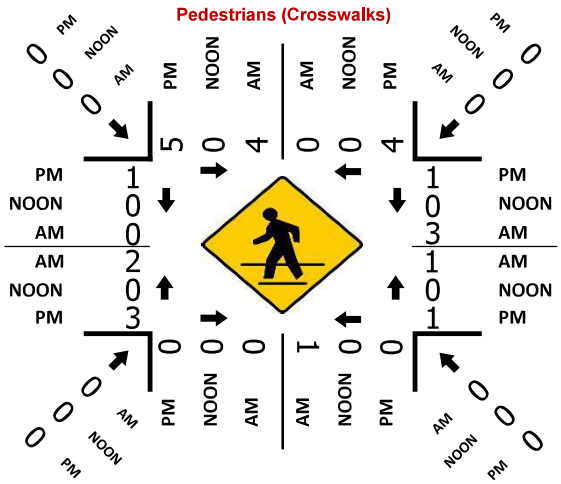
Totals (PM)



Total Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Santa Ana Fwy/I-5 SB Ramps & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-041
Date: 1/28/2025

Data - Totals

NS/EW Streets:	Santa Ana Fwy/I-5 SB Ramps				Santa Ana Fwy/I-5 SB Ramps				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	123	0	9	0	0	101	33	0	16	238	0	0	520
7:15 AM	0	0	0	0	148	0	20	0	0	129	45	0	16	225	0	0	583
7:30 AM	0	0	0	0	155	0	17	0	0	132	47	0	19	304	0	0	674
7:45 AM	0	0	0	0	167	0	23	0	0	145	49	0	29	314	0	0	727
8:00 AM	0	0	0	0	172	0	19	0	0	182	45	0	28	231	0	0	677
8:15 AM	0	0	0	0	160	0	19	0	0	132	42	0	24	242	0	0	619
8:30 AM	0	0	0	0	128	0	21	0	0	139	48	0	22	225	0	0	583
8:45 AM	0	0	0	0	133	0	14	0	0	133	44	0	17	243	0	0	584
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1186	0	142	0	0	1093	353	0	171	2022	0	0	4967
APPROACH %'s :					89.31%	0.00%	10.69%	0.00%	0.00%	75.59%	24.41%	0.00%	7.80%	92.20%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	654	0	78	0	0	591	183	0	100	1091	0	0	2697
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.951	0.000	0.848	0.000	0.000	0.812	0.934	0.000	0.862	0.869	0.000	0.000	0.927
					0.958				0.852				0.868				

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	2	0	1	0	0	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	35	0	3	0	0	256	87	0	64	215	0	0	660
4:15 PM	0	0	0	0	33	0	6	0	0	269	62	0	47	201	0	0	618
4:30 PM	0	0	0	0	44	0	4	0	0	238	122	0	66	231	0	0	705
4:45 PM	0	0	0	0	37	0	4	0	0	239	101	0	55	214	0	0	650
5:00 PM	0	0	0	0	36	0	3	0	0	206	96	0	65	292	0	0	698
5:15 PM	0	0	0	0	34	0	6	0	0	235	106	0	68	250	0	0	699
5:30 PM	0	0	0	0	46	0	2	0	0	244	116	0	66	250	0	0	724
5:45 PM	0	0	0	0	31	0	2	0	0	294	73	0	42	210	0	0	652
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	296	0	30	0	0	1981	763	0	473	1863	0	0	5406
APPROACH %'s :					90.80%	0.00%	9.20%	0.00%	0.00%	72.19%	27.81%	0.00%	20.25%	79.75%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	147	0	13	0	0	979	391	0	241	1002	0	0	2773
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.799	0.000	0.542	0.000	0.000	0.832	0.843	0.000	0.886	0.858	0.000	0.000	0.958
					0.833				0.933				0.870				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Santa Ana Fwy/I-5 SB Ramps & E Washington Blvd
City: Los Angeles
Control: Signalized

Project ID: 25-020020-041
Date: 1/28/2025

Data - Bikes

NS/EW Streets:	Santa Ana Fwy/I-5 SB Ramps				Santa Ana Fwy/I-5 SB Ramps				E Washington Blvd				E Washington Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	2	0	1	0	0	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	3
APPROACH %'s :					0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250
					0.250				0.250								

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	0	0	0	2	0	1	0	0	2	1	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Santa Ana Fwy/I-5 SB Ramps & E Washington Blvd
City: Los Angeles

Project ID: 25-020020-041
Date: 1/28/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Santa Ana Fwy/I-5 SB Ramps		Santa Ana Fwy/I-5 SB Ramps		E Washington Blvd		E Washington Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	1	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	1	4	0	0	0	0	6
APPROACH %'s :	0.00%	100.00%	20.00%	80.00%					
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	1	1	2	0	0	0	0	4
PEAK HR FACTOR :		0.250	0.250	0.500					0.500
	0.250		0.375						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	0	0	2
4:45 PM	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	2	0	0	0	0	0	2
5:15 PM	0	0	0	1	0	0	0	0	1
5:30 PM	0	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	1	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	6	2	0	0	0	0	8
APPROACH %'s :			75.00%	25.00%					
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	3	2	0	0	0	0	5
PEAK HR FACTOR :			0.375	0.500					0.625
			0.625						

Prepared by National Data & Surveying Services

Santa Ana Fwy/I-5 SB Ramps & E Washington Blvd

Peak Hour Turning Movement Count

ID: 25-020020-041
City: Los Angeles

Day: Tuesday
Date: 1/28/2025

PEAK HOURS
AM: 07:30 AM - 08:30 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS
AM: 7:00 AM - 09:00 AM
NOON: NONE
PM: 4:00 PM - 06:00 PM

SOUTHBOUND — Santa Ana Fwy/I-5 SB Ramps

AM	78	0	654	0	0	AM
NOON	0	0	0	0	0	NOON
PM	13	0	147	0	0	PM
	1	0	2	0		

EASTBOUND — E Washington Blvd

AM	NOON	PM	
1169	0	1015	⇦
0	0	0	↶ 0
0	0	0	↱ 0
591	0	979	→ 2
183	0	391	↴ 1

WESTBOUND — E Washington Blvd

PM	NOON	AM	
0	0	0	↰ 0
1002	0	1091	← 3
241	0	100	↰ 1
0	0	0	↰ 0
1126	0	1245	⇨

CONTROL

Signalized

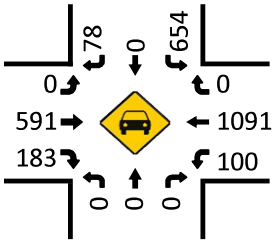
TEV	2697 AM	0 NOON	2773 PM
PHF	0.93		0.96

0	0	0	0	

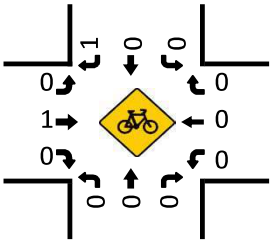
NORTHBOUND — Santa Ana Fwy/I-5 SB Ramps

PM	632	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	283	0	0	0	0	AM

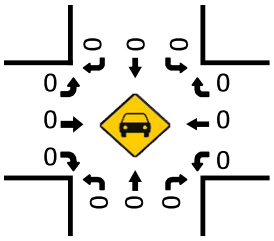
Totals (AM)



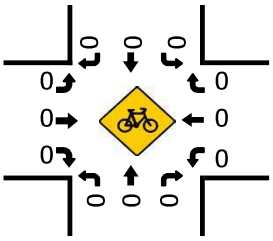
Total Bikes (AM)



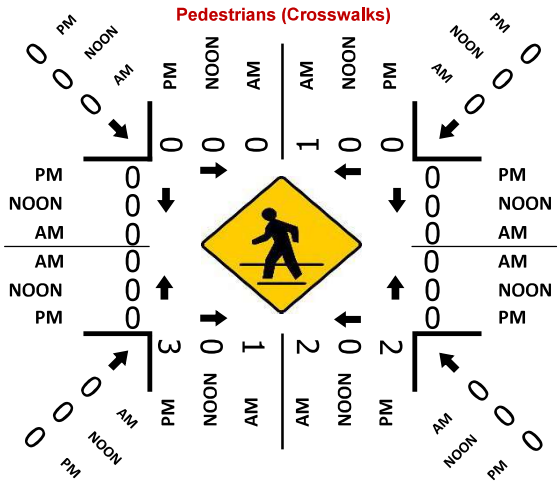
Totals (NOON)



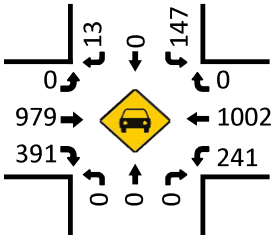
Total Bikes (NOON)



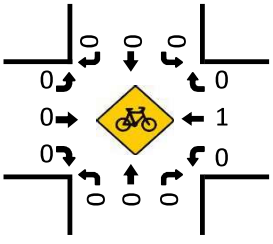
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & SR-60 WB On-Ramps
City: Los Angeles
Control: No Control

Project ID: 25-020020-039
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				SR-60 WB On-Ramps				SR-60 WB On-Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	0	2.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	121	114	0	0	126	80	0	0	0	0	0	0	0	0	0	441
7:15 AM	0	128	123	0	0	179	70	0	0	0	0	0	0	0	0	0	500
7:30 AM	0	197	141	0	0	189	82	0	0	0	0	0	0	0	0	0	609
7:45 AM	0	253	109	0	0	204	105	0	0	0	0	0	0	0	0	0	671
8:00 AM	0	205	118	0	0	200	74	0	0	0	0	0	0	0	0	0	597
8:15 AM	0	190	100	0	0	160	70	0	0	0	0	0	0	0	0	0	520
8:30 AM	0	203	92	0	0	181	59	0	0	0	0	0	0	0	0	0	535
8:45 AM	0	161	59	0	0	168	102	0	0	0	0	0	0	0	0	0	490
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1458	856	0	0	1407	642	0	0	0	0	0	0	0	0	0	4363
APPROACH %'s :	0.00%	63.01%	36.99%	0.00%	0.00%	68.67%	31.33%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	845	468	0	0	753	331	0	0	0	0	0	0	0	0	0	2397
PEAK HR FACTOR :	0.000	0.835	0.830	0.000	0.000	0.923	0.788	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.893
		0.907				0.877											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	0	2.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	215	87	0	0	252	86	0	0	0	0	0	0	0	0	0	640
4:15 PM	0	201	78	0	0	259	89	0	0	0	0	0	0	0	0	0	627
4:30 PM	0	256	79	0	0	230	82	0	0	0	0	0	0	0	0	0	647
4:45 PM	0	253	72	0	0	221	79	0	0	0	0	0	0	0	0	0	625
5:00 PM	0	238	93	0	0	263	87	0	0	0	0	0	0	0	0	0	681
5:15 PM	0	233	93	0	0	272	69	0	0	0	0	0	0	0	0	0	667
5:30 PM	0	203	72	0	0	245	70	0	0	0	0	0	0	0	0	0	590
5:45 PM	0	240	80	0	0	206	70	0	0	0	0	0	0	0	0	0	596
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1839	654	0	0	1948	632	0	0	0	0	0	0	0	0	0	5073
APPROACH %'s :	0.00%	73.77%	26.23%	0.00%	0.00%	75.50%	24.50%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	980	337	0	0	986	317	0	0	0	0	0	0	0	0	0	2620
PEAK HR FACTOR :	0.000	0.957	0.906	0.000	0.000	0.906	0.911	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.962
		0.983				0.931											

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & SR-60 WB On-Ramps
City: Los Angeles
Control: No Control

Project ID: 25-020020-039
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				SR-60 WB On-Ramps				SR-60 WB On-Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	0	2.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
			0.250														

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	1	0	0	2.5	0.5	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
			0.250				0.250										

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & SR-60 WB On-Ramps
City: Los Angeles

Project ID: 25-020020-039
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		SR-60 WB On-Ramps		SR-60 WB On-Ramps		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	1	1	1	4
7:15 AM	0	0	0	0	0	1	4	3	8
7:30 AM	0	0	0	0	1	1	2	1	5
7:45 AM	0	0	0	0	0	1	3	1	5
8:00 AM	0	0	0	0	0	0	1	1	2
8:15 AM	0	0	0	0	1	1	0	0	2
8:30 AM	0	0	0	0	1	1	1	0	3
8:45 AM	0	0	0	0	0	1	1	1	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	7	13	8	32
APPROACH %'s :					36.36%	63.64%	61.90%	38.10%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	2	3	6	3	14
PEAK HR FACTOR :					0.500	0.750	0.500	0.750	0.700
					0.625		0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	2	2	4
4:15 PM	0	0	0	0	0	0	1	1	2
4:30 PM	0	0	0	0	0	0	7	1	8
4:45 PM	0	0	0	0	2	1	2	2	7
5:00 PM	0	0	0	0	3	2	8	1	14
5:15 PM	0	0	0	0	2	0	0	2	4
5:30 PM	0	0	0	0	0	4	0	1	5
5:45 PM	0	0	0	0	2	3	3	2	10
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	9	10	23	12	54
APPROACH %'s :					47.37%	52.63%	65.71%	34.29%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	7	3	17	6	33
PEAK HR FACTOR :					0.583	0.375	0.531	0.750	0.589
					0.500		0.639		

Prepared by National Data & Surveying Services

S Atlantic Blvd & SR-60 WB On-Ramps

Peak Hour Turning Movement Count

ID: 25-020020-039
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

S Atlantic Blvd — SOUTHBOUND

AM	331	753	0	0	845	AM
NOON	0	0	0	0	0	NOON
PM	317	986	0	0	980	PM

EASTBOUND (SR-60 WB On-Ramps)

AM	NOON	PM	
331	0	317	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND (SR-60 WB On-Ramps)

PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
337	0	468	
PM	NOON	AM	

0.5	2.5	0	0	
0	0	2	1	

CONTROL: No Control

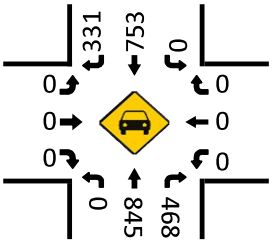
TEV	2397 AM	0 NOON	2620 PM
PHF	0.89		0.96

NORTHBOUND

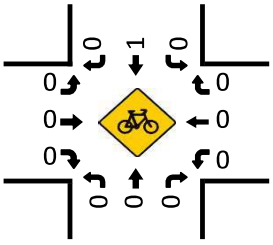
PM	986	0	0	980	337	PM
NOON	0	0	0	0	0	NOON
AM	753	0	0	845	468	AM

S Atlantic Blvd

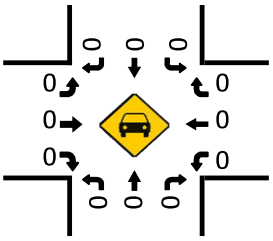
Totals (AM)



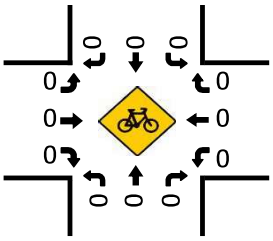
Total Bikes (AM)



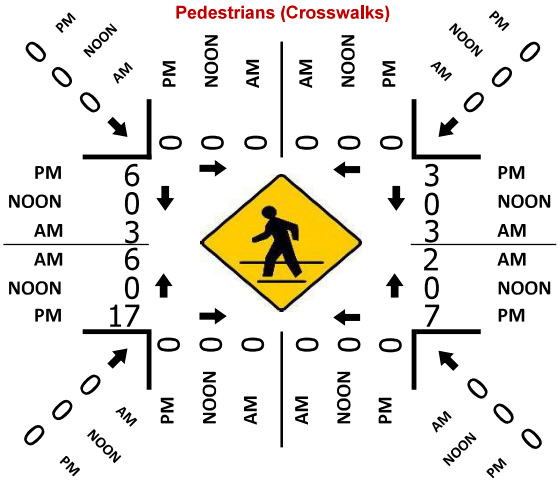
Totals (NOON)



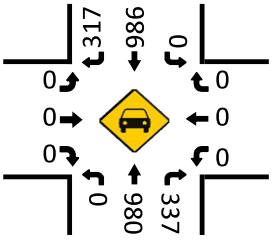
Total Bikes (NOON)



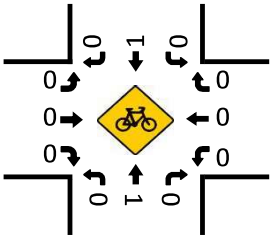
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Fwy/SR-60 EB On-Ramps
City: Los Angeles
Control: No Control

Project ID: 25-020020-002
Date: 1/30/2025

Data - Totals

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Pomona Fwy/SR-60 EB On-Ramps				Pomona Fwy/SR-60 EB On-Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2.5	0.5	0	0	2	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	231	80	0	0	95	27	0	0	0	0	0	0	0	0	0	433
7:15 AM	0	256	83	0	0	135	45	0	0	0	0	0	0	0	0	0	519
7:30 AM	0	335	72	0	0	126	66	0	0	0	0	0	0	0	0	0	599
7:45 AM	0	360	101	0	0	109	65	0	0	0	0	0	0	0	0	0	635
8:00 AM	0	326	92	0	0	145	80	0	0	0	0	0	0	0	0	0	643
8:15 AM	0	294	67	0	0	105	60	0	0	0	0	0	0	0	0	0	526
8:30 AM	0	288	68	0	0	124	51	0	0	0	0	0	0	0	0	0	531
8:45 AM	0	225	49	0	0	119	54	0	0	0	0	0	0	0	0	0	447
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2315	612	0	0	958	448	0	0	0	0	0	0	0	0	0	4333
APPROACH %'s :	0.00%	79.09%	20.91%	0.00%	0.00%	68.14%	31.86%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1315	332	0	0	485	271	0	0	0	0	0	0	0	0	0	2403
PEAK HR FACTOR :	0.000	0.913	0.822	0.000	0.000	0.836	0.847	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.934
		0.893				0.840											

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2.5	0.5	0	0	2	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	310	69	0	0	174	85	0	0	0	0	0	0	0	0	0	638
4:15 PM	0	271	79	0	0	174	80	0	0	0	0	0	0	0	0	0	604
4:30 PM	0	344	95	0	0	164	71	0	0	0	0	0	0	0	0	0	674
4:45 PM	0	316	78	0	0	151	66	0	0	0	0	0	0	0	0	0	611
5:00 PM	0	339	76	0	0	183	84	0	0	0	0	0	0	0	0	0	682
5:15 PM	0	318	91	0	0	167	76	0	0	0	0	0	0	0	0	0	652
5:30 PM	0	293	50	0	0	196	78	0	0	0	0	0	0	0	0	0	617
5:45 PM	0	303	61	0	0	136	60	0	0	0	0	0	0	0	0	0	560
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2494	599	0	0	1345	600	0	0	0	0	0	0	0	0	0	5038
APPROACH %'s :	0.00%	80.63%	19.37%	0.00%	0.00%	69.15%	30.85%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1317	340	0	0	665	297	0	0	0	0	0	0	0	0	0	2619
PEAK HR FACTOR :	0.000	0.957	0.895	0.000	0.000	0.908	0.884	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.960
		0.944				0.901											

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Fwy/SR-60 EB On-Ramps
City: Los Angeles
Control: No Control

Project ID: 25-020020-002
Date: 1/30/2025

Data - Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				Pomona Fwy/SR-60 EB On-Ramps				Pomona Fwy/SR-60 EB On-Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2.5	0.5	0	0	2	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	5
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2.5	0.5	0	0	2	1	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	6
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.250												

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & Pomona Fwy/SR-60 EB On-Ramps
City: Los Angeles

Project ID: 25-020020-002
Date: 1/30/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		Pomona Fwy/SR-60 EB On-Ramps		Pomona Fwy/SR-60 EB On-Ramps		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	1	0	2
7:15 AM	0	0	0	0	0	1	5	3	9
7:30 AM	0	0	0	0	1	2	1	1	5
7:45 AM	0	0	0	0	0	0	4	0	4
8:00 AM	0	0	0	0	0	1	0	2	3
8:15 AM	0	0	0	0	1	1	0	0	2
8:30 AM	0	0	0	0	1	1	1	0	3
8:45 AM	0	0	0	0	1	1	1	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	5	7	13	6	31
APPROACH %'s :					41.67%	58.33%	68.42%	31.58%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	2	4	5	3	14
PEAK HR FACTOR :					0.500	0.500	0.313	0.375	0.700
					0.500		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	2	2	4
4:15 PM	0	0	0	0	0	1	3	1	5
4:30 PM	0	0	0	0	2	0	6	1	9
4:45 PM	0	0	0	0	1	2	2	1	6
5:00 PM	0	0	0	0	3	0	8	2	13
5:15 PM	0	0	0	0	2	1	0	2	5
5:30 PM	0	0	0	0	1	4	1	1	7
5:45 PM	0	0	0	0	1	3	2	2	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	10	11	24	12	57
APPROACH %'s :					47.62%	52.38%	66.67%	33.33%	
PEAK HR :	04:30 PM - 05:30 PM								TOTAL
PEAK HR VOL :	0	0	0	0	8	3	16	6	33
PEAK HR FACTOR :					0.667	0.375	0.500	0.750	0.635
					0.917		0.550		

Prepared by National Data & Surveying Services

S Atlantic Blvd & Pomona Fwy/SR-60 EB On-Ramps

Peak Hour Turning Movement Count

ID: 25-020020-002
City: Los Angeles

Day: Thursday
Date: 1/30/2025

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND — S Atlantic Blvd

AM	271	485	0	0	1315	AM
NOON	0	0	0	0	0	NOON
PM	297	665	0	0	1317	PM

EASTBOUND — Pomona Fwy/SR-60 EB On-Ramps

AM	NOON	PM	
271	0	297	⇦
0	0	0	↩ 0
0	0	0	→ 0
0	0	0	↱ 0
0	0	0	↓ 0
AM	NOON	PM	

WESTBOUND — Pomona Fwy/SR-60 EB On-Ramps

PM	NOON	AM	
0	0	0	↰ 0
0	0	0	← 0
0	0	0	↶ 0
0	0	0	↩ 0
340	0	332	⇨
PM	NOON	AM	

NORTHBOUND — S Atlantic Blvd

PM	665	0	0	1317	340	PM
NOON	0	0	0	0	0	NOON
AM	485	0	0	1315	332	AM

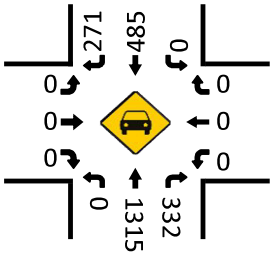
1	2	0	0	
0	0	2.5	0.5	

CONTROL

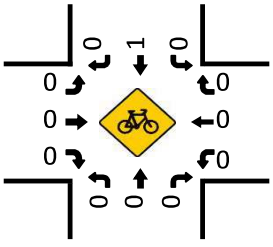
No Control

TEV	2403 AM	0 NOON	2619 PM
PHF	0.93		0.96

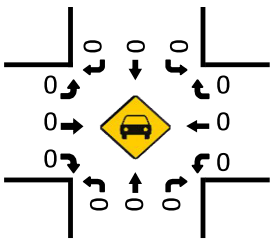
Totals (AM)



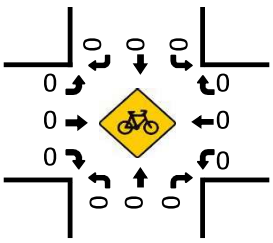
Total Bikes (AM)



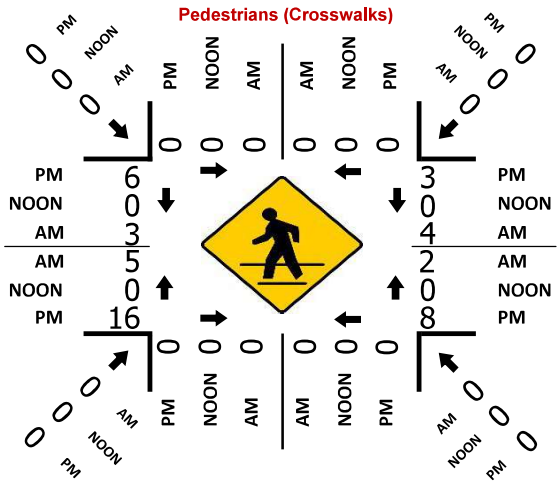
Totals (NOON)



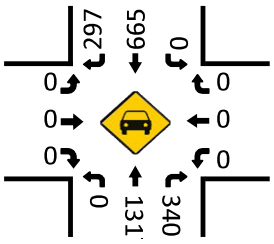
Total Bikes (NOON)



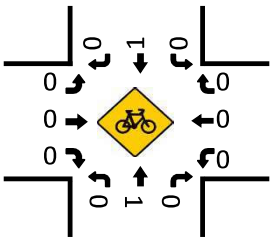
Pedestrians (Crosswalks)



Totals (PM)



Total Bikes (PM)



Prepared by National Data & Surveying Services

CLASSIFICATION

E 3rd St Bet S McDonnell Ave & S Arizona Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_001

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	35	4	0	0	0	0	0	0	0	0	0	0	39	0	43	0	0	1	0	0	0	0	0	0	0	0	44	0	78	4	0	1	0	0	0	0	0	0	0	0	83
1:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	21	2	0	1	0	0	0	0	0	0	0	0	24	0	46	3	0	1	0	0	0	0	0	0	0	0	50
2:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	18	1	0	1	0	0	0	0	0	0	0	0	20	0	32	5	0	1	0	0	0	0	0	0	0	0	38
3:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	38	6	0	0	0	0	0	0	0	0	0	0	44
4:00	0	28	8	0	3	0	0	0	0	0	0	0	0	39	0	44	5	1	3	0	0	0	1	0	0	0	0	54	0	72	13	1	6	0	0	0	1	0	0	0	0	93
5:00	0	37	15	1	3	0	0	0	0	0	0	0	0	56	0	95	19	3	1	0	0	0	0	0	0	0	0	118	0	132	34	4	4	0	0	0	0	0	0	0	0	174
6:00	0	106	26	3	9	1	0	0	0	0	0	0	0	145	0	193	38	3	5	0	0	0	0	0	0	0	0	239	0	299	64	6	14	1	0	0	0	0	0	0	0	384
7:00	0	297	41	3	5	0	0	1	2	0	0	0	0	349	1	362	34	5	11	0	0	0	1	0	0	0	0	414	1	659	75	8	16	0	0	1	3	0	0	0	0	763
8:00	0	345	53	2	6	1	0	1	0	0	0	0	0	408	0	313	46	2	7	1	0	1	0	0	0	0	0	370	0	658	99	4	13	2	0	2	0	0	0	0	0	778
9:00	0	239	34	3	6	0	0	0	0	0	0	0	0	282	0	299	48	3	11	0	0	1	1	0	0	0	0	363	0	538	82	6	17	0	0	1	1	0	0	0	0	645
10:00	1	219	42	2	7	0	0	0	0	0	0	0	0	271	0	239	51	3	12	1	0	0	0	0	0	0	0	306	1	458	93	5	19	1	0	0	0	0	0	0	0	577
11:00	0	230	49	4	7	2	0	0	0	0	0	0	0	292	1	257	59	2	13	1	0	0	0	0	0	0	0	333	1	487	108	6	20	3	0	0	0	0	0	0	0	625
12:00	1	300	45	1	5	0	0	0	0	0	0	0	0	352	0	303	43	3	12	0	0	0	0	0	0	0	0	361	1	603	88	4	17	0	0	0	0	0	0	0	0	713
13:00	1	349	48	3	8	0	0	0	0	0	0	0	0	409	0	304	38	4	6	0	0	0	0	0	0	0	0	352	1	653	86	7	14	0	0	0	0	0	0	0	0	761
14:00	0	391	66	4	8	0	0	0	1	0	0	0	0	470	0	373	41	7	14	1	0	1	0	0	0	0	0	437	0	764	107	11	22	1	0	1	1	0	0	0	0	907
15:00	1	494	76	3	11	2	1	0	1	0	0	0	0	589	1	327	29	2	5	2	0	0	0	0	0	0	0	366	2	821	105	5	16	4	1	0	1	0	0	0	0	955
16:00	0	453	76	4	12	1	0	4	2	0	0	0	0	552	0	321	42	3	4	0	0	0	0	0	0	0	0	370	0	774	118	7	16	1	0	4	2	0	0	0	0	922
17:00	0	464	63	6	16	3	0	1	1	0	0	0	0	554	2	303	44	2	2	0	0	0	0	0	0	0	0	353	2	767	107	8	18	3	0	1	1	0	0	0	0	907
18:00	1	456	82	2	4	1	0	1	0	0	0	0	0	547	0	207	30	3	7	0	0	2	0	0	0	0	0	249	1	663	112	5	11	1	0	3	0	0	0	0	0	796
19:00	0	347	53	4	3	1	0	0	0	0	0	0	0	408	0	211	22	4	2	0	0	0	0	0	0	0	0	239	0	558	75	8	5	1	0	0	0	0	0	0	0	647
20:00	0	148	21	2	5	0	0	0	0	0	0	0	0	176	0	194	29	1	3	0	0	0	0	0	0	0	0	227	0	342	50	3	8	0	0	0	0	0	0	0	0	403
21:00	0	103	15	3	0	0	0	0	0	0	0	0	0	121	0	142	14	0	0	0	0	0	0	0	0	0	0	156	0	245	29	3	0	0	0	0	0	0	0	0	0	277
22:00	0	77	24	0	2	0	0	0	0	0	0	0	0	103	0	82	11	0	0	0	0	0	0	0	0	0	0	93	0	159	35	0	2	0	0	0	0	0	0	0	0	196
23:00	0	46	4	1	1	0	0	0	0	0	0	0	0	52	0	59	6	1	1	0	0	0	0	0	0	0	0	67	0	105	10	2	2	0	0	0	0	0	0	0	0	119
Totals	5	5,217	855	51	121	12	1	8	7	0	0	0	0	6,277	5	4,734	653	52	122	6	0	5	3	0	0	0	0	5,580	10	9,951	1,508	103	243	18	1	13	10	0	0	0	0	11,857
% of Totals	0%	83%	14%	1%	2%	0%	0%	0%	0%					100%	0%	85%	12%	1%	2%	0%		0%	0%					100%	0%	84%	13%	1%	2%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



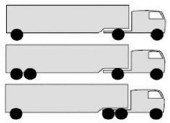
#5 2-Axle, 6-Tire Single Units



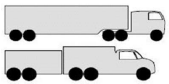
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1589	282	18	46	4	0	2	2	0	0	0	0	1944	2	1908	304	22	66	3	0	2	3	0	0	0	0	2310	3	3497	586	40	112	7	0	4	5	0	0	0	0	4254
%	0%	25%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	31%	0%	34%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	41%	0%	29%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%
Peak Hour	10:00	7:30	10:45	7:15	6:00	10:45	0:00	7:15	7:00	0:00	0:00	0:00	0:00	7:30	6:45	7:30	10:30	6:30	9:45	7:45	0:00	7:15	3:30	0:00	0:00	0:00	0:00	7:30	10:15	7:30	10:45	7:15	9:45	10:45	0:00	7:15	7:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	445	57	4	9	2	0	2	2	0	0	0	0	515	1	382	61	6	14	1	0	1	1	0	0	0	0	439	2	827	116	10	23	3	0	3	3	0	0	0	0	954
12:00 - 24:00	4	3628	573	33	75	8	1	6	5	0	0	0	0	4333	3	2826	349	30	56	3	0	3	0	0	0	0	0	3270	7	6454	922	63	131	11	1	9	5	0	0	0	0	7603
%	0%	58%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	69%	0%	51%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	59%	0%	54%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%
Peak Hour	12:00	18:30	18:00	16:15	15:45	17:15	14:45	15:45	14:15	12:00	12:00	12:00	12:00	15:15	16:45	14:00	16:30	13:15	14:00	14:45	12:00	18:00	12:00	12:00	12:00	12:00	12:00	14:00	17:15	15:15	15:45	13:45	14:00	15:00	14:45	15:45	14:15	12:00	12:00	12:00	12:00	15:15
Peak Volume	1	499	82	6	16	4	1	4	2	0	0	0	0	596	2	373	45	7	14	2	0	2	0	0	0	0	0	437	3	828	118	11	22	4	1	4	2	0	0	0	0	979
07:00 - 09:00	0	642	94	5	11	1	0	2	2	0	0	0	0	757	1	675	80	7	18	1	0	1	1	0	0	0	0	784	1	1317	174	12	29	2	0	3	3	0	0	0	0	1541
%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:30	7:15	7:15	8:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:15	7:00	7:45	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:15	7:00	8:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	445	56	4	7	1	0	2	2	0	0	0	0	515	1	382	48	6	11	1	0	1	1	0	0	0	0	439	1	827	103	10	16	2	0	3	3	0	0	0	0	954
16:00 - 18:00	0	917	139	10	28	4	0	5	3	0	0	0	0	1106	2	624	86	5	6	0	0	0	0	0	0	0	0	723	2	1541	225	15	34	4	0	5	3	0	0	0	0	1829
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:00	17:00	16:00	16:15	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:45	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:15	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	464	76	6	16	3	0	4	2	0	0	0	0	554	2	321	45	3	4	0	0	0	0	0	0	0	0	370	2	774	118	8	18	3	0	4	2	0	0	0	0	922

Prepared by National Data & Surveying Services

CLASSIFICATION

E 3rd St Bet S McDonnell Ave & S Arizona Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	24	1	0	0	0	0	0	0	0	0	0	0	25
0:15	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	24	2	0	0	0	0	0	0	0	0	0	0	26
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	0	0	1	0	0	0	0	0	0	0	0	9	0	13	0	0	1	0	0	0	0	0	0	0	0	14
0:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	5	1	0	1	0	0	0	0	0	0	0	0	7	0	13	2	0	1	0	0	0	0	0	0	0	0	16
1:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	0	0	0	0	0	0	0	0	0	0	0	13
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	5	3	0	1	0	0	0	0	0	0	0	0	9
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	13	0	0	0	0	0	0	0	0	0	0	0	13
3:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	2	0	0	0	0	0	0	0	0	0	0	11
3:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	13	3	0	0	0	0	0	0	0	0	0	0	16
3:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	12	0	0	0	0	0	0	0	0	0	0	0	12
3:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	13	2	0	0	0	0	0	0	0	0	0	0	15
4:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	1	0	0	0	1	0	0	0	0	11	0	11	3	0	1	0	0	0	1	0	0	0	0	16
4:30	0	9	2	0	1	0	0	0	0	0	0	0	0	12	0	16	0	1	0	0	0	0	0	0	0	0	0	17	0	25	2	1	1	0	0	0	0	0	0	0	0	29
4:45	0	8	5	0	2	0	0	0	0	0	0	0	0	15	0	15	1	0	2	0	0	0	0	0	0	0	0	18	0	23	6	0	4	0	0	0	0	0	0	0	0	33
5:00	0	3	3	0	2	0	0	0	0	0	0	0	0	8	0	16	5	1	0	0	0	0	0	0	0	0	0	22	0	19	8	1	2	0	0	0	0	0	0	0	0	30
5:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	19	1	1	0	0	0	0	0	0	0	0	0	21	0	27	3	1	0	0	0	0	0	0	0	0	0	31
5:30	0	9	5	0	0	0	0	0	0	0	0	0	0	14	0	26	9	0	0	0	0	0	0	0	0	0	0	35	0	35	14	0	0	0	0	0	0	0	0	0	0	49
5:45	0	17	5	1	1	0	0	0	0	0	0	0	0	24	0	34	4	1	1	0	0	0	0	0	0	0	0	40	0	51	9	2	2	0	0	0	0	0	0	0	0	64
6:00	0	21	7	0	2	0	0	0	0	0	0	0	0	30	0	38	9	0	2	0	0	0	0	0	0	0	0	49	0	59	16	0	4	0	0	0	0	0	0	0	0	79
6:15	0	17	8	2	4	0	0	0	0	0	0	0	0	31	0	45	12	0	2	0	0	0	0	0	0	0	0	59	0	62	20	2	6	0	0	0	0	0	0	0	0	90
6:30	0	29	1	0	1	1	0	0	0	0	0	0	0	32	0	62	7	2	1	0	0	0	0	0	0	0	0	72	0	91	8	2	2	1	0	0	0	0	0	0	0	104
6:45	0	39	10	1	2	0	0	0	0	0	0	0	0	52	0	48	10	1	0	0	0	0	0	0	0	0	0	59	0	87	20	2	2	0	0	0	0	0	0	0	0	111
7:00	0	32	12	0	0	0	0	0	0	0	0	0	0	44	0	69	9	0	3	0	0	0	1	0	0	0	0	82	0	101	21	0	3	0	0	0	1	0	0	0	0	126
7:15	0	36	4	1	0	0	0	0	0	0	0	0	0	41	0	88	10	3	3	0	0	0	0	0	0	0	0	104	0	124	14	4	3	0	0	0	0	0	0	0	0	145
7:30	0	85	11	0	4	0	0	0	0	0	0	0	0	100	1	95	6	0	4	0	0	0	0	0	0	0	0	106	1	180	17	0	8	0	0	0	0	0	0	0	0	206
7:45	0	144	14	2	1	0	0	1	2	0	0	0	0	164	0	110	9	2	1	0	0	0	0	0	0	0	0	122	0	254	23	4	2	0	0	1	2	0	0	0	0	286
8:00	0	120	23	1	2	0	0	1	0	0	0	0	0	147	0	88	14	1	1	0	0	1	0	0	0	0	0	105	0	208	37	2	3	0	0	2	0	0	0	0	0	252
8:15	0	96	8	0	0	0	0	0	0	0	0	0	0	104	0	89	14	0	3	0	0	0	0	0	0	0	0	106	0	185	22	0	3	0	0	0	0	0	0	0	0	210
8:30	0	63	10	0	4	0	0	0	0	0	0	0	0	77	0	69	11	1	2	1	0	0	0	0	0	0	0	84	0	132	21	1	6	1	0	0	0	0	0	0	0	161
8:45	0	66	12	1	0	1	0	0	0	0	0	0	0	80	0	67	7	0	1	0	0	0	0	0	0	0	0	75	0	133	19	1	1	1	0	0	0	0	0	0	0	155
9:00	0	60	10	0	0	0	0	0	0	0	0	0	0	70	0	95	10	1	3	0	0	1	0	0	0	0	0	110	0	155	20	1	3	0	0	1	0	0	0	0	0	180
9:15	0	44	6	2	0	0	0	0	0	0	0	0	0	52	0	80	9	1	0	0	0	1	0	0	0	0	0	91	0	124	15	3	0	0	0	0	1	0	0	0	0	143
9:30	0	67	13	0	3	0	0	0	0	0	0	0	0	83	0	58	16	0	3	0	0	0	0	0	0	0	0	77	0	125	29	0	6	0	0	0	0	0	0	0	0	160
9:45	0	68	5	1	3	0	0	0	0	0	0	0	0	77	0	66	13	1	5	0	0	0	0	0	0	0	0	85	0	134	18	2	8	0	0	0	0	0	0	0	0	162
10:00	0	55	8	0	1	0	0	0	0	0	0	0	0	64	0	64	13	1	4	1	0	0	0	0	0	0	0	83	0	119	21	1	5	1	0	0	0	0	0	0	0	147
10:15	0	53	9	2	2	0	0	0	0	0	0	0	0	66	0	62	10	1	1	0	0	0	0	0	0	0	0	74	0	115	19	3	3	0	0	0	0	0	0	0	0	140
10:30	0	57	8	0	3	0	0	0	0	0	0	0	0	68	0	53	15	1	4	0	0	0	0	0	0	0	0	73	0	110	23	1	7	0	0	0	0	0	0	0	0	141
10:45	1	54	17	0	1	0	0	0	0	0	0	0	0	73	0	60	13	0	3	0	0	0	0	0	0	0	0	76	1	114	30	0	4	0	0	0	0	0	0	0	0	149
11:00	0	59	12	2	3	0	0	0	0	0	0	0	0	76	1	66	17	1	3	1	0	0	0	0	0	0	0	89	1	125	29	3	6	1	0	0	0	0	0	0	0	165
11:15	0	53	10	0	1	0	0	0	0	0	0	0	0	64	0	68	16	0	1	0	0	0	0	0	0	0	0	85	0	121	26	0	2	0	0	0	0	0	0	0	0	149
11:30	0	65	18	0	2	2	0	0	0	0	0	0	0	87	0	66	13	1	5	0	0	0	0	0	0	0	0	85	0	131	31	1	7	2	0	0	0	0	0	0	0	172
11:45	0	53	9	2	1	0	0	0	0	0	0	0	0	65	0	57	13	0	4	0	0	0	0	0	0	0	0	74	0	110	22	2	5	0	0	0	0	0	0	0	0	139

Prepared by National Data & Surveying Services

CLASSIFICATION

E 3rd St Bet S McDonnell Ave & S Arizona Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_001

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	84	10	0	1	0	0	0	0	0	0	0	0	95	0	65	9	1	0	0	0	0	0	0	0	0	0	75	0	149	19	1	1	0	0	0	0	0	0	0	0	170
12:15	1	69	11	1	1	0	0	0	0	0	0	0	0	83	0	68	16	1	2	0	0	0	0	0	0	0	0	87	1	137	27	2	3	0	0	0	0	0	0	0	0	170
12:30	0	77	12	0	2	0	0	0	0	0	0	0	0	91	0	70	10	0	7	0	0	0	0	0	0	0	0	87	0	147	22	0	9	0	0	0	0	0	0	0	0	178
12:45	0	70	12	0	1	0	0	0	0	0	0	0	0	83	0	100	8	1	3	0	0	0	0	0	0	0	0	112	0	170	20	1	4	0	0	0	0	0	0	0	0	195
13:00	0	80	16	1	3	0	0	0	0	0	0	0	0	100	0	85	10	0	1	0	0	0	0	0	0	0	0	96	0	165	26	1	4	0	0	0	0	0	0	0	0	196
13:15	1	79	8	0	0	0	0	0	0	0	0	0	0	88	0	75	11	1	2	0	0	0	0	0	0	0	0	89	1	154	19	1	2	0	0	0	0	0	0	0	0	177
13:30	0	92	8	0	5	0	0	0	0	0	0	0	0	105	0	73	8	2	3	0	0	0	0	0	0	0	0	86	0	165	16	2	8	0	0	0	0	0	0	0	0	191
13:45	0	98	16	2	0	0	0	0	0	0	0	0	0	116	0	71	9	1	0	0	0	0	0	0	0	0	0	81	0	169	25	3	0	0	0	0	0	0	0	0	0	197
14:00	0	87	14	0	2	0	0	0	0	0	0	0	0	103	0	90	8	3	6	0	0	0	0	0	0	0	0	107	0	177	22	3	8	0	0	0	0	0	0	0	0	210
14:15	0	112	18	1	3	0	0	0	0	0	0	0	0	134	0	116	11	0	2	1	0	0	0	0	0	0	0	130	0	228	29	1	5	1	0	0	0	0	0	0	0	264
14:30	0	81	13	2	2	0	0	0	0	0	0	0	0	98	0	88	13	2	3	0	0	0	0	0	0	0	0	106	0	169	26	4	5	0	0	0	0	0	0	0	0	204
14:45	0	111	21	1	1	0	0	0	1	0	0	0	0	135	0	79	9	2	3	0	0	1	0	0	0	0	0	94	0	190	30	3	4	0	0	1	1	0	0	0	0	229
15:00	0	122	16	0	1	1	0	0	1	0	0	0	0	141	0	78	4	0	1	0	0	0	0	0	0	0	0	83	0	200	20	0	2	1	0	0	1	0	0	0	0	224
15:15	1	128	17	2	2	0	0	0	0	0	0	0	0	150	0	76	11	1	0	1	0	0	0	0	0	0	0	89	1	204	28	3	2	1	0	0	0	0	0	0	0	239
15:30	0	114	26	1	2	0	1	0	0	0	0	0	0	144	1	88	5	1	3	1	0	0	0	0	0	0	0	99	1	202	31	2	5	1	1	0	0	0	0	0	0	243
15:45	0	130	17	0	6	1	0	0	0	0	0	0	0	154	0	85	9	0	1	0	0	0	0	0	0	0	0	95	0	215	26	0	7	1	0	0	0	0	0	0	0	249
16:00	0	120	20	1	5	0	0	2	0	0	0	0	0	148	0	87	11	1	1	0	0	0	0	0	0	0	0	100	0	207	31	2	6	0	0	2	0	0	0	0	0	248
16:15	0	106	13	2	1	0	0	1	0	0	0	0	0	123	0	69	9	0	0	0	0	0	0	0	0	0	0	78	0	175	22	2	1	0	0	1	0	0	0	0	0	201
16:30	0	113	25	1	4	0	0	1	2	0	0	0	0	146	0	88	14	1	3	0	0	0	0	0	0	0	0	106	0	201	39	2	7	0	0	1	2	0	0	0	0	252
16:45	0	114	18	0	2	1	0	0	0	0	0	0	0	135	0	77	8	1	0	0	0	0	0	0	0	0	0	86	0	191	26	1	2	1	0	0	0	0	0	0	0	221
17:00	0	94	14	3	1	0	0	1	0	0	0	0	0	113	0	78	13	0	0	0	0	0	0	0	0	0	0	91	0	172	27	3	1	0	0	1	0	0	0	0	0	204
17:15	0	125	13	1	2	2	0	0	0	0	0	0	0	143	1	73	10	1	0	0	0	0	0	0	0	0	0	85	1	198	23	2	2	2	0	0	0	0	0	0	0	228
17:30	0	120	24	0	8	0	0	0	0	0	0	0	0	152	1	76	9	0	2	0	0	0	0	0	0	0	0	88	1	196	33	0	10	0	0	0	0	0	0	0	0	240
17:45	0	125	12	2	5	1	0	0	1	0	0	0	0	146	0	76	12	1	0	0	0	0	0	0	0	0	0	89	0	201	24	3	5	1	0	0	1	0	0	0	0	235
18:00	1	125	19	1	1	1	0	0	0	0	0	0	0	148	0	65	9	2	1	0	0	0	0	0	0	0	0	77	1	190	28	3	2	1	0	0	0	0	0	0	0	225
18:15	0	63	17	0	0	0	0	0	0	0	0	0	0	80	0	46	11	0	1	0	0	0	0	0	0	0	0	58	0	109	28	0	1	0	0	0	0	0	0	0	0	138
18:30	0	131	23	1	1	0	0	0	0	0	0	0	0	156	0	49	4	1	2	0	0	1	0	0	0	0	0	57	0	180	27	2	3	0	0	1	0	0	0	0	0	213
18:45	0	137	23	0	2	0	0	1	0	0	0	0	0	163	0	47	6	0	3	0	0	1	0	0	0	0	0	57	0	184	29	0	5	0	0	2	0	0	0	0	0	220
19:00	0	117	11	1	1	1	0	0	0	0	0	0	0	131	0	63	3	2	0	0	0	0	0	0	0	0	0	68	0	180	14	3	1	1	0	0	0	0	0	0	0	199
19:15	0	114	17	2	0	0	0	0	0	0	0	0	0	133	0	58	10	1	0	0	0	0	0	0	0	0	0	69	0	172	27	3	0	0	0	0	0	0	0	0	0	202
19:30	0	64	14	0	2	0	0	0	0	0	0	0	0	80	0	38	4	0	2	0	0	0	0	0	0	0	0	44	0	102	18	0	4	0	0	0	0	0	0	0	0	124
19:45	0	52	11	1	0	0	0	0	0	0	0	0	0	64	0	52	5	1	0	0	0	0	0	0	0	0	0	58	0	104	16	2	0	0	0	0	0	0	0	0	0	122
20:00	0	36	6	0	4	0	0	0	0	0	0	0	0	46	0	45	8	0	1	0	0	0	0	0	0	0	0	54	0	81	14	0	5	0	0	0	0	0	0	0	0	100
20:15	0	44	4	1	1	0	0	0	0	0	0	0	0	50	0	55	6	1	0	0	0	0	0	0	0	0	0	62	0	99	10	2	1	0	0	0	0	0	0	0	0	112
20:30	0	33	3	1	0	0	0	0	0	0	0	0	0	37	0	51	6	0	2	0	0	0	0	0	0	0	0	59	0	84	9	1	2	0	0	0	0	0	0	0	0	96
20:45	0	35	8	0	0	0	0	0	0	0	0	0	0	43	0	43	9	0	0	0	0	0	0	0	0	0	0	52	0	78	17	0	0	0	0	0	0	0	0	0	0	95
21:00	0	32	6	1	0	0	0	0	0	0	0	0	0	39	0	45	5	0	0	0	0	0	0	0	0	0	0	50	0	77	11	1	0	0	0	0	0	0	0	0	0	89
21:15	0	25	3	1	0	0	0	0	0	0	0	0	0	29	0	32	4	0	0	0	0	0	0	0	0	0	0	36	0	57	7	1	0	0	0	0	0	0	0	0	0	65
21:30	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	31	0	0	0	0	0	0	0	0	0	0	0	31	0	55	4	0	0	0	0	0	0	0	0	0	0	59
21:45	0	22	2	1	0	0	0	0	0	0	0	0	0	25	0	34	5	0	0	0	0	0	0	0	0	0	0	39	0	56	7	1	0	0	0	0	0	0	0	0	0	64
22:00	0	22	8	0	0	0	0	0	0	0	0	0	0	30	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	48	10	0	0	0	0	0	0	0	0	0	0	58
22:15	0	20	8	0	2	0	0	0	0	0	0	0	0	30	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	37	12	0	2	0	0	0	0	0	0	0	0	51
22:30	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	41	8	0	0	0	0	0	0	0	0	0	0	49
22:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	33	5	0	0	0	0	0	0	0	0	0	0	38
23:00	0	13	1	0	1	0	0	0	0	0	0	0	0	15	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	30	3	0	1	0	0	0	0	0	0	0	0	34
23:15	0	17	1	1	0	0	0	0	0	0	0	0	0	19	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	33	1	1	0	0	0	0	0	0	0	0	0	35
23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	11	1	1	0	0	0	0	0	0	0	0	0	13	0	23	1	1	0	0	0	0	0	0	0	0	0	25
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	15	3	0	1	0	0	0	0	0	0	0	0	19	0	19	5	0	1	0	0	0	0	0	0	0	0	25
Totals	**5**	**5,217**	**855**	**51**	**121**	**12**	**1**	**8**	**7**	**0**	**0**	**0**	**0**	**6,277**	**5**	**4,734**	**653**	**52**	**122**	**6**	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**5,580**	**10**	**9,951**	**1,508**	**103**	**243**	**18**	**1**	**13**	**10**	**0**	**0**	**0**	**0**	**11,857**
% of Totals	0%	83%	14%	1%	2%	0%	0%	0%	0%					100%	0%	85%	12%	1%	2%	0%		0%	0%					100%	0%	84%	13%	1%	2%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

E 3rd St Bet S McDonnell Ave & S Arizona Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,277	5,580	11,857

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			12	13	25	12:00			95	75	170
0:15			12	14	26	12:15			83	87	170
0:30			5	9	14	12:30			91	87	178
0:45			10	8	18	12:45			83	112	195
1:00			5	4	9	13:00			100	96	196
1:15			6	6	12	13:15			88	89	177
1:30			9	7	16	13:30			105	86	191
1:45			6	7	13	13:45			116	81	197
2:00			2	6	8	14:00			103	107	210
2:15			5	3	8	14:15			134	130	264
2:30			4	5	9	14:30			98	106	204
2:45			7	6	13	14:45			135	94	229
3:00			6	5	11	15:00			141	83	224
3:15			7	9	16	15:15			150	89	239
3:30			4	8	12	15:30			144	99	243
3:45			2	3	5	15:45			154	95	249
4:00			7	8	15	16:00			148	100	248
4:15			5	11	16	16:15			123	78	201
4:30			12	17	29	16:30			146	106	252
4:45			15	18	33	16:45			135	86	221
5:00			8	22	30	17:00			113	91	204
5:15			10	21	31	17:15			143	85	228
5:30			14	35	49	17:30			152	88	240
5:45			24	40	64	17:45			146	89	235
6:00			30	49	79	18:00			148	77	225
6:15			31	59	90	18:15			80	58	138
6:30			32	72	104	18:30			156	57	213
6:45			52	59	111	18:45			163	57	220
7:00			44	82	126	19:00			131	68	199
7:15			41	104	145	19:15			133	69	202
7:30			100	106	206	19:30			80	44	124
7:45			164	122	286	19:45			64	58	122
8:00			147	105	252	20:00			46	54	100
8:15			104	106	210	20:15			50	62	112
8:30			77	84	161	20:30			37	59	96
8:45			80	75	155	20:45			43	52	95
9:00			70	110	180	21:00			39	50	89
9:15			52	91	143	21:15			29	36	65
9:30			83	77	160	21:30			28	31	59
9:45			77	85	162	21:45			25	39	64
10:00			64	83	147	22:00			30	28	58
10:15			66	74	140	22:15			30	21	51
10:30			68	73	141	22:30			23	26	49
10:45			73	76	149	22:45			20	18	38
11:00			76	89	165	23:00			15	19	34
11:15			64	85	149	23:15			19	16	35
11:30			87	85	172	23:30			12	13	25
11:45			65	74	139	23:45			6	19	25
TOTALS	0	0	1944	2310	4254	TOTALS	0	0	4333	3270	7603
SPLIT %	0%	0%	46%	54%	36%	SPLIT %	0%	0%	57%	43%	64%

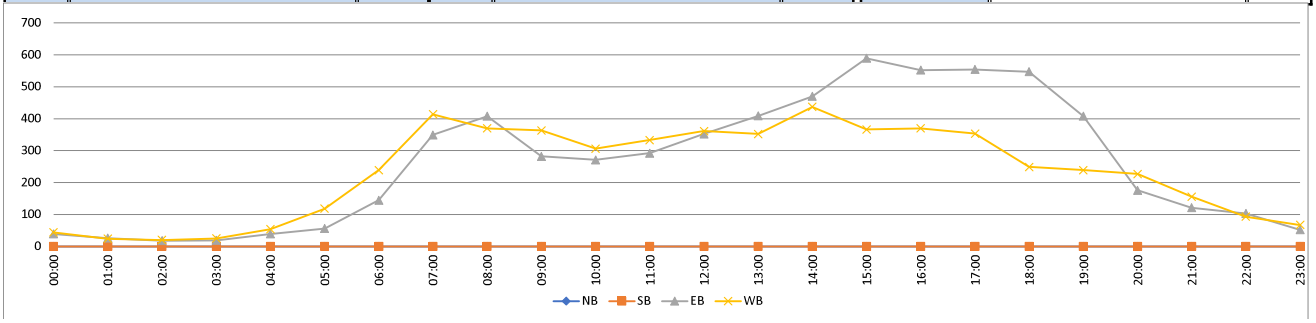
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			39	44	83
01:00	02:00			26	24	50
02:00	03:00			18	20	38
03:00	04:00			19	25	44
04:00	05:00			39	54	93
05:00	06:00			56	118	174
06:00	07:00			145	239	384
07:00	08:00			349	414	763
08:00	09:00			408	370	778
09:00	10:00			282	363	645
10:00	11:00			271	306	577
11:00	12:00			292	333	625
12:00	13:00			352	361	713
13:00	14:00			409	352	761
14:00	15:00			470	437	907
15:00	16:00			589	366	955
16:00	17:00			552	370	922
17:00	18:00			554	353	907
18:00	19:00			547	249	796
19:00	20:00			408	239	647
20:00	21:00			176	227	403
21:00	22:00			121	156	277
22:00	23:00			103	93	196
23:00	00:00			52	67	119

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1944	2310	4254
Peak Hour			7:30	7:30	7:30
Peak Volume			515	439	954
Peak Hour Factor			0.785	0.900	0.834
Peak Period	12:00	to	00:00		
Volume			4333	3270	7603
Peak Hour			15:15	14:00	15:15
Peak Volume			596	437	979
Peak Hour Factor			0.968	0.840	0.983
Peak Period	07:00	to	09:00		
Volume			757	784	1541
Peak Hour			7:30	7:30	7:30
Peak Volume			515	439	954
Peak Hour Factor			0.785	0.900	0.834
Peak Period	16:00	to	18:00		
Volume			1106	723	1829
Peak Hour			17:00	16:00	16:00
Peak Volume			554	370	922
Peak Hour Factor			0.911	0.873	0.915



Prepared by National Data & Surveying Services

CLASSIFICATION

E 3rd St W/O E Beverly Blvd/S Woods Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_002

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	32	5	1	2	0	0	0	0	0	0	0	0	40	0	41	1	1	1	0	0	0	3	0	0	0	0	47	0	73	6	2	3	0	0	0	3	0	0	0	0	87
1:00	0	23	3	1	0	1	0	0	0	0	0	0	0	28	0	19	5	0	0	0	0	0	2	0	0	0	0	26	0	42	8	1	0	1	0	0	2	0	0	0	0	54
2:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	45	6	0	0	0	0	0	0	0	0	0	0	51
3:00	0	24	6	1	1	0	0	0	0	0	0	0	0	32	0	13	1	0	0	0	0	0	1	0	0	0	0	15	0	37	7	1	1	0	0	0	1	0	0	0	0	47
4:00	0	38	7	0	1	0	0	0	0	0	0	0	0	46	0	27	4	3	0	0	0	0	2	0	0	0	0	36	0	65	11	3	1	0	0	0	2	0	0	0	0	82
5:00	0	42	22	2	1	0	0	0	0	0	0	0	0	67	0	86	11	6	0	0	0	0	3	0	0	0	0	106	0	128	33	8	1	0	0	0	3	0	0	0	0	173
6:00	0	104	22	9	9	1	0	0	1	0	0	0	0	146	1	189	24	9	4	5	0	2	1	0	0	0	0	235	1	293	46	18	13	6	0	2	2	0	0	0	0	381
7:00	0	315	48	11	6	0	0	1	0	0	0	0	0	381	5	434	53	10	11	0	0	1	3	0	0	0	0	517	5	749	101	21	17	0	0	2	3	0	0	0	0	898
8:00	0	388	47	7	3	0	0	1	1	1	0	0	0	448	0	410	55	5	7	1	0	1	3	0	0	0	0	482	0	798	102	12	10	1	0	2	4	1	0	0	0	930
9:00	0	252	56	6	4	1	0	1	0	0	0	0	0	320	1	289	44	4	11	2	0	0	3	0	0	0	0	354	1	541	100	10	15	3	0	1	3	0	0	0	0	674
10:00	1	272	47	5	10	0	0	0	0	0	0	0	0	335	0	277	62	7	12	1	0	1	4	0	0	0	0	364	1	549	109	12	22	1	0	1	4	0	0	0	0	699
11:00	1	319	63	6	8	3	0	0	0	0	0	0	0	400	1	273	53	6	13	1	0	0	1	0	0	0	0	348	2	592	116	12	21	4	0	0	1	0	0	0	0	748
12:00	1	351	54	6	11	1	0	0	1	0	0	0	0	425	0	357	53	7	5	1	0	0	0	0	0	0	0	423	1	708	107	13	16	2	0	0	1	0	0	0	0	848
13:00	3	358	47	8	9	0	0	0	0	0	0	0	0	425	2	339	41	8	8	1	0	0	1	0	0	0	0	400	5	697	88	16	17	1	0	0	1	0	0	0	0	825
14:00	0	480	92	10	8	3	0	0	0	0	0	0	0	593	0	407	48	12	3	2	0	0	1	0	0	0	0	473	0	887	140	22	11	5	0	0	1	0	0	0	0	1066
15:00	3	646	121	10	7	1	0	0	1	0	0	0	0	789	1	378	48	6	3	2	0	0	1	0	0	0	0	439	4	1024	169	16	10	3	0	0	2	0	0	0	0	1228
16:00	2	708	112	6	5	0	0	1	0	0	0	0	0	834	0	318	41	14	9	0	0	0	0	0	0	0	0	382	2	1026	153	20	14	0	0	1	0	0	0	0	0	1216
17:00	1	743	111	9	5	1	0	0	1	0	0	0	0	871	2	299	52	11	2	0	0	0	3	0	0	0	0	369	3	1042	163	20	7	1	0	0	4	0	0	0	0	1240
18:00	0	663	85	5	7	0	0	0	0	1	0	0	0	761	1	274	37	8	3	0	0	1	2	0	0	0	0	326	1	937	122	13	10	0	0	1	2	1	0	0	0	1087
19:00	1	389	59	9	5	1	0	0	0	0	0	0	0	464	0	215	21	7	2	1	0	1	3	0	0	0	0	250	1	604	80	16	7	2	0	1	3	0	0	0	0	714
20:00	0	173	25	6	2	0	0	0	0	0	0	0	0	206	0	188	27	6	1	0	0	0	3	0	0	0	0	225	0	361	52	12	3	0	0	0	3	0	0	0	0	431
21:00	0	105	19	3	1	0	0	0	0	0	0	0	0	128	0	137	9	4	3	0	0	0	1	0	0	0	0	154	0	242	28	7	4	0	0	0	1	0	0	0	0	282
22:00	0	90	17	2	1	0	0	0	0	0	0	0	0	110	0	107	14	2	1	0	0	0	3	0	0	0	0	127	0	197	31	4	2	0	0	0	3	0	0	0	0	237
23:00	0	50	4	0	0	0	0	0	0	0	0	0	0	54	0	77	6	2	1	0	0	0	1	0	0	0	0	87	0	127	10	2	1	0	0	0	1	0	0	0	0	141
Totals	13	6,586	1,074	123	106	13	0	4	5	2	0	0	0	7,926	14	5,178	714	138	100	17	0	7	45	0	0	0	0	6,213	27	11,764	1,788	261	206	30	0	11	50	2	0	0	0	14,139
% of Totals	0%	83%	14%	2%	1%	0%		0%	0%	0%				100%	0%	83%	11%	2%	2%	0%		0%	1%					100%	0%	83%	13%	2%	1%	0%		0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



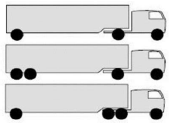
#5 2-Axle, 6-Tire Single Units



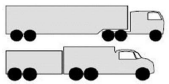
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	1830	328	49	45	6	0	3	2	1	0	0	0	2266	8	2082	317	51	59	10	0	5	26	0	0	0	0	2558	10	3912	645	100	104	16	0	8	28	1	0	0	0	4824
%	0%	23%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	34%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	41%	0%	28%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	11:45	7:30	11:15	7:15	10:15	10:45	0:00	6:15	5:15	7:15	0:00	0:00	0:00	7:30	7:00	7:30	10:00	6:30	9:45	6:00	0:00	5:45	10:15	0:00	0:00	0:00	0:00	7:30	7:00	7:30	11:15	7:15	10:15	6:00	0:00	5:45	5:15	7:15	0:00	0:00	0:00	7:30
Peak Volume	2	479	67	13	13	3	0	1	1	1	0	0	0	554	5	484	62	10	15	5	0	2	5	0	0	0	0	572	5	963	123	23	25	6	0	2	5	1	0	0	0	1126
12:00 - 24:00	11	4756	746	74	61	7	0	1	3	1	0	0	0	5660	6	3096	397	87	41	7	0	2	19	0	0	0	0	3655	17	7852	1143	161	102	14	0	3	22	1	0	0	0	9315
%	0%	60%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	50%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	59%	0%	56%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	12:30	16:30	15:15	13:15	12:15	14:00	12:00	15:45	12:00	18:00	12:00	12:00	12:00	16:30	12:15	14:00	14:30	16:00	12:30	13:45	12:00	18:30	17:30	12:00	12:00	12:00	12:00	14:00	12:30	16:30	15:15	13:45	12:15	13:45	12:00	18:30	17:30	18:00	12:00	12:00	12:00	16:30
Peak Volume	3	753	124	11	14	3	0	1	1	1	0	0	0	880	2	407	57	14	10	3	0	2	4	0	0	0	0	473	5	1066	175	23	23	5	0	2	5	1	0	0	0	1256
07:00 - 09:00	0	703	95	18	9	0	0	2	1	1	0	0	0	829	5	844	108	15	18	1	0	2	6	0	0	0	0	999	5	1547	203	33	27	1	0	4	7	1	0	0	0	1828
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:45	7:15	7:15	7:00	7:00	7:00	7:15	7:15	7:00	7:00	7:00	7:30	7:00	7:30	7:30	7:00	7:00	8:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:15	7:15	8:00	7:00	7:00	7:15	7:15	7:00	7:00	7:00	7:30
Peak Volume	0	479	58	13	7	0	0	1	1	1	0	0	0	554	5	484	60	10	11	1	0	1	4	0	0	0	0	572	5	963	115	23	18	1	0	2	5	1	0	0	0	1126
16:00 - 18:00	3	1451	223	15	10	1	0	1	1	0	0	0	0	1705	2	617	93	25	11	0	0	0	3	0	0	0	0	751	5	2068	316	40	21	1	0	1	4	0	0	0	0	2456
%	0%	18%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	22%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:00	16:30	16:15	17:00	16:00	16:15	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:30	16:45	16:15	17:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:15	16:30	16:30	17:00	16:00	16:00	16:15	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	2	753	116	9	5	1	0	1	1	0	0	0	0	880	2	320	52	14	9	0	0	0	3	0	0	0	0	383	3	1066	163	20	14	1	0	1	4	0	0	0	0	1256

Prepared by National Data & Surveying Services

CLASSIFICATION

E 3rd St W/O E Beverly Blvd/S Woods Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	9	2	1	1	0	0	0	0	0	0	0	0	13	0	14	0	0	0	0	0	0	1	0	0	0	0	15	0	23	2	1	1	0	0	0	1	0	0	0	0	28
0:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	11	0	1	1	0	0	0	0	0	0	0	0	13	0	20	0	1	1	0	0	0	0	0	0	0	0	22
0:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	4	1	0	0	0	0	0	1	0	0	0	0	6	0	10	3	0	0	0	0	0	1	0	0	0	0	14
0:45	0	8	1	0	1	0	0	0	0	0	0	0	0	10	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	20	1	0	1	0	0	0	1	0	0	0	0	23
1:00	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	14	1	1	0	0	0	0	0	0	0	0	0	16
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	8	2	0	0	0	0	0	0	0	0	0	0	10
1:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	5	3	0	0	0	0	0	1	0	0	0	0	9	0	11	5	0	0	0	0	0	1	0	0	0	0	17
1:45	0	6	0	0	0	1	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	1	0	0	0	0	0	4	0	9	0	0	0	1	0	0	1	0	0	0	0	11
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	15	2	0	0	0	0	0	0	0	0	0	0	17
2:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	12	2	0	0	0	0	0	0	0	0	0	0	14
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	0	13
3:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	3	0	0	0	0	0	0	0	0	0	0	7
3:15	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	14	0	0	1	0	0	0	0	0	0	0	0	15
3:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	10	2	0	0	0	0	0	0	0	0	0	0	12
3:45	0	5	2	1	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	0	0	0	1	0	0	0	0	5	0	9	2	1	0	0	0	0	1	0	0	0	0	13
4:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	1	0	0	0	0	0	0	0	0	0	0	13
4:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	4	2	1	0	0	0	0	0	0	0	0	0	7	0	9	4	1	0	0	0	0	0	0	0	0	0	14
4:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	7	0	1	0	0	0	0	1	0	0	0	0	9	0	20	2	1	0	0	0	0	1	0	0	0	0	24
4:45	0	12	3	0	1	0	0	0	0	0	0	0	0	16	0	12	1	1	0	0	0	0	1	0	0	0	0	15	0	24	4	1	1	0	0	0	1	0	0	0	0	31
5:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	0	17	2	1	0	0	0	0	0	0	0	0	0	20	0	20	4	1	1	0	0	0	0	0	0	0	0	26
5:15	0	15	3	1	0	0	0	0	0	0	0	0	0	19	0	14	0	2	0	0	0	0	1	0	0	0	0	17	0	29	3	3	0	0	0	0	1	0	0	0	0	36
5:30	0	10	11	0	0	0	0	0	0	0	0	0	0	21	0	30	5	1	0	0	0	0	1	0	0	0	0	37	0	40	16	1	0	0	0	0	1	0	0	0	0	58
5:45	0	14	6	1	0	0	0	0	0	0	0	0	0	21	0	25	4	2	0	0	0	0	1	0	0	0	0	32	0	39	10	3	0	0	0	0	1	0	0	0	0	53
6:00	0	17	3	2	5	0	0	0	1	0	0	0	0	28	0	35	4	2	3	1	0	1	1	0	0	0	0	47	0	52	7	4	8	1	0	1	2	0	0	0	0	75
6:15	0	20	6	1	1	1	0	0	0	0	0	0	0	29	1	37	9	3	0	0	0	0	0	0	0	0	0	50	1	57	15	4	1	1	0	0	0	0	0	0	0	79
6:30	0	31	2	2	1	0	0	0	0	0	0	0	0	36	0	54	5	2	0	2	0	1	0	0	0	0	0	64	0	85	7	4	1	2	0	1	0	0	0	0	0	100
6:45	0	36	11	4	2	0	0	0	0	0	0	0	0	53	0	63	6	2	1	2	0	0	0	0	0	0	0	74	0	99	17	6	3	2	0	0	0	0	0	0	0	127
7:00	0	37	10	1	0	0	0	1	0	0	0	0	0	49	0	79	11	2	3	0	0	0	0	0	0	0	0	95	0	116	21	3	3	0	0	1	0	0	0	0	0	144
7:15	0	53	7	3	2	0	0	0	0	0	0	0	0	65	0	94	14	4	3	0	0	0	1	0	0	0	0	116	0	147	21	7	5	0	0	0	1	0	0	0	0	181
7:30	0	77	10	3	3	0	0	0	0	0	0	0	0	93	4	109	10	2	4	0	0	1	2	0	0	0	0	132	4	186	20	5	7	0	0	1	2	0	0	0	0	225
7:45	0	148	21	4	1	0	0	0	0	0	0	0	0	174	1	152	18	2	1	0	0	0	0	0	0	0	0	174	1	300	39	6	2	0	0	0	0	0	0	0	0	348
8:00	0	146	17	3	1	0	0	0	1	1	0	0	0	169	0	113	13	2	3	0	0	0	1	0	0	0	0	132	0	259	30	5	4	0	0	0	2	1	0	0	0	301
8:15	0	108	6	2	2	0	0	0	0	0	0	0	0	118	0	110	19	1	3	0	0	0	1	0	0	0	0	134	0	218	25	3	5	0	0	0	1	0	0	0	0	252
8:30	0	68	14	1	0	0	0	1	0	0	0	0	0	84	0	104	7	2	0	0	0	1	0	0	0	0	0	114	0	172	21	3	0	0	0	2	0	0	0	0	0	198
8:45	0	66	10	1	0	0	0	0	0	0	0	0	0	77	0	83	16	0	1	1	0	0	1	0	0	0	0	102	0	149	26	1	1	1	0	0	1	0	0	0	0	179
9:00	0	53	9	3	2	1	0	0	0	0	0	0	0	68	1	90	10	3	2	0	0	0	0	0	0	0	0	106	1	143	19	6	4	1	0	0	0	0	0	0	0	174
9:15	0	62	12	0	1	0	0	0	0	0	0	0	0	75	0	69	11	1	3	0	0	0	1	0	0	0	0	85	0	131	23	1	4	0	0	0	1	0	0	0	0	160
9:30	0	72	21	3	0	0	0	1	0	0	0	0	0	97	0	59	10	0	1	1	0	0	1	0	0	0	0	72	0	131	31	3	1	1	0	1	1	0	0	0	0	169
9:45	0	65	14	0	1	0	0	0	0	0	0	0	0	80	0	71	13	0	5	1	0	0	1	0	0	0	0	91	0	136	27	0	6	1	0	0	1	0	0	0	0	171
10:00	0	69	10	2	2	0	0	0	0	0	0	0	0	83	0	70	19	3	5	0	0	0	0	0	0	0	0	97	0	139	29	5	7	0	0	0	0	0	0	0	0	180
10:15	1	63	12	0	3	0	0	0	0	0	0	0	0	79	0	66	10	1	2	0	0	1	1	0	0	0	0	81	1	129	22	1	5	0	0	1	1	0	0	0	0	160
10:30	0	73	14	3	2	0	0	0	0	0	0	0	0	92	0	66	17	2	3	0	0	0	1	0	0	0	0	89	0	139	31	5	5	0	0	0	1	0	0	0	0	181
10:45	0	67	11	0	3	0	0	0	0	0	0	0	0	81	0	75	16	1	2	1	0	0	2	0	0	0	0	97	0	142	27	1	5	1	0	0	2	0	0	0	0	178
11:00	0	77	12	2	5	1	0	0	0	0	0	0	0	97	1	54	11	2	5	0	0	0	1	0	0	0	0	74	1	131	23	4	10	1	0	0	1	0	0	0	0	171
11:15	0	78	14	1	2	0	0	0	0	0	0	0	0	95	0	79	13	2	3	0	0	0	0	0	0	0	0	97	0	157	27	3	5	0	0	0	0	0	0	0	0	192
11:30	0	88	20	3	0	2	0	0	0	0	0	0	0	113	0	63	18	1	2	0	0	0	0	0	0	0	0	84	0	151	38	4	2	2	0	0	0	0	0	0	0	197
11:45	1	76	17	0	1	0	0	0	0	0	0	0	0	95	0	77	11	1	3	1	0	0	0	0	0	0	0	93	1	153	28	1	4	1	0	0	0	0	0	0	0	188

Prepared by National Data & Surveying Services

CLASSIFICATION

E 3rd St W/O E Beverly Blvd/S Woods Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_002

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	96	16	2	1	0	0	0	0	0	0	0	0	115	0	67	14	1	0	0	0	0	0	0	0	0	0	82	0	163	30	3	1	0	0	0	0	0	0	0	0	197
12:15	0	86	10	2	5	0	0	0	0	0	0	0	0	103	0	73	14	3	0	0	0	0	0	0	0	0	0	90	0	159	24	5	5	0	0	0	0	0	0	0	0	193
12:30	1	85	15	1	3	0	0	0	1	0	0	0	0	106	0	101	9	1	3	1	0	0	0	0	0	0	0	115	1	186	24	2	6	1	0	0	1	0	0	0	0	221
12:45	0	84	13	1	2	1	0	0	0	0	0	0	0	101	0	116	16	2	2	0	0	0	0	0	0	0	0	136	0	200	29	3	4	1	0	0	0	0	0	0	0	237
13:00	1	81	16	2	4	0	0	0	0	0	0	0	0	104	2	89	15	3	4	0	0	0	1	0	0	0	0	114	3	170	31	5	8	0	0	0	1	0	0	0	0	218
13:15	1	83	13	1	2	0	0	0	0	0	0	0	0	100	0	65	8	2	1	0	0	0	0	0	0	0	0	76	1	148	21	3	3	0	0	0	0	0	0	0	0	176
13:30	1	95	11	3	1	0	0	0	0	0	0	0	0	111	0	92	9	1	1	0	0	0	0	0	0	0	0	103	1	187	20	4	2	0	0	0	0	0	0	0	0	214
13:45	0	99	7	2	2	0	0	0	0	0	0	0	0	110	0	93	9	2	2	1	0	0	0	0	0	0	0	107	0	192	16	4	4	1	0	0	0	0	0	0	0	217
14:00	0	91	22	5	1	0	0	0	0	0	0	0	0	119	0	113	11	3	1	1	0	0	0	0	0	0	0	129	0	204	33	8	2	1	0	0	0	0	0	0	0	248
14:15	0	132	22	1	1	1	0	0	0	0	0	0	0	157	0	101	6	5	0	0	0	0	1	0	0	0	0	113	0	233	28	6	1	1	0	0	1	0	0	0	0	270
14:30	0	125	25	3	3	1	0	0	0	0	0	0	0	157	0	92	15	2	1	1	0	0	0	0	0	0	0	111	0	217	40	5	4	2	0	0	0	0	0	0	0	268
14:45	0	132	23	1	3	1	0	0	0	0	0	0	0	160	0	101	16	2	1	0	0	0	0	0	0	0	0	120	0	233	39	3	4	1	0	0	0	0	0	0	0	280
15:00	1	145	27	4	0	0	0	0	0	0	0	0	0	177	0	96	13	2	0	0	0	0	0	0	0	0	0	111	1	241	40	6	0	0	0	0	0	0	0	0	0	288
15:15	2	164	32	1	3	0	0	0	1	0	0	0	0	203	0	83	13	2	1	1	0	0	0	0	0	0	0	100	2	247	45	3	4	1	0	0	1	0	0	0	0	303
15:30	0	175	34	2	3	0	0	0	0	0	0	0	0	214	1	94	12	1	0	0	0	0	1	0	0	0	0	109	1	269	46	3	3	0	0	0	1	0	0	0	0	323
15:45	0	162	28	3	1	1	0	0	0	0	0	0	0	195	0	105	10	1	2	1	0	0	0	0	0	0	0	119	0	267	38	4	3	2	0	0	0	0	0	0	0	314
16:00	1	177	30	2	1	0	0	0	0	0	0	0	0	211	0	67	16	5	2	0	0	0	0	0	0	0	0	90	1	244	46	7	3	0	0	0	0	0	0	0	0	301
16:15	0	166	26	0	1	0	0	0	0	0	0	0	0	193	0	81	10	2	4	0	0	0	0	0	0	0	0	97	0	247	36	2	5	0	0	0	0	0	0	0	0	290
16:30	1	193	30	3	1	0	0	1	0	0	0	0	0	229	0	83	7	3	2	0	0	0	0	0	0	0	0	95	1	276	37	6	3	0	0	1	0	0	0	0	0	324
16:45	0	172	26	1	2	0	0	0	0	0	0	0	0	201	0	87	8	4	1	0	0	0	0	0	0	0	0	100	0	259	34	5	3	0	0	0	0	0	0	0	0	301
17:00	0	182	34	3	0	1	0	0	0	0	0	0	0	220	0	69	19	2	0	0	0	0	1	0	0	0	0	91	0	251	53	5	0	1	0	0	1	0	0	0	0	311
17:15	1	206	21	1	1	0	0	0	0	0	0	0	0	230	1	74	11	3	1	0	0	0	0	0	0	0	0	90	2	280	32	4	2	0	0	0	0	0	0	0	0	320
17:30	0	177	24	2	1	0	0	0	1	0	0	0	0	205	1	83	10	3	0	0	0	0	0	0	0	0	0	97	1	260	34	5	1	0	0	0	1	0	0	0	0	302
17:45	0	178	32	3	3	0	0	0	0	0	0	0	0	216	0	73	12	3	1	0	0	0	2	0	0	0	0	91	0	251	44	6	4	0	0	0	2	0	0	0	0	307
18:00	0	192	20	2	1	0	0	0	0	0	0	0	0	215	0	77	10	2	1	0	0	0	0	0	0	0	0	90	0	269	30	4	2	0	0	0	0	0	0	0	0	305
18:15	0	175	28	1	3	0	0	0	0	0	0	0	0	207	1	63	13	1	1	0	0	0	2	0	0	0	0	81	1	238	41	2	4	0	0	0	2	0	0	0	0	288
18:30	0	141	19	2	2	0	0	0	0	0	0	0	0	164	0	68	6	2	0	0	0	1	0	0	0	0	0	77	0	209	25	4	2	0	0	1	0	0	0	0	0	241
18:45	0	155	18	0	1	0	0	0	0	1	0	0	0	175	0	66	8	3	1	0	0	0	0	0	0	0	0	78	0	221	26	3	2	0	0	0	0	1	0	0	0	253
19:00	0	151	16	2	2	0	0	0	0	0	0	0	0	171	0	66	4	1	1	0	0	1	0	0	0	0	0	74	0	217	20	3	3	1	0	0	1	0	0	0	0	245
19:15	0	115	20	3	1	1	0	0	0	0	0	0	0	140	0	52	8	2	1	0	0	1	1	0	0	0	0	65	0	167	28	5	2	1	0	1	1	0	0	0	0	205
19:30	1	73	10	3	0	0	0	0	0	0	0	0	0	87	0	48	4	2	0	0	0	0	0	0	0	0	0	54	1	121	14	5	0	0	0	0	0	0	0	0	0	141
19:45	0	50	13	1	2	0	0	0	0	0	0	0	0	66	0	49	5	2	0	0	0	0	1	0	0	0	0	57	0	99	18	3	2	0	0	0	1	0	0	0	0	123
20:00	0	48	7	3	0	0	0	0	0	0	0	0	0	58	0	43	7	2	0	0	0	0	1	0	0	0	0	53	0	91	14	5	0	0	0	0	1	0	0	0	0	111
20:15	0	49	6	2	2	0	0	0	0	0	0	0	0	59	0	56	9	1	0	0	0	0	1	0	0	0	0	67	0	105	15	3	2	0	0	0	1	0	0	0	0	126
20:30	0	34	8	0	0	0	0	0	0	0	0	0	0	42	0	51	5	1	1	0	0	0	0	0	0	0	0	58	0	85	13	1	1	0	0	0	0	0	0	0	0	100
20:45	0	42	4	1	0	0	0	0	0	0	0	0	0	47	0	38	6	2	0	0	0	0	1	0	0	0	0	47	0	80	10	3	0	0	0	0	1	0	0	0	0	94
21:00	0	35	3	1	0	0	0	0	0	0	0	0	0	39	0	35	3	1	0	0	0	0	0	0	0	0	0	39	0	70	6	2	0	0	0	0	0	0	0	0	0	78
21:15	0	28	5	1	0	0	0	0	0	0	0	0	0	34	0	41	5	1	1	0	0	0	0	0	0	0	0	48	0	69	10	2	1	0	0	0	0	0	0	0	0	82
21:30	0	23	5	1	0	0	0	0	0	0	0	0	0	29	0	31	0	1	1	0	0	0	1	0	0	0	0	34	0	54	5	2	1	0	0	0	1	0	0	0	0	63
21:45	0	19	6	0	1	0	0	0	0	0	0	0	0	26	0	30	1	1	1	0	0	0	0	0	0	0	0	33	0	49	7	1	2	0	0	0	0	0	0	0	0	59
22:00	0	25	5	1	0	0	0	0	0	0	0	0	0	31	0	32	3	0	1	0	0	0	0	0	0	0	0	36	0	57	8	1	1	0	0	0	0	0	0	0	0	67
22:15	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0	29	3	1	0	0	0	0	1	0	0	0	0	34	0	51	7	1	0	0	0	0	1	0	0	0	0	60
22:30	0	23	4	0	0	0	0	0	0	0	0	0	0	27	0	28	6	0	0	0	0	0	1	0	0	0	0	35	0	51	10	0	0	0	0	0	1	0	0	0	0	62
22:45	0	20	4	1	1	0	0	0	0	0	0	0	0	26	0	18	2	1	0	0	0	0	1	0	0	0	0	22	0	38	6	2	1	0	0	0	1	0	0	0	0	48
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	33	3	0	0	0	0	0	0	0	0	0	0	36
23:15	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	22	2	1	1	0	0	0	0	0	0	0	0	26	0	44	3	1	1	0	0	0	0	0	0	0	0	49
23:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	14	0	1	0	0	0	0	1	0	0	0	0	16	0	29	1	1	0	0	0	0	1	0	0	0	0	32
23:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	21	3	0	0	0	0	0	0	0	0	0	0	24
Totals	**13**	**6,586**	**1,074**	**123**	**106**	**13**	**0**	**4**	**5**	**2**	**0**	**0**	**0**	**7,926**	**14**	**5,178**	**714**	**138**	**100**	**17**	**0**	**7**	**45**	**0**	**0**	**0**	**0**	**6,213**	**27**	**11,764**	**1,788**	**261**	**206**	**30**	**0**	**11**	**50**	**2**	**0**	**0**	**0**	**14,139**
% of Totals	0%	83%	14%	2%	1%	0%		0%	0%	0%				100%	0%	83%	11%	2%	2%	0%		0%	1%					100%	0%	83%	13%	2%	1%	0%		0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

E 3rd St W/O E Beverly Blvd/S Woods Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,926	6,213	14,139

DAILY TOTALS

15-Minutes Interval

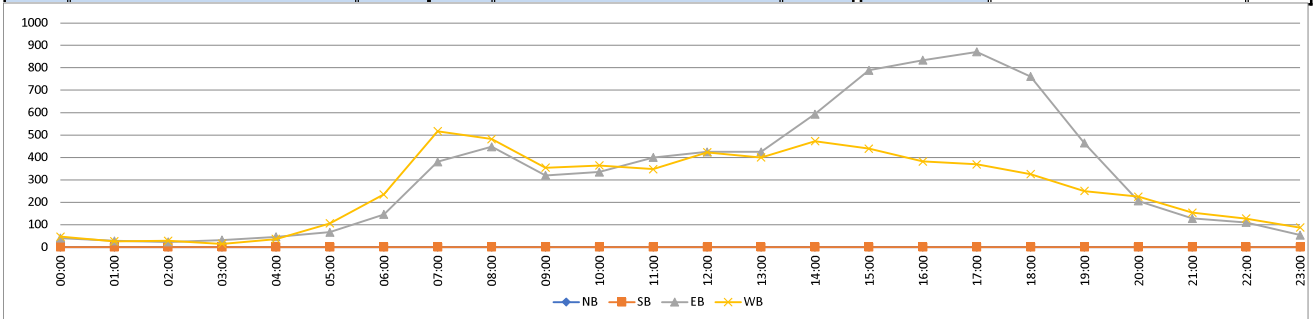
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			13	15	28	12:00			115	82	197
0:15			9	13	22	12:15			103	90	193
0:30			8	6	14	12:30			106	115	221
0:45			10	13	23	12:45			101	136	237
1:00			10	6	16	13:00			104	114	218
1:15			3	7	10	13:15			100	76	176
1:30			8	9	17	13:30			111	103	214
1:45			7	4	11	13:45			110	107	217
2:00			8	9	17	14:00			119	129	248
2:15			4	10	14	14:15			157	113	270
2:30			4	3	7	14:30			157	111	268
2:45			7	6	13	14:45			160	120	280
3:00			5	2	7	15:00			177	111	288
3:15			12	3	15	15:15			203	100	303
3:30			7	5	12	15:30			214	109	323
3:45			8	5	13	15:45			195	119	314
4:00			8	5	13	16:00			211	90	301
4:15			7	7	14	16:15			193	97	290
4:30			15	9	24	16:30			229	95	324
4:45			16	15	31	16:45			201	100	301
5:00			6	20	26	17:00			220	91	311
5:15			19	17	36	17:15			230	90	320
5:30			21	37	58	17:30			205	97	302
5:45			21	32	53	17:45			216	91	307
6:00			28	47	75	18:00			215	90	305
6:15			29	50	79	18:15			207	81	288
6:30			36	64	100	18:30			164	77	241
6:45			53	74	127	18:45			175	78	253
7:00			49	95	144	19:00			171	74	245
7:15			65	116	181	19:15			140	65	205
7:30			93	132	225	19:30			87	54	141
7:45			174	174	348	19:45			66	57	123
8:00			169	132	301	20:00			58	53	111
8:15			118	134	252	20:15			59	67	126
8:30			84	114	198	20:30			42	58	100
8:45			77	102	179	20:45			47	47	94
9:00			68	106	174	21:00			39	39	78
9:15			75	85	160	21:15			34	48	82
9:30			97	72	169	21:30			29	34	63
9:45			80	91	171	21:45			26	33	59
10:00			83	97	180	22:00			31	36	67
10:15			79	81	160	22:15			26	34	60
10:30			92	89	181	22:30			27	35	62
10:45			81	97	178	22:45			26	22	48
11:00			97	74	171	23:00			8	28	36
11:15			95	97	192	23:15			23	26	49
11:30			113	84	197	23:30			16	16	32
11:45			95	93	188	23:45			7	17	24
TOTALS	0	0	2266	2558	4824	TOTALS	0	0	5660	3655	9315
SPLIT %	0%	0%	47%	53%	34%	SPLIT %	0%	0%	61%	39%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			40	47	87
01:00	02:00			28	26	54
02:00	03:00			23	28	51
03:00	04:00			32	15	47
04:00	05:00			46	36	82
05:00	06:00			67	106	173
06:00	07:00			146	235	381
07:00	08:00			381	517	898
08:00	09:00			448	482	930
09:00	10:00			320	354	674
10:00	11:00			335	364	699
11:00	12:00			400	348	748
12:00	13:00			425	423	848
13:00	14:00			425	400	825
14:00	15:00			593	473	1066
15:00	16:00			789	439	1228
16:00	17:00			834	382	1216
17:00	18:00			871	369	1240
18:00	19:00			761	326	1087
19:00	20:00			464	250	714
20:00	21:00			206	225	431
21:00	22:00			128	154	282
22:00	23:00			110	127	237
23:00	00:00			54	87	141

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2266	2558	4824
Peak Hour			7:30	7:30	7:30
Peak Volume			554	572	1126
Peak Hour Factor			0.796	0.822	0.809
Peak Period	12:00	to	00:00		
Volume			5660	3655	9315
Peak Hour			16:30	14:00	16:30
Peak Volume			880	473	1256
Peak Hour Factor			0.957	0.917	0.969
Peak Period	07:00	to	09:00		
Volume			829	999	1828
Peak Hour			7:30	7:30	7:30
Peak Volume			554	572	1126
Peak Hour Factor			0.796	0.822	0.809
Peak Period	16:00	to	18:00		
Volume			1705	751	2456
Peak Hour			16:30	16:15	16:30
Peak Volume			880	383	1256
Peak Hour Factor			0.957	0.958	0.969



Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet E Beverly Blvd/S Woods Avenue & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_003

HOURLY BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	22	0	0	0	0	0	0	0	0	0	0	0	22
1:00	0	18	2	0	1	0	0	0	0	0	0	0	0	21	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	23	3	0	1	0	0	0	0	0	0	0	0	27
2:00	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	8	0	2	0	0	0	0	0	0	0	0	0	10	0	35	5	2	0	0	0	0	0	0	0	0	0	42
3:00	0	39	11	2	1	0	0	0	1	0	0	0	0	54	0	30	1	3	0	1	0	0	0	0	0	0	0	35	0	69	12	5	1	1	0	0	1	0	0	0	0	89
4:00	0	69	9	3	1	1	0	0	1	0	0	0	0	84	1	64	10	5	4	0	0	1	0	0	0	0	0	85	1	133	19	8	5	1	0	1	1	0	0	0	0	169
5:00	0	163	33	1	4	1	0	0	0	0	0	0	0	202	0	149	21	3	3	0	0	0	0	0	0	0	0	176	0	312	54	4	7	1	0	0	0	0	0	0	0	378
6:00	0	217	27	3	3	2	0	1	0	0	0	0	0	253	0	167	19	3	8	0	0	1	0	0	0	0	0	198	0	384	46	6	11	2	0	2	0	0	0	0	0	451
7:00	0	160	35	4	7	0	0	1	0	0	0	0	0	207	1	155	27	4	3	2	0	0	0	1	1	0	0	194	1	315	62	8	10	2	0	1	0	1	1	0	0	401
8:00	0	155	36	3	5	0	0	0	0	0	0	0	0	199	0	159	34	4	7	1	0	0	0	0	0	0	0	205	0	314	70	7	12	1	0	0	0	0	0	0	0	404
9:00	1	188	33	3	7	0	0	0	1	0	0	0	0	233	1	152	34	3	4	0	0	0	0	0	0	0	0	194	2	340	67	6	11	0	0	0	1	0	0	0	0	427
10:00	0	229	25	2	9	0	0	1	0	0	0	0	0	266	1	208	19	2	10	0	0	0	0	0	0	0	0	240	1	437	44	4	19	0	0	1	0	0	0	0	0	506
11:00	1	199	29	2	9	1	1	0	0	0	0	0	0	242	0	183	27	3	6	2	0	0	0	0	0	1	0	222	1	382	56	5	15	3	1	0	0	0	0	1	0	464
12:00	0	237	43	6	4	1	0	0	0	0	0	0	0	291	0	211	27	2	5	1	0	0	0	0	0	0	0	246	0	448	70	8	9	2	0	0	0	0	0	0	0	537
13:00	1	304	39	4	9	1	0	1	1	0	0	0	0	360	0	174	25	2	3	1	0	0	0	0	0	0	0	205	1	478	64	6	12	2	0	1	1	0	0	0	0	565
14:00	1	316	36	5	3	0	1	0	2	0	0	2	1	367	0	190	26	4	3	0	0	0	0	0	0	0	0	223	1	506	62	9	6	0	1	0	2	0	0	2	1	590
15:00	0	294	28	3	7	0	1	0	0	0	0	0	0	333	0	171	21	5	0	0	0	1	0	0	0	0	0	198	0	465	49	8	7	0	1	0	1	0	0	0	0	531
16:00	0	275	30	3	3	0	0	0	0	0	0	0	0	311	0	168	16	2	4	0	0	0	0	0	0	0	0	190	0	443	46	5	7	0	0	0	0	0	0	0	0	501
17:00	0	168	26	3	2	0	0	0	0	0	0	0	0	199	0	118	11	2	2	0	0	0	0	0	0	0	0	133	0	286	37	5	4	0	0	0	0	0	0	0	0	332
18:00	0	98	13	2	2	0	0	1	0	0	0	0	0	116	0	105	13	2	3	0	0	0	0	0	0	0	0	123	0	203	26	4	5	0	0	1	0	0	0	0	0	239
19:00	0	63	6	2	0	0	0	0	0	0	0	0	0	71	0	63	3	2	0	1	0	0	0	0	0	0	0	69	0	126	9	4	0	1	0	0	0	0	0	0	0	140
20:00	0	47	5	2	0	0	0	0	0	0	0	0	0	54	0	40	9	2	0	0	0	0	0	0	0	0	0	51	0	87	14	4	0	0	0	0	0	0	0	0	0	105
21:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	34	2	1	2	0	0	0	0	0	0	0	0	39	0	52	3	1	2	0	0	0	0	0	0	0	0	58
22:00	0	19	1	1	0	0	0	0	0	0	0	0	0	21	0	22	5	0	2	0	0	0	0	0	0	0	0	29	0	41	6	1	2	0	0	0	0	0	0	0	0	50
23:00	0	17	2	1	0	0	0	0	0	0	0	0	0	20	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	30	4	1	0	0	0	0	0	0	0	0	0	35
Totals	4	3,329	475	55	77	7	3	5	6	0	0	2	1	3,964	4	2,602	353	56	69	9	0	2	1	1	1	1	0	3,099	8	5,931	828	111	146	16	3	7	7	1	1	3	1	7,063
% of Totals	0%	84%	12%	1%	2%	0%	0%	0%	0%			0%	0%	100%	0%	84%	11%	2%	2%	0%		0%	0%	0%	0%	0%		100%	0%	84%	12%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



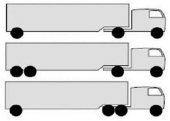
#5 2-Axle, 6-Tire Single Units



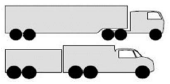
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	1473	245	23	47	5	1	3	3	0	0	0	0	1802	4	1293	193	32	45	6	0	2	0	1	1	1	0	1578	6	2766	438	55	92	11	1	5	3	1	1	1	0	3380
%	0%	37%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	45%	0%	42%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	51%	0%	39%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	48%
Peak Hour	8:45	11:45	7:30	11:45	9:45	5:15	10:15	5:45	2:15	0:00	0:00	0:00	0:00	11:45	3:45	10:15	8:45	3:45	10:00	7:00	0:00	3:15	0:00	6:30	7:00	10:15	0:00	10:15	8:45	11:45	7:30	11:45	10:00	5:15	10:15	5:45	2:15	6:30	7:00	10:15	0:00	11:30
Peak Volume	1	235	40	6	10	3	1	1	1	0	0	0	0	282	1	225	37	5	10	2	0	1	0	1	1	1	0	255	2	445	72	9	19	3	1	2	1	1	1	1	0	527
12:00 - 24:00	2	1856	230	32	30	2	2	2	3	0	0	2	1	2162	0	1309	160	24	24	3	0	0	1	0	0	0	0	1521	2	3165	390	56	54	5	2	2	4	0	0	2	1	3683
%	0%	47%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	42%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	49%	0%	45%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	52%
Peak Hour	13:15	14:30	12:00	12:00	13:00	12:30	14:30	12:15	13:45	12:00	12:00	13:45	13:45	14:30	12:00	12:00	12:30	15:00	12:00	12:30	12:00	12:00	14:30	12:00	12:00	12:00	12:00	12:00	13:15	14:15	12:00	13:45	13:15	12:30	14:30	12:15	14:30	12:00	12:00	13:45	13:45	14:15
Peak Volume	2	331	43	6	9	2	2	1	2	0	0	2	1	383	0	211	30	5	5	2	0	0	1	0	0	0	0	246	2	522	70	9	13	4	2	1	3	0	0	2	1	606
07:00 - 09:00	0	315	71	7	12	0	0	1	0	0	0	0	0	406	1	314	61	8	10	3	0	0	0	1	1	0	0	399	1	629	132	15	22	3	0	1	0	1	1	0	0	805
%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%
Peak Hour	7:00	7:30	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:45	8:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:45	7:30	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	0	169	40	4	7	0	0	1	0	0	0	0	0	220	1	160	34	4	7	2	0	0	0	1	1	0	0	205	1	325	72	8	12	2	0	1	0	1	1	0	0	416
16:00 - 18:00	0	443	56	6	5	0	0	0	0	0	0	0	0	510	0	286	27	4	6	0	0	0	0	0	0	0	0	323	0	729	83	10	11	0	0	0	0	0	0	0	0	833
%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	275	36	3	3	0	0	0	0	0	0	0	0	311	0	168	16	2	4	0	0	0	0	0	0	0	0	190	0	443	49	5	7	0	0	0	0	0	0	0	0	501

Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet E Beverly Blvd/S Woods Avenue & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_003

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	9
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	1	0	0	0	0	0	0	0	0	8
2:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	7	1	1	0	0	0	0	0	0	0	0	0	9
2:30	0	7	3	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	8	3	0	0	0	0	0	0	0	0	0	0	11
2:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	13	0	1	0	0	0	0	0	0	0	0	0	14
3:00	0	3	3	0	0	0	0	0	1	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	3	0	0	0	0	0	1	0	0	0	0	10
3:15	0	16	3	1	0	0	0	0	0	0	0	0	0	20	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	21	3	2	0	0	0	0	0	0	0	0	0	26
3:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	10	0	1	0	0	0	0	0	0	0	0	0	11	0	20	3	1	0	0	0	0	0	0	0	0	0	24
3:45	0	10	2	1	1	0	0	0	0	0	0	0	0	14	0	12	1	1	0	1	0	0	0	0	0	0	0	15	0	22	3	2	1	1	0	0	0	0	0	0	0	29
4:00	0	12	1	1	1	0	0	0	1	0	0	0	0	16	0	16	3	1	1	0	0	1	0	0	0	0	0	22	0	28	4	2	2	0	0	1	1	0	0	0	0	38
4:15	0	14	4	0	0	1	0	0	0	0	0	0	0	19	0	11	3	1	1	0	0	0	0	0	0	0	0	16	0	25	7	1	1	1	0	0	0	0	0	0	0	35
4:30	0	14	0	1	0	0	0	0	0	0	0	0	0	15	1	16	2	2	1	0	0	0	0	0	0	0	0	22	1	30	2	3	1	0	0	0	0	0	0	0	0	37
4:45	0	29	4	1	0	0	0	0	0	0	0	0	0	34	0	21	2	1	1	0	0	0	0	0	0	0	0	25	0	50	6	2	1	0	0	0	0	0	0	0	0	59
5:00	0	31	6	0	2	0	0	0	0	0	0	0	0	39	0	33	4	1	1	0	0	0	0	0	0	0	0	39	0	64	10	1	3	0	0	0	0	0	0	0	0	78
5:15	0	36	9	0	0	1	0	0	0	0	0	0	0	46	0	29	7	1	0	0	0	0	0	0	0	0	0	37	0	65	16	1	0	1	0	0	0	0	0	0	0	83
5:30	0	47	5	1	0	0	0	0	0	0	0	0	0	53	0	42	9	1	1	0	0	0	0	0	0	0	0	53	0	89	14	2	1	0	0	0	0	0	0	0	0	106
5:45	0	49	13	0	2	0	0	0	0	0	0	0	0	64	0	45	1	0	1	0	0	0	0	0	0	0	0	47	0	94	14	0	3	0	0	0	0	0	0	0	0	111
6:00	0	76	8	1	1	2	0	0	0	0	0	0	0	88	0	40	6	1	2	0	0	0	0	0	0	0	0	49	0	116	14	2	3	2	0	0	0	0	0	0	0	137
6:15	0	50	7	1	1	0	0	0	0	0	0	0	0	59	0	41	6	1	3	0	0	0	0	0	0	0	0	51	0	91	13	2	4	0	0	0	0	0	0	0	0	110
6:30	0	47	5	0	1	0	0	1	0	0	0	0	0	54	0	51	3	1	1	0	0	1	0	0	0	0	0	57	0	98	8	1	2	0	0	2	0	0	0	0	0	111
6:45	0	44	7	1	0	0	0	0	0	0	0	0	0	52	0	35	4	0	2	0	0	0	0	0	0	0	0	41	0	79	11	1	2	0	0	0	0	0	0	0	0	93
7:00	0	39	6	1	3	0	0	0	0	0	0	0	0	49	1	45	6	2	1	1	0	0	0	0	0	0	0	56	1	84	12	3	4	1	0	0	0	0	0	0	0	105
7:15	0	27	5	0	2	0	0	0	0	0	0	0	0	34	0	42	7	1	0	0	0	0	1	0	0	0	0	51	0	69	12	1	2	0	0	0	0	1	0	0	0	85
7:30	0	44	13	2	1	0	0	1	0	0	0	0	0	61	0	26	9	0	1	0	0	0	0	0	0	0	0	36	0	70	22	2	2	0	0	1	0	0	0	0	0	97
7:45	0	50	11	1	1	0	0	0	0	0	0	0	0	63	0	42	5	1	1	1	0	0	0	0	1	0	0	51	0	92	16	2	2	1	0	0	0	1	0	0	0	114
8:00	0	37	7	1	3	0	0	0	0	0	0	0	0	48	0	37	8	2	2	0	0	0	0	0	0	0	0	49	0	74	15	3	5	0	0	0	0	0	0	0	0	97
8:15	0	38	9	0	1	0	0	0	0	0	0	0	0	48	0	34	10	1	1	0	0	0	0	0	0	0	0	46	0	72	19	1	2	0	0	0	0	0	0	0	0	94
8:30	0	40	13	2	1	0	0	0	0	0	0	0	0	56	0	47	5	0	2	1	0	0	0	0	0	0	0	55	0	87	18	2	3	1	0	0	0	0	0	0	0	111
8:45	0	40	7	0	0	0	0	0	0	0	0	0	0	47	0	41	11	1	2	0	0	0	0	0	0	0	0	55	0	81	18	1	2	0	0	0	0	0	0	0	0	102
9:00	0	47	10	1	2	0	0	0	0	0	0	0	0	60	1	37	6	1	1	0	0	0	0	0	0	0	0	46	1	84	16	2	3	0	0	0	0	0	0	0	0	106
9:15	0	45	4	1	2	0	0	0	0	0	0	0	0	52	0	34	9	1	2	0	0	0	0	0	0	0	0	46	0	79	13	2	4	0	0	0	0	0	0	0	0	98
9:30	1	50	12	1	1	0	0	0	1	0	0	0	0	66	0	38	11	0	1	0	0	0	0	0	0	0	0	50	1	88	23	1	2	0	0	0	1	0	0	0	0	116
9:45	0	46	7	0	2	0	0	0	0	0	0	0	0	55	0	43	8	1	0	0	0	0	0	0	0	0	0	52	0	89	15	1	2	0	0	0	0	0	0	0	0	107
10:00	0	55	6	0	2	0	0	0	0	0	0	0	0	63	0	35	8	1	3	0	0	0	0	0	0	0	0	47	0	90	14	1	5	0	0	0	0	0	0	0	0	110
10:15	0	60	7	1	3	0	0	1	0	0	0	0	0	72	0	43	1	1	2	0	0	0	0	0	0	0	0	47	0	103	8	2	5	0	0	1	0	0	0	0	0	119
10:30	0	50	6	0	3	0	0	0	0	0	0	0	0	59	0	63	4	0	2	0	0	0	0	0	0	0	0	69	0	113	10	0	5	0	0	0	0	0	0	0	0	128
10:45	0	64	6	1	1	0	0	0	0	0	0	0	0	72	1	67	6	0	3	0	0	0	0	0	0	0	0	77	1	131	12	1	4	0	0	0	0	0	0	0	0	149
11:00	0	45	9	0	3	0	1	0	0	0	0	0	0	58	0	52	5	1	2	1	0	0	0	0	0	1	0	62	0	97	14	1	5	1	1	0	0	0	0	1	0	120
11:15	1	41	9	1	1	1	0	0	0	0	0	0	0	54	0	33	9	1	0	0	0	0	0	0	0	0	0	43	1	74	18	2	1	1	0	0	0	0	0	0	0	97
11:30	0	61	8	0	4	0	0	0	0	0	0	0	0	73	0	46	9	0	3	0	0	0	0	0	0	0	0	58	0	107	17	0	7	0	0	0	0	0	0	0	0	131
11:45	0	52	3	1	1	0	0	0	0	0	0	0	0	57	0	52	4	1	1	1	0	0	0	0	0	0	0	59	0	104	7	2	2	1	0	0	0	0	0	0	0	116

Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet E Beverly Blvd/S Woods Avenue & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_003

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
12:00	0	53	14	2	1	0	0	0	0	0	0	0	0	70	0	61	8	1	2	0	0	0	0	0	0	0	0	72	0	114	22	3	3	0	0	0	0	0	0	0	142
12:15	0	67	10	2	1	0	0	0	0	0	0	0	0	80	0	50	6	1	1	0	0	0	0	0	0	0	0	58	0	117	16	3	2	0	0	0	0	0	0	0	138
12:30	0	63	8	1	2	1	0	0	0	0	0	0	0	75	0	47	7	0	1	1	0	0	0	0	0	0	0	56	0	110	15	1	3	2	0	0	0	0	0	0	131
12:45	0	54	11	1	0	0	0	0	0	0	0	0	0	66	0	53	6	0	1	0	0	0	0	0	0	0	0	60	0	107	17	1	1	0	0	0	0	0	0	0	126
13:00	0	66	9	1	1	0	0	1	0	0	0	0	0	78	0	43	10	1	0	0	0	0	0	0	0	0	0	54	0	109	19	2	1	0	0	1	0	0	0	0	132
13:15	0	88	7	1	2	1	0	0	0	0	0	0	0	99	0	48	7	1	0	1	0	0	0	0	0	0	0	57	0	136	14	2	2	2	0	0	0	0	0	0	156
13:30	0	75	8	1	3	0	0	0	1	0	0	0	0	88	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	106	12	1	3	0	0	0	1	0	0	0	123
13:45	1	75	15	1	3	0	0	0	0	0	0	0	0	95	0	52	4	0	3	0	0	0	0	0	0	0	0	59	1	127	19	1	6	0	0	0	0	0	0	0	154
14:00	1	81	8	0	1	0	0	0	0	0	0	1	0	92	0	40	7	2	1	0	0	0	0	0	0	0	0	50	1	121	15	2	2	0	0	0	0	0	1	0	142
14:15	0	70	4	1	0	0	0	0	0	0	0	0	0	75	0	51	6	1	1	0	0	0	0	0	0	0	0	59	0	121	10	2	1	0	0	0	0	0	0	0	134
14:30	0	93	14	3	1	0	1	0	2	0	0	1	1	116	0	45	7	1	0	0	0	0	0	0	0	0	0	53	0	138	21	4	1	0	1	0	2	0	0	1	169
14:45	0	72	10	1	1	0	0	0	0	0	0	0	0	84	0	54	6	0	1	0	0	0	0	0	0	0	0	61	0	126	16	1	2	0	0	0	0	0	0	0	145
15:00	0	93	9	1	1	0	0	0	0	0	0	0	0	104	0	44	9	1	0	0	0	0	0	0	0	0	0	54	0	137	18	2	1	0	0	0	0	0	0	0	158
15:15	0	73	5	0	0	0	1	0	0	0	0	0	0	79	0	36	4	2	0	0	0	0	1	0	0	0	0	43	0	109	9	2	0	0	1	0	1	0	0	0	122
15:30	0	68	10	0	2	0	0	0	0	0	0	0	0	80	0	47	5	0	0	0	0	0	0	0	0	0	0	52	0	115	15	0	2	0	0	0	0	0	0	0	132
15:45	0	60	4	2	4	0	0	0	0	0	0	0	0	70	0	44	3	2	0	0	0	0	0	0	0	0	0	49	0	104	7	4	4	0	0	0	0	0	0	0	119
16:00	0	84	7	1	2	0	0	0	0	0	0	0	0	94	0	44	4	1	1	0	0	0	0	0	0	0	0	50	0	128	11	2	3	0	0	0	0	0	0	0	144
16:15	0	66	4	1	0	0	0	0	0	0	0	0	0	71	0	47	6	0	0	0	0	0	0	0	0	0	0	53	0	113	10	1	0	0	0	0	0	0	0	0	124
16:30	0	53	9	1	1	0	0	0	0	0	0	0	0	64	0	38	3	0	2	0	0	0	0	0	0	0	0	43	0	91	12	1	3	0	0	0	0	0	0	0	107
16:45	0	72	10	0	0	0	0	0	0	0	0	0	0	82	0	39	3	1	1	0	0	0	0	0	0	0	0	44	0	111	13	1	1	0	0	0	0	0	0	0	126
17:00	0	66	9	1	0	0	0	0	0	0	0	0	0	76	0	41	2	0	1	0	0	0	0	0	0	0	0	44	0	107	11	1	1	0	0	0	0	0	0	0	120
17:15	0	45	8	1	0	0	0	0	0	0	0	0	0	54	0	23	5	1	0	0	0	0	0	0	0	0	0	29	0	68	13	2	0	0	0	0	0	0	0	0	83
17:30	0	32	5	1	2	0	0	0	0	0	0	0	0	40	0	25	4	0	1	0	0	0	0	0	0	0	0	30	0	57	9	1	3	0	0	0	0	0	0	0	70
17:45	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	29	0	1	0	0	0	0	0	0	0	0	0	30	0	54	4	1	0	0	0	0	0	0	0	0	59
18:00	0	27	4	1	1	0	0	0	0	0	0	0	0	33	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	51	8	1	1	0	0	0	0	0	0	0	61
18:15	0	20	3	0	1	0	0	1	0	0	0	0	0	25	0	29	3	1	1	0	0	0	0	0	0	0	0	34	0	49	6	1	2	0	0	1	0	0	0	0	59
18:30	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	29	4	0	1	0	0	0	0	0	0	0	0	34	0	54	8	0	1	0	0	0	0	0	0	0	63
18:45	0	26	2	1	0	0	0	0	0	0	0	0	0	29	0	23	2	1	1	0	0	0	0	0	0	0	0	27	0	49	4	2	1	0	0	0	0	0	0	0	56
19:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	19	0	0	0	0	0	0	0	0	0	0	0	19	0	45	1	0	0	0	0	0	0	0	0	0	46
19:15	0	12	2	1	0	0	0	0	0	0	0	0	0	15	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	32	3	1	0	0	0	0	0	0	0	0	36
19:30	0	18	1	1	0	0	0	0	0	0	0	0	0	20	0	12	1	2	0	1	0	0	0	0	0	0	0	16	0	30	2	3	0	1	0	0	0	0	0	0	36
19:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	19	3	0	0	0	0	0	0	0	0	0	22
20:00	0	11	1	1	0	0	0	0	0	0	0	0	0	13	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	26	4	1	0	0	0	0	0	0	0	0	31
20:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	9	2	1	0	0	0	0	0	0	0	0	0	12	0	21	3	1	0	0	0	0	0	0	0	0	25
20:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	23	5	0	0	0	0	0	0	0	0	0	28
20:45	0	12	1	1	0	0	0	0	0	0	0	0	0	14	0	5	1	1	0	0	0	0	0	0	0	0	0	7	0	17	2	2	0	0	0	0	0	0	0	0	21
21:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	16	0	0	0	0	0	0	0	0	0	0	16
21:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	18	0	0	0	0	0	0	0	0	0	0	18
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	5	2	1	0	0	0	0	0	0	0	0	0	8	0	10	2	1	0	0	0	0	0	0	0	0	13
21:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	2	0	0	0	0	0	0	0	0	9	0	8	1	0	2	0	0	0	0	0	0	0	11
22:00	0	5	0	1	0	0	0	0	0	0	0	0	0	6	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	9	0	1	1	0	0	0	0	0	0	0	11
22:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	14	1	0	1	0	0	0	0	0	0	0	16
22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0	11	3	0	0	0	0	0	0	0	0	0	14
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	7	2	0	0	0	0	0	0	0	0	0	9
23:00	0	6	0	1	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	0	1	0	0	0	0	0	0	0	0	9
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	0	0	0	0	0	8
23:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	7	3	0	0	0	0	0	0	0	0	0	10
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	7	1	0	0	0	0	0	0	0	0	0	8
Totals	4	3,329	475	55	77	7	3	5	6	0	0	2	1	3,964	4	2,602	353	56	69	9	0	2	1	1	1	1	0	3,099	8	5,931	828	111	146	16	3	7	7	1	1	3	1	7,063
% of Totals	0%	84%	12%	1%	2%	0%	0%	0%	0%			0%	0%	100%	0%	84%	11%	2%	2%	0%		0%	0%	0%	0%	0%		100%	0%	84%	12%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	100%

Prepared by National Data & Surveying Services

VOLUME

Pomona Blvd Bet E Beverly Blvd/S Woods Avenue & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,964	3,099	7,063

15-Minutes Interval

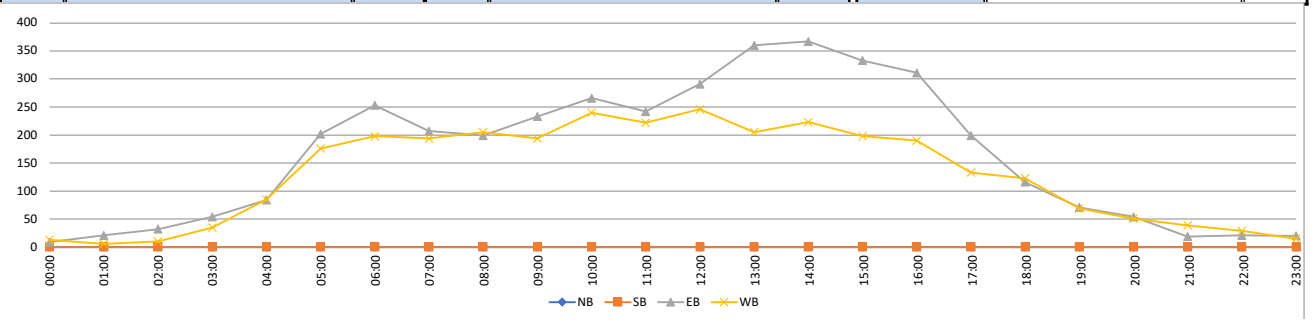
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	1	3	12:00			70	72	142
0:15			2	7	9	12:15			80	58	138
0:30			1	2	3	12:30			75	56	131
0:45			4	3	7	12:45			66	60	126
1:00			3	1	4	13:00			78	54	132
1:15			6	2	8	13:15			99	57	156
1:30			4	3	7	13:30			88	35	123
1:45			8	0	8	13:45			95	59	154
2:00			7	1	8	14:00			92	50	142
2:15			7	2	9	14:15			75	59	134
2:30			10	1	11	14:30			116	53	169
2:45			8	6	14	14:45			84	61	145
3:00			7	3	10	15:00			104	54	158
3:15			20	6	26	15:15			79	43	122
3:30			13	11	24	15:30			80	52	132
3:45			14	15	29	15:45			70	49	119
4:00			16	22	38	16:00			94	50	144
4:15			19	16	35	16:15			71	53	124
4:30			15	22	37	16:30			64	43	107
4:45			34	25	59	16:45			82	44	126
5:00			39	39	78	17:00			76	44	120
5:15			46	37	83	17:15			54	29	83
5:30			53	53	106	17:30			40	30	70
5:45			64	47	111	17:45			29	30	59
6:00			88	49	137	18:00			33	28	61
6:15			59	51	110	18:15			25	34	59
6:30			54	57	111	18:30			29	34	63
6:45			52	41	93	18:45			29	27	56
7:00			49	56	105	19:00			27	19	46
7:15			34	51	85	19:15			15	21	36
7:30			61	36	97	19:30			20	16	36
7:45			63	51	114	19:45			9	13	22
8:00			48	49	97	20:00			13	18	31
8:15			48	46	94	20:15			13	12	25
8:30			56	55	111	20:30			14	14	28
8:45			47	55	102	20:45			14	7	21
9:00			60	46	106	21:00			5	11	16
9:15			52	46	98	21:15			7	11	18
9:30			66	50	116	21:30			5	8	13
9:45			55	52	107	21:45			2	9	11
10:00			63	47	110	22:00			6	5	11
10:15			72	47	119	22:15			8	8	16
10:30			59	69	128	22:30			6	8	14
10:45			72	77	149	22:45			1	8	9
11:00			58	62	120	23:00			7	2	9
11:15			54	43	97	23:15			2	6	8
11:30			73	58	131	23:30			6	4	10
11:45			57	59	116	23:45			5	3	8
TOTALS	0	0	1802	1578	3380	TOTALS	0	0	2162	1521	3683
SPLIT %	0%	0%	53%	47%	48%	SPLIT %	0%	0%	59%	41%	52%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			9	13	22
01:00	02:00			21	6	27
02:00	03:00			32	10	42
03:00	04:00			54	35	89
04:00	05:00			84	85	169
05:00	06:00			202	176	378
06:00	07:00			253	198	451
07:00	08:00			207	194	401
08:00	09:00			199	205	404
09:00	10:00			233	194	427
10:00	11:00			266	240	506
11:00	12:00			242	222	464
12:00	13:00			291	246	537
13:00	14:00			360	205	565
14:00	15:00			367	223	590
15:00	16:00			333	198	531
16:00	17:00			311	190	501
17:00	18:00			199	133	332
18:00	19:00			116	123	239
19:00	20:00			71	69	140
20:00	21:00			54	51	105
21:00	22:00			19	39	58
22:00	23:00			21	29	50
23:00	00:00			20	15	35

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1802	1578	3380
Peak Hour			10:00	10:15	10:15
Peak Volume			266	255	516
Peak Hour Factor			0.924	0.828	0.866
Peak Period	12:00	to	00:00		
Volume			2162	1521	3683
Peak Hour			14:30	12:00	14:15
Peak Volume			383	246	606
Peak Hour Factor			0.825	0.854	0.896
Peak Period	07:00	to	09:00		
Volume			406	399	805
Peak Hour			7:30	8:00	7:45
Peak Volume			220	205	416
Peak Hour Factor			0.873	0.932	0.912
Peak Period	16:00	to	18:00		
Volume			510	323	833
Peak Hour			16:00	16:00	16:00
Peak Volume			311	190	501
Peak Hour Factor			0.827	0.896	0.870



Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet S Atlantic Blvd & S Hillview Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_004

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	28	4	0	0	0	0	0	1	0	0	0	0	33	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	53	7	0	0	0	0	0	1	0	0	0	0	61
1:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	32	3	0	1	0	0	0	0	0	0	0	0	36
2:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	20	2	0	0	0	0	0	0	0	0	0	0	22
3:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	24	5	0	0	0	0	0	0	0	0	0	0	29
4:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	43	15	0	0	0	0	0	1	0	0	0	0	59	0	57	19	0	0	0	0	0	1	0	0	0	0	77
5:00	0	30	6	0	1	1	0	0	0	0	0	0	0	38	0	90	15	0	0	0	0	0	0	0	0	0	0	105	0	120	21	0	1	1	0	0	0	0	0	0	0	143
6:00	0	61	16	1	3	0	0	0	0	0	0	0	0	81	0	201	37	1	1	2	0	0	1	0	0	0	0	243	0	262	53	2	4	2	0	0	1	0	0	0	0	324
7:00	1	141	24	5	0	0	0	0	0	0	0	0	0	171	0	392	50	4	2	1	0	0	0	0	0	0	0	449	1	533	74	9	2	1	0	0	0	0	0	0	0	620
8:00	0	190	38	3	0	0	0	1	0	0	0	0	0	232	0	296	55	2	5	2	0	0	0	0	0	0	0	360	0	486	93	5	5	2	0	1	0	0	0	0	0	593
9:00	1	141	29	4	4	0	0	0	1	0	0	0	0	180	2	273	44	3	4	1	0	0	2	0	0	0	0	329	3	414	73	7	8	1	0	0	3	0	0	0	0	509
10:00	0	168	23	1	5	2	0	1	2	0	0	0	0	202	0	215	42	3	5	2	0	0	1	0	0	0	0	268	0	383	65	4	10	4	0	1	3	0	0	0	0	470
11:00	0	169	37	6	4	2	0	0	0	0	0	0	0	218	2	199	42	1	5	0	0	0	2	0	0	0	0	251	2	368	79	7	9	2	0	0	2	0	0	0	0	469
12:00	0	197	30	4	3	0	0	0	0	0	0	0	0	234	0	254	32	2	5	0	0	1	0	0	0	0	0	294	0	451	62	6	8	0	0	1	0	0	0	0	0	528
13:00	1	219	47	5	6	0	0	0	0	0	0	0	0	278	1	259	34	3	6	2	0	0	0	0	0	0	0	305	2	478	81	8	12	2	0	0	0	0	0	0	0	583
14:00	0	238	58	4	4	1	0	0	0	0	0	0	0	305	0	316	45	5	2	0	0	0	0	0	0	0	0	368	0	554	103	9	6	1	0	0	0	0	0	0	0	673
15:00	0	259	45	5	1	2	0	0	0	0	0	0	0	312	0	237	41	1	5	0	0	1	0	0	0	0	0	285	0	496	86	6	6	2	0	1	0	0	0	0	0	597
16:00	1	341	55	1	0	0	0	0	1	0	0	0	0	399	1	292	35	3	3	0	0	0	0	0	0	0	0	334	2	633	90	4	3	0	0	0	1	0	0	0	0	733
17:00	0	362	45	1	1	1	0	0	0	0	0	0	0	410	1	260	48	0	3	0	0	0	0	0	0	0	0	312	1	622	93	1	4	1	0	0	0	0	0	0	0	722
18:00	0	315	41	1	0	0	0	0	0	0	0	0	0	357	1	208	27	0	1	0	0	0	1	0	0	0	0	238	1	523	68	1	1	0	0	0	1	0	0	0	0	595
19:00	0	231	29	1	1	1	0	0	0	0	0	0	0	263	0	159	19	0	4	1	0	0	0	0	0	0	0	183	0	390	48	1	5	2	0	0	0	0	0	0	0	446
20:00	0	123	18	1	0	0	0	0	0	0	0	0	0	142	1	115	17	0	0	0	0	0	0	0	0	0	0	133	1	238	35	1	0	0	0	0	0	0	0	0	0	275
21:00	1	115	13	0	0	0	0	0	0	0	0	0	0	129	0	88	14	0	2	0	0	0	0	0	0	0	0	104	1	203	27	0	2	0	0	0	0	0	0	0	0	233
22:00	1	64	5	0	1	1	0	0	0	0	0	0	0	72	1	67	9	0	0	1	0	0	0	0	0	0	0	78	2	131	14	0	1	2	0	0	0	0	0	0	0	150
23:00	1	50	3	0	0	0	0	0	0	0	0	0	0	54	0	41	3	0	0	1	0	0	0	0	0	0	0	45	1	91	6	0	0	1	0	0	0	0	0	0	0	99
Totals	**7**	**3,486**	**574**	**43**	**34**	**11**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**4,162**	**10**	**4,076**	**633**	**28**	**54**	**13**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**4,824**	**17**	**7,562**	**1,207**	**71**	**88**	**24**	**0**	**4**	**13**	**0**	**0**	**0**	**0**	**8,986**
% of Totals	0%	84%	14%	1%	1%	0%		0%	0%					100%	0%	84%	13%	1%	1%	0%		0%	0%					100%	0%	84%	13%	1%	1%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



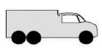
#3 2-Axle, 4-Tire Single Unit



#4 Buses



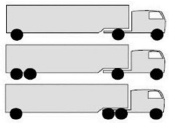
#5 2-Axle, 6-Tire Single Units



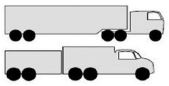
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	972	185	20	17	5	0	2	4	0	0	0	0	1207	4	1780	309	14	23	8	0	0	7	0	0	0	0	2145	6	2752	494	34	40	13	0	2	11	0	0	0	0	3352
%	0%	23%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	37%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	44%	0%	31%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	6:45	7:30	10:45	11:00	9:15	10:30	0:00	7:15	10:00	0:00	0:00	0:00	0:00	7:45	9:00	7:15	7:30	7:00	10:15	9:45	0:00	0:00	8:30	0:00	0:00	0:00	0:00	7:15	9:00	7:30	7:45	7:00	9:45	9:45	0:00	7:15	8:30	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	200	40	6	6	3	0	1	2	0	0	0	0	232	2	401	68	4	9	3	0	0	2	0	0	0	0	471	3	578	100	9	13	4	0	1	3	0	0	0	0	686
12:00 - 24:00	5	2514	389	23	17	6	0	0	1	0	0	0	0	2955	6	2296	324	14	31	5	0	2	1	0	0	0	0	2679	11	4810	713	37	48	11	0	2	2	0	0	0	0	5634
%	0%	60%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	48%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	56%	0%	54%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
Peak Hour	21:30	16:15	14:00	13:30	12:45	14:30	12:00	12:00	15:45	12:00	12:00	12:00	12:00	16:15	17:15	14:00	17:00	13:45	15:15	13:00	12:00	12:00	17:15	12:00	12:00	12:00	12:00	14:00	21:30	16:45	14:00	13:45	12:45	13:00	12:00	12:00	15:45	12:00	12:00	12:00	12:00	16:45
Peak Volume	2	373	58	7	7	2	0	0	1	0	0	0	0	432	2	316	48	6	7	2	0	1	1	0	0	0	0	368	3	653	103	12	12	2	0	1	1	0	0	0	0	753
07:00 - 09:00	1	331	62	8	0	0	0	1	0	0	0	0	0	403	0	688	105	6	7	3	0	0	0	0	0	0	0	809	1	1019	167	14	7	3	0	1	0	0	0	0	0	1212
%	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	8:00	7:00	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:15	7:30	7:00	8:00	7:30	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:30	7:45	7:00	8:00	7:30	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	200	38	5	0	0	0	1	0	0	0	0	0	232	0	401	68	4	5	2	0	0	0	0	0	0	0	471	1	578	100	9	5	2	0	1	0	0	0	0	0	686
16:00 - 18:00	1	703	100	2	1	1	0	0	1	0	0	0	0	809	2	552	83	3	6	0	0	0	0	0	0	0	0	646	3	1255	183	5	7	1	0	0	1	0	0	0	0	1455
%	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	16:00	16:15	16:30	16:00	16:45	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:15	16:00	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45
Peak Volume	1	373	58	1	1	1	0	0	1	0	0	0	0	432	1	292	48	3	3	0	0	0	0	0	0	0	0	334	2	653	98	4	4	1	0	0	1	0	0	0	0	753

Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet S Atlantic Blvd & S Hillview Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	8	0	0	0	0	0	0	1	0	0	0	0	9	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	15	0	0	0	0	0	0	1	0	0	0	0	16
0:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	12	2	0	0	0	0	0	0	0	0	0	0	14
0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	11	2	0	0	0	0	0	0	0	0	0	0	13
0:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	15	3	0	0	0	0	0	0	0	0	0	0	18
1:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	7	0	0	1	0	0	0	0	0	0	0	0	8
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	13	1	0	0	0	0	0	0	0	0	0	0	14
3:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:15	0	1	3	0	0	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0	0	1	0	0	0	0	6	0	6	3	0	0	0	0	0	1	0	0	0	0	10
4:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	22	6	0	0	0	0	0	0	0	0	0	0	28
4:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	14	8	0	0	0	0	0	0	0	0	0	0	22	0	22	8	0	0	0	0	0	0	0	0	0	0	30
5:00	0	1	2	0	1	0	0	0	0	0	0	0	0	4	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	15	3	0	1	0	0	0	0	0	0	0	0	19
5:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	21	5	0	0	0	0	0	0	0	0	0	0	26	0	29	7	0	0	0	0	0	0	0	0	0	0	36
5:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	29	4	0	0	0	0	0	0	0	0	0	0	33	0	33	5	0	0	0	0	0	0	0	0	0	0	38
5:45	0	17	1	0	0	1	0	0	0	0	0	0	0	19	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	43	6	0	0	1	0	0	0	0	0	0	0	50
6:00	0	11	7	1	2	0	0	0	0	0	0	0	0	21	0	36	6	0	0	2	0	0	0	0	0	0	0	44	0	47	13	1	2	2	0	0	0	0	0	0	0	65
6:15	0	17	0	0	1	0	0	0	0	0	0	0	0	18	0	39	12	1	1	0	0	0	0	0	0	0	0	53	0	56	12	1	2	0	0	0	0	0	0	0	0	71
6:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12	0	68	10	0	0	0	0	0	0	0	0	0	0	78	0	76	14	0	0	0	0	0	0	0	0	0	0	90
6:45	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	58	9	0	0	0	0	0	1	0	0	0	0	68	0	83	14	0	0	0	0	0	1	0	0	0	0	98
7:00	0	24	3	4	0	0	0	0	0	0	0	0	0	31	0	77	10	2	1	0	0	0	0	0	0	0	0	90	0	101	13	6	1	0	0	0	0	0	0	0	0	121
7:15	0	27	9	1	0	0	0	0	0	0	0	0	0	37	0	91	8	0	1	0	0	0	0	0	0	0	0	100	0	118	17	1	1	0	0	0	0	0	0	0	0	137
7:30	1	39	4	0	0	0	0	0	0	0	0	0	0	44	0	97	11	0	0	0	0	0	0	0	0	0	0	108	1	136	15	0	0	0	0	0	0	0	0	0	0	152
7:45	0	51	8	0	0	0	0	0	0	0	0	0	0	59	0	127	21	2	0	1	0	0	0	0	0	0	0	151	0	178	29	2	0	1	0	0	0	0	0	0	0	210
8:00	0	51	6	1	0	0	0	1	0	0	0	0	0	59	0	86	23	2	1	0	0	0	0	0	0	0	0	112	0	137	29	3	1	0	0	1	0	0	0	0	0	171
8:15	0	59	9	0	0	0	0	0	0	0	0	0	0	68	0	68	13	0	3	1	0	0	0	0	0	0	0	85	0	127	22	0	3	1	0	0	0	0	0	0	0	153
8:30	0	32	13	1	0	0	0	0	0	0	0	0	0	46	0	83	7	0	0	0	0	0	0	0	0	0	0	90	0	115	20	1	0	0	0	0	0	0	0	0	0	136
8:45	0	48	10	1	0	0	0	0	0	0	0	0	0	59	0	59	12	0	1	1	0	0	0	0	0	0	0	73	0	107	22	1	1	1	0	0	0	0	0	0	0	132
9:00	0	39	7	3	1	0	0	0	1	0	0	0	0	51	1	79	8	1	0	0	0	0	1	0	0	0	0	90	1	118	15	4	1	0	0	0	2	0	0	0	0	141
9:15	1	30	5	0	0	0	0	0	0	0	0	0	0	36	0	74	14	1	0	0	0	0	1	0	0	0	0	90	1	104	19	1	0	0	0	0	1	0	0	0	0	126
9:30	0	43	5	0	2	0	0	0	0	0	0	0	0	50	0	49	8	0	1	0	0	0	0	0	0	0	0	58	0	92	13	0	3	0	0	0	0	0	0	0	0	108
9:45	0	29	12	1	1	0	0	0	0	0	0	0	0	43	1	71	14	1	3	1	0	0	0	0	0	0	0	91	1	100	26	2	4	1	0	0	0	0	0	0	0	134
10:00	0	43	5	1	3	0	0	0	1	0	0	0	0	53	0	55	11	1	0	0	0	0	0	0	0	0	0	67	0	98	16	2	3	0	0	0	1	0	0	0	0	120
10:15	0	39	4	0	0	0	0	0	0	0	0	0	0	43	0	53	12	0	2	1	0	0	0	0	0	0	0	68	0	92	16	0	2	1	0	0	0	0	0	0	0	111
10:30	0	36	6	0	2	1	0	1	0	0	0	0	0	46	0	56	8	2	2	1	0	0	1	0	0	0	0	70	0	92	14	2	4	2	0	1	1	0	0	0	0	116
10:45	0	50	8	0	0	1	0	0	1	0	0	0	0	60	0	51	11	0	1	0	0	0	0	0	0	0	0	63	0	101	19	0	1	1	0	0	1	0	0	0	0	123
11:00	0	42	7	3	1	0	0	0	0	0	0	0	0	53	1	47	9	0	4	0	0	0	0	0	0	0	0	61	1	89	16	3	5	0	0	0	0	0	0	0	0	114
11:15	0	44	15	1	2	1	0	0	0	0	0	0	0	63	0	47	7	1	0	0	0	0	0	0	0	0	0	55	0	91	22	2	2	1	0	0	0	0	0	0	0	118
11:30	0	38	10	1	0	1	0	0	0	0	0	0	0	50	0	52	15	0	0	0	0	0	1	0	0	0	0	68	0	90	25	1	0	1	0	0	1	0	0	0	0	118
11:45	0	45	5	1	1	0	0	0	0	0	0	0	0	52	1	53	11	0	1	0	0	0	1	0	0	0	0	67	1	98	16	1	2	0	0	0	1	0	0	0	0	119

Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet S Atlantic Blvd & S Hillview Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_004

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	51	7	3	1	0	0	0	0	0	0	0	0	62	0	55	8	1	1	0	0	0	0	0	0	0	0	65	0	106	15	4	2	0	0	0	0	0	0	0	0	127
12:15	0	48	6	0	1	0	0	0	0	0	0	0	0	55	0	72	8	0	3	0	0	0	0	0	0	0	0	83	0	120	14	0	4	0	0	0	0	0	0	0	0	138
12:30	0	43	8	1	0	0	0	0	0	0	0	0	0	52	0	62	7	0	1	0	0	0	0	0	0	0	0	70	0	105	15	1	1	0	0	0	0	0	0	0	0	122
12:45	0	55	9	0	1	0	0	0	0	0	0	0	0	65	0	65	9	1	0	0	0	1	0	0	0	0	0	76	0	120	18	1	1	0	0	1	0	0	0	0	0	141
13:00	0	56	10	1	2	0	0	0	0	0	0	0	0	69	0	78	6	2	1	1	0	0	0	0	0	0	0	88	0	134	16	3	3	1	0	0	0	0	0	0	0	157
13:15	1	53	12	0	1	0	0	0	0	0	0	0	0	67	0	63	9	0	3	0	0	0	0	0	0	0	0	75	1	116	21	0	4	0	0	0	0	0	0	0	0	142
13:30	0	55	11	1	3	0	0	0	0	0	0	0	0	70	1	57	9	0	1	0	0	0	0	0	0	0	0	68	1	112	20	1	4	0	0	0	0	0	0	0	0	138
13:45	0	55	14	3	0	0	0	0	0	0	0	0	0	72	0	61	10	1	1	1	0	0	0	0	0	0	0	74	0	116	24	4	1	1	0	0	0	0	0	0	0	146
14:00	0	47	13	2	1	1	0	0	0	0	0	0	0	64	0	76	13	2	0	0	0	0	0	0	0	0	0	91	0	123	26	4	1	1	0	0	0	0	0	0	0	155
14:15	0	67	12	1	2	0	0	0	0	0	0	0	0	82	0	90	9	1	0	0	0	0	0	0	0	0	0	100	0	157	21	2	2	0	0	0	0	0	0	0	0	182
14:30	0	60	15	0	1	0	0	0	0	0	0	0	0	76	0	84	11	2	2	0	0	0	0	0	0	0	0	99	0	144	26	2	3	0	0	0	0	0	0	0	0	175
14:45	0	64	18	1	0	0	0	0	0	0	0	0	0	83	0	66	12	0	0	0	0	0	0	0	0	0	0	78	0	130	30	1	0	0	0	0	0	0	0	0	0	161
15:00	0	62	6	1	0	1	0	0	0	0	0	0	0	70	0	67	15	1	0	0	0	0	0	0	0	0	0	83	0	129	21	2	0	1	0	0	0	0	0	0	0	153
15:15	0	58	16	2	1	1	0	0	0	0	0	0	0	78	0	69	9	0	2	0	0	0	0	0	0	0	0	80	0	127	25	2	3	1	0	0	0	0	0	0	0	158
15:30	0	71	10	1	0	0	0	0	0	0	0	0	0	82	0	43	10	0	3	0	0	0	0	0	0	0	0	56	0	114	20	1	3	0	0	0	0	0	0	0	0	138
15:45	0	68	13	1	0	0	0	0	0	0	0	0	0	82	0	58	7	0	0	0	0	1	0	0	0	0	0	66	0	126	20	1	0	0	0	1	0	0	0	0	0	148
16:00	1	74	10	1	0	0	0	0	0	0	0	0	0	86	1	76	7	2	2	0	0	0	0	0	0	0	0	88	2	150	17	3	2	0	0	0	0	0	0	0	0	174
16:15	0	89	13	0	0	0	0	0	0	0	0	0	0	102	0	70	12	1	1	0	0	0	0	0	0	0	0	84	0	159	25	1	1	0	0	0	0	0	0	0	0	186
16:30	0	85	17	0	0	0	0	0	1	0	0	0	0	103	0	70	10	0	0	0	0	0	0	0	0	0	0	80	0	155	27	0	0	0	0	0	1	0	0	0	0	183
16:45	0	93	15	0	0	0	0	0	0	0	0	0	0	108	0	76	6	0	0	0	0	0	0	0	0	0	0	82	0	169	21	0	0	0	0	0	0	0	0	0	0	190
17:00	0	106	11	1	0	1	0	0	0	0	0	0	0	119	0	54	14	0	0	0	0	0	0	0	0	0	0	68	0	160	25	1	0	1	0	0	0	0	0	0	0	187
17:15	0	85	15	0	0	0	0	0	0	0	0	0	0	100	0	66	8	0	1	0	0	0	0	0	0	0	0	75	0	151	23	0	1	0	0	0	0	0	0	0	0	175
17:30	0	89	11	0	1	0	0	0	0	0	0	0	0	101	1	84	15	0	0	0	0	0	0	0	0	0	0	100	1	173	26	0	1	0	0	0	0	0	0	0	0	201
17:45	0	82	8	0	0	0	0	0	0	0	0	0	0	90	0	56	11	0	2	0	0	0	0	0	0	0	0	69	0	138	19	0	2	0	0	0	0	0	0	0	0	159
18:00	0	97	15	1	0	0	0	0	0	0	0	0	0	113	1	65	12	0	0	0	0	0	1	0	0	0	0	79	1	162	27	1	0	0	0	0	1	0	0	0	0	192
18:15	0	76	3	0	0	0	0	0	0	0	0	0	0	79	0	52	9	0	0	0	0	0	0	0	0	0	0	61	0	128	12	0	0	0	0	0	0	0	0	0	0	140
18:30	0	64	12	0	0	0	0	0	0	0	0	0	0	76	0	44	2	0	0	0	0	0	0	0	0	0	0	46	0	108	14	0	0	0	0	0	0	0	0	0	0	122
18:45	0	78	11	0	0	0	0	0	0	0	0	0	0	89	0	47	4	0	1	0	0	0	0	0	0	0	0	52	0	125	15	0	1	0	0	0	0	0	0	0	0	141
19:00	0	80	8	1	0	0	0	0	0	0	0	0	0	89	0	37	4	0	1	0	0	0	0	0	0	0	0	42	0	117	12	1	1	0	0	0	0	0	0	0	0	131
19:15	0	66	5	0	0	1	0	0	0	0	0	0	0	72	0	43	3	0	2	1	0	0	0	0	0	0	0	49	0	109	8	0	2	2	0	0	0	0	0	0	0	121
19:30	0	48	8	0	0	0	0	0	0	0	0	0	0	56	0	38	7	0	0	0	0	0	0	0	0	0	0	45	0	86	15	0	0	0	0	0	0	0	0	0	0	101
19:45	0	37	8	0	1	0	0	0	0	0	0	0	0	46	0	41	5	0	1	0	0	0	0	0	0	0	0	47	0	78	13	0	2	0	0	0	0	0	0	0	0	93
20:00	0	30	7	1	0	0	0	0	0	0	0	0	0	38	0	30	6	0	0	0	0	0	0	0	0	0	0	36	0	60	13	1	0	0	0	0	0	0	0	0	0	74
20:15	0	31	6	0	0	0	0	0	0	0	0	0	0	37	1	27	3	0	0	0	0	0	0	0	0	0	0	31	1	58	9	0	0	0	0	0	0	0	0	0	0	68
20:30	0	28	2	0	0	0	0	0	0	0	0	0	0	30	0	26	5	0	0	0	0	0	0	0	0	0	0	31	0	54	7	0	0	0	0	0	0	0	0	0	0	61
20:45	0	34	3	0	0	0	0	0	0	0	0	0	0	37	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	66	6	0	0	0	0	0	0	0	0	0	0	72
21:00	0	38	2	0	0	0	0	0	0	0	0	0	0	40	0	33	3	0	1	0	0	0	0	0	0	0	0	37	0	71	5	0	1	0	0	0	0	0	0	0	0	77
21:15	0	35	7	0	0	0	0	0	0	0	0	0	0	42	0	20	7	0	0	0	0	0	0	0	0	0	0	27	0	55	14	0	0	0	0	0	0	0	0	0	0	69
21:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	21	3	0	1	0	0	0	0	0	0	0	0	25	0	49	4	0	1	0	0	0	0	0	0	0	0	54
21:45	1	14	3	0	0	0	0	0	0	0	0	0	0	18	0	14	1	0	0	0	0	0	0	0	0	0	0	15	1	28	4	0	0	0	0	0	0	0	0	0	0	33
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	20	6	0	0	0	0	0	0	0	0	0	0	26	0	30	7	0	0	0	0	0	0	0	0	0	0	37
22:15	1	20	1	0	0	0	0	0	0	0	0	0	0	22	1	24	0	0	0	1	0	0	0	0	0	0	0	26	2	44	1	0	0	1	0	0	0	0	0	0	0	48
22:30	0	22	1	0	1	0	0	0	0	0	0	0	0	24	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	35	3	0	0	1	0	0	0	0	0	0	0	39
22:45	0	12	2	0	1	0	0	0	0	0	0	0	0	15	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	22	3	0	1	0	0	0	0	0	0	0	0	26
23:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	27	2	0	0	0	0	0	0	0	0	0	0	29
23:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	22	2	0	0	0	0	0	0	0	0	0	0	24
23:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	9	0	0	0	1	0	0	0	0	0	0	0	10	0	22	2	0	0	1	0	0	0	0	0	0	0	25
23:45	1	7	0	0	0	0	0	0	0	0	0	0	0	8	0	13	0	0	0	0	0	0	0	0	0	0	0	13	1	20	0	0	0	0	0	0	0	0	0	0	0	21
Totals	**7**	**3,486**	**574**	**43**	**34**	**11**	**0**	**2**	**5**	**0**	**0**	**0**	**0**	**4,162**	**10**	**4,076**	**633**	**28**	**54**	**13**	**0**	**2**	**8**	**0**	**0**	**0**	**0**	**4,824**	**17**	**7,562**	**1,207**	**71**	**88**	**24**	**0**	**4**	**13**	**0**	**0**	**0**	**0**	**8,986**
% of Totals	0%	84%	14%	1%	1%	0%		0%	0%					100%	0%	84%	13%	1%	1%	0%		0%	0%					100%	0%	84%	13%	1%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Pomona Blvd Bet S Atlantic Blvd & S Hillview Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,162	4,824	8,986

15-Minutes Interval

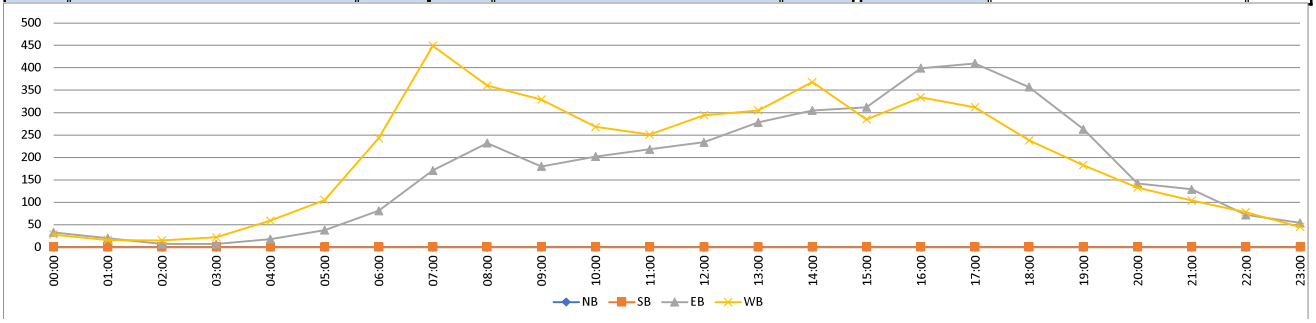
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			9	7	16	12:00			62	65	127
0:15			9	5	14	12:15			55	83	138
0:30			6	7	13	12:30			52	70	122
0:45			9	9	18	12:45			65	76	141
1:00			9	2	11	13:00			69	88	157
1:15			5	3	8	13:15			67	75	142
1:30			3	6	9	13:30			70	68	138
1:45			3	5	8	13:45			72	74	146
2:00			0	6	6	14:00			64	91	155
2:15			3	4	7	14:15			82	100	182
2:30			1	2	3	14:30			76	99	175
2:45			3	3	6	14:45			83	78	161
3:00			1	2	3	15:00			70	83	153
3:15			2	4	6	15:15			78	80	158
3:30			1	13	14	15:30			82	56	138
3:45			3	3	6	15:45			82	66	148
4:00			1	8	9	16:00			86	88	174
4:15			4	6	10	16:15			102	84	186
4:30			5	23	28	16:30			103	80	183
4:45			8	22	30	16:45			108	82	190
5:00			4	15	19	17:00			119	68	187
5:15			10	26	36	17:15			100	75	175
5:30			5	33	38	17:30			101	100	201
5:45			19	31	50	17:45			90	69	159
6:00			21	44	65	18:00			113	79	192
6:15			18	53	71	18:15			79	61	140
6:30			12	78	90	18:30			76	46	122
6:45			30	68	98	18:45			89	52	141
7:00			31	90	121	19:00			89	42	131
7:15			37	100	137	19:15			72	49	121
7:30			44	108	152	19:30			56	45	101
7:45			59	151	210	19:45			46	47	93
8:00			59	112	171	20:00			38	36	74
8:15			68	85	153	20:15			37	31	68
8:30			46	90	136	20:30			30	31	61
8:45			59	73	132	20:45			37	35	72
9:00			51	90	141	21:00			40	37	77
9:15			36	90	126	21:15			42	27	69
9:30			50	58	108	21:30			29	25	54
9:45			43	91	134	21:45			18	15	33
10:00			53	67	120	22:00			11	26	37
10:15			43	68	111	22:15			22	26	48
10:30			46	70	116	22:30			24	15	39
10:45			60	63	123	22:45			15	11	26
11:00			53	61	114	23:00			18	11	29
11:15			63	55	118	23:15			13	11	24
11:30			50	68	118	23:30			15	10	25
11:45			52	67	119	23:45			8	13	21
TOTALS	0	0	1207	2145	3352	TOTALS	0	0	2955	2679	5634
SPLIT %	0%	0%	36%	64%	37%	SPLIT %	0%	0%	52%	48%	63%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			33	28	61
01:00	02:00			20	16	36
02:00	03:00			7	15	22
03:00	04:00			7	22	29
04:00	05:00			18	59	77
05:00	06:00			38	105	143
06:00	07:00			81	243	324
07:00	08:00			171	449	620
08:00	09:00			232	360	592
09:00	10:00			180	329	509
10:00	11:00			202	268	470
11:00	12:00			218	251	469
12:00	13:00			234	294	528
13:00	14:00			278	305	583
14:00	15:00			305	368	673
15:00	16:00			312	285	597
16:00	17:00			399	334	733
17:00	18:00			410	312	722
18:00	19:00			357	238	595
19:00	20:00			263	183	446
20:00	21:00			142	133	275
21:00	22:00			129	104	233
22:00	23:00			72	78	150
23:00	00:00			54	45	99

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1207	2145	3352
Peak Hour			7:45	7:15	7:30
Peak Volume			232	471	686
Peak Hour Factor			0.853	0.780	0.817
Peak Period	12:00	to	00:00		
Volume			2955	2679	5634
Peak Hour			16:15	14:00	16:45
Peak Volume			432	368	753
Peak Hour Factor			0.908	0.920	0.937
Peak Period	07:00	to	09:00		
Volume			403	809	1212
Peak Hour			7:45	7:15	7:30
Peak Volume			232	471	686
Peak Hour Factor			0.853	0.780	0.817
Peak Period	16:00	to	18:00		
Volume			809	646	1455
Peak Hour			16:15	16:00	16:45
Peak Volume			432	334	753
Peak Hour Factor			0.908	0.949	0.937



Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet S Sadler Ave & Gerhart Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_005

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	19	0	0	0	0	0	0	0	0	0	0	0	19
2:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	27	5	0	0	0	0	0	0	0	0	0	0	32	0	40	8	0	0	0	0	0	0	0	0	0	0	48
3:00	0	30	4	0	0	1	0	0	0	0	0	0	0	35	0	48	10	0	0	0	0	0	0	0	0	0	0	58	0	78	14	0	0	1	0	0	0	0	0	0	0	93
4:00	0	54	9	0	1	1	0	0	0	0	0	0	0	65	0	151	32	0	0	0	0	0	0	0	0	0	0	183	0	205	41	0	1	1	0	0	0	0	0	0	0	248
5:00	0	134	25	0	2	0	0	0	0	0	0	0	0	161	0	296	52	0	1	1	0	0	0	0	0	0	0	350	0	430	77	0	3	1	0	0	0	0	0	0	0	511
6:00	0	158	29	0	1	0	0	0	0	0	0	0	0	188	0	280	48	0	2	1	0	0	0	0	0	0	0	331	0	438	77	0	3	1	0	0	0	0	0	0	0	519
7:00	0	122	29	0	2	0	0	1	0	0	0	0	0	154	0	264	60	1	4	1	0	0	0	0	0	0	0	330	0	386	89	1	6	1	0	1	0	0	0	0	0	484
8:00	0	153	13	0	1	1	0	0	1	0	0	0	0	169	0	198	38	1	1	0	0	0	1	0	0	0	0	239	0	351	51	1	2	1	0	0	2	0	0	0	0	408
9:00	0	170	26	0	1	1	0	0	0	0	0	0	0	198	2	184	40	1	5	0	1	0	1	0	0	0	0	234	2	354	66	1	6	1	1	0	1	0	0	0	0	432
10:00	0	200	31	0	3	0	0	0	0	0	0	0	0	234	0	245	48	1	2	1	0	0	0	0	0	0	0	297	0	445	79	1	5	1	0	0	0	0	0	0	0	531
11:00	0	228	41	1	4	0	0	0	0	0	0	0	0	274	0	266	61	1	0	0	0	0	0	0	0	0	0	328	0	494	102	2	4	0	0	0	0	0	0	0	0	602
12:00	0	264	44	0	3	0	0	0	0	0	0	0	0	311	0	305	61	0	0	0	0	0	0	0	0	0	0	366	0	569	105	0	3	0	0	0	0	0	0	0	0	677
13:00	0	284	49	0	1	1	0	0	0	0	0	0	0	335	0	283	63	1	7	0	0	0	0	0	0	0	0	354	0	567	112	1	8	1	0	0	0	0	0	0	0	689
14:00	1	361	51	0	2	0	0	0	1	0	0	0	0	416	0	297	61	2	0	0	0	0	0	0	0	0	0	360	1	658	112	2	2	0	0	0	1	0	0	0	0	776
15:00	0	378	41	1	3	1	0	0	0	0	0	0	0	424	0	321	65	0	4	0	0	0	0	0	0	0	0	390	0	699	106	1	7	1	0	0	0	0	0	0	0	814
16:00	0	328	48	0	1	0	0	0	0	0	0	0	0	377	0	271	46	0	1	0	0	0	0	0	0	0	0	318	0	599	94	0	2	0	0	0	0	0	0	0	0	695
17:00	0	226	32	0	0	0	0	0	0	0	0	0	0	258	0	184	30	1	4	0	0	0	0	0	0	0	0	219	0	410	62	1	4	0	0	0	0	0	0	0	0	477
18:00	0	112	19	0	0	0	0	0	0	0	0	0	0	131	0	125	27	0	1	0	0	0	0	0	0	0	0	153	0	237	46	0	1	0	0	0	0	0	0	0	0	284
19:00	2	80	10	0	1	0	0	0	0	0	0	0	0	93	0	92	20	0	0	0	0	0	0	0	0	0	0	112	2	172	30	0	1	0	0	0	0	0	0	0	0	205
20:00	0	52	6	0	0	0	0	0	0	0	0	0	0	58	0	63	14	0	0	0	0	0	0	0	0	0	0	77	0	115	20	0	0	0	0	0	0	0	0	0	0	135
21:00	1	44	3	0	0	0	0	0	0	0	0	0	0	48	0	35	9	0	0	0	0	0	0	0	0	0	0	44	1	79	12	0	0	0	0	0	0	0	0	0	0	92
22:00	1	14	1	0	0	0	0	0	0	0	0	0	0	16	0	31	4	0	0	0	0	0	0	0	0	0	0	35	1	45	5	0	0	0	0	0	0	0	0	0	0	51
23:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	26	4	0	0	0	0	0	0	0	0	0	0	30
Totals	5	3,431	518	2	26	6	0	1	2	0	0	0	0	3,991	2	3,998	795	9	32	4	1	0	2	0	0	0	0	4,843	7	7,429	1,313	11	58	10	1	1	4	0	0	0	0	8,834
% of Totals	0%	86%	13%	0%	1%	0%		0%	0%					100%	0%	83%	16%	0%	1%	0%	0%		0%					100%	0%	84%	15%	0%	1%	0%	0%	0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



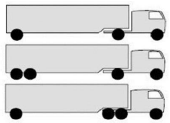
#5 2-Axle, 6-Tire Single Units



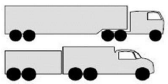
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 12:00	0	1274	211	1	15	4	0	1	1	0	0	0	0	1507	2	1979	394	5	15	4	1	0	2	0	0	0	0	2402	2	3253	605	6	30	8	1	1	3	0	0	0	0	3909
%	0%	32%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	41%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	37%	7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	44%
Peak Hour	0:00	11:45	11:45	10:30	10:45	3:45	0:00	6:45	7:45	0:00	0:00	0:00	0:00	11:45	9:00	5:30	11:00	8:15	7:30	5:30	8:15	0:00	7:45	0:00	0:00	0:00	0:00	5:30	9:00	11:45	11:00	8:15	7:30	3:45	8:15	6:45	7:45	0:00	0:00	0:00	0:00	11:45
Peak Volume	0	248	43	1	5	2	0	1	1	0	0	0	0	293	2	334	61	2	5	2	1	0	1	0	0	0	0	395	2	534	102	2	7	2	1	1	2	0	0	0	0	638
12:00 - 24:00	5	2157	307	1	11	2	0	0	1	0	0	0	0	2484	0	2019	401	4	17	0	0	0	0	0	0	0	0	2441	5	4176	708	5	28	2	0	0	1	0	0	0	0	4925
%	0%	54%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	62%	0%	42%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	47%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	56%
Peak Hour	19:00	14:30	14:15	14:45	12:00	12:45	12:00	12:00	13:45	12:00	12:00	12:00	12:00	14:30	12:00	15:15	12:30	13:15	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	15:15	19:00	14:45	12:30	13:15	13:00	12:45	12:00	12:00	13:45	12:00	12:00	12:00	12:00	14:45
Peak Volume	2	419	56	1	3	1	0	0	1	0	0	0	0	473	0	337	69	3	7	0	0	0	0	0	0	0	0	406	2	718	121	3	8	1	0	0	1	0	0	0	0	844
07:00 - 09:00	0	275	42	0	3	1	0	1	1	0	0	0	0	323	0	462	98	2	5	1	0	0	1	0	0	0	0	569	0	737	140	2	8	2	0	1	2	0	0	0	0	892
%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Peak Hour	7:00	8:00	7:00	7:00	7:00	8:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:30	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00
Peak Volume	0	153	29	0	2	1	0	1	1	0	0	0	0	171	0	264	60	1	5	1	0	0	1	0	0	0	0	330	0	386	89	1	7	1	0	1	2	0	0	0	0	484
16:00 - 18:00	0	554	80	0	1	0	0	0	0	0	0	0	0	635	0	455	76	1	5	0	0	0	0	0	0	0	0	537	0	1009	156	1	6	0	0	0	0	0	0	0	0	1172
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00
Peak Volume	0	328	48	0	1	0	0	0	0	0	0	0	0	377	0	271	46	1	4	0	0	0	0	0	0	0	0	318	0	599	94	1	4	0	0	0	0	0	0	0	0	695

Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet S Sadler Ave & Gerhart Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_005

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	5	3	0	0	0	0	0	0	0	0	0	0	8
2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	15	4	0	0	0	0	0	0	0	0	0	0	19
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	17	1	0	0	0	0	0	0	0	0	0	0	18
3:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	12	3	0	0	0	0	0	0	0	0	0	0	15
3:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	9	4	0	0	0	0	0	0	0	0	0	0	13	0	16	4	0	0	0	0	0	0	0	0	0	0	20
3:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	21	4	0	0	0	0	0	0	0	0	0	0	25
3:45	0	13	1	0	0	1	0	0	0	0	0	0	0	15	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	29	3	0	0	1	0	0	0	0	0	0	0	33
4:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	34	7	0	1	0	0	0	0	0	0	0	0	42
4:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	32	7	0	0	0	0	0	0	0	0	0	0	39	0	44	8	0	0	0	0	0	0	0	0	0	0	52
4:30	0	12	1	0	0	1	0	0	0	0	0	0	0	14	0	44	11	0	0	0	0	0	0	0	0	0	0	55	0	56	12	0	0	1	0	0	0	0	0	0	0	69
4:45	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	50	10	0	0	0	0	0	0	0	0	0	0	60	0	71	14	0	0	0	0	0	0	0	0	0	0	85
5:00	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	58	8	0	0	0	0	0	0	0	0	0	0	66	0	82	12	0	0	0	0	0	0	0	0	0	0	94
5:15	0	29	7	0	1	0	0	0	0	0	0	0	0	37	0	62	12	0	0	0	0	0	0	0	0	0	0	74	0	91	19	0	1	0	0	0	0	0	0	0	0	111
5:30	0	37	5	0	0	0	0	0	0	0	0	0	0	42	0	76	15	0	0	0	0	0	0	0	0	0	0	91	0	113	20	0	0	0	0	0	0	0	0	0	0	133
5:45	0	44	9	0	1	0	0	0	0	0	0	0	0	54	0	100	17	0	1	1	0	0	0	0	0	0	0	119	0	144	26	0	2	1	0	0	0	0	0	0	0	173
6:00	0	48	10	0	1	0	0	0	0	0	0	0	0	59	0	82	15	0	2	0	0	0	0	0	0	0	0	99	0	130	25	0	3	0	0	0	0	0	0	0	0	158
6:15	0	48	5	0	0	0	0	0	0	0	0	0	0	53	0	76	9	0	0	1	0	0	0	0	0	0	0	86	0	124	14	0	0	1	0	0	0	0	0	0	0	139
6:30	0	24	7	0	0	0	0	0	0	0	0	0	0	31	0	64	14	0	0	0	0	0	0	0	0	0	0	78	0	88	21	0	0	0	0	0	0	0	0	0	0	109
6:45	0	38	7	0	0	0	0	0	0	0	0	0	0	45	0	58	10	0	0	0	0	0	0	0	0	0	0	68	0	96	17	0	0	0	0	0	0	0	0	0	0	113
7:00	0	26	9	0	1	0	0	0	0	0	0	0	0	36	0	73	15	1	0	0	0	0	0	0	0	0	0	89	0	99	24	1	1	0	0	0	0	0	0	0	0	125
7:15	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	75	14	0	0	0	0	0	0	0	0	0	0	89	0	100	18	0	0	0	0	0	0	0	0	0	0	118
7:30	0	34	8	0	0	0	0	1	0	0	0	0	0	43	0	47	13	0	2	0	0	0	0	0	0	0	0	62	0	81	21	0	2	0	0	1	0	0	0	0	0	105
7:45	0	37	8	0	1	0	0	0	0	0	0	0	0	46	0	69	18	0	2	1	0	0	0	0	0	0	0	90	0	106	26	0	3	1	0	0	0	0	0	0	0	136
8:00	0	37	6	0	1	0	0	0	0	0	0	0	0	44	0	50	10	0	0	0	0	0	0	0	0	0	0	60	0	87	16	0	1	0	0	0	0	0	0	0	0	104
8:15	0	36	2	0	0	0	0	0	0	0	0	0	0	38	0	49	9	0	1	0	0	0	0	0	0	0	0	59	0	85	11	0	1	0	0	0	0	0	0	0	0	97
8:30	0	29	1	0	0	0	0	0	1	0	0	0	0	31	0	53	7	1	0	0	0	0	1	0	0	0	0	62	0	82	8	1	0	0	0	0	2	0	0	0	0	93
8:45	0	51	4	0	0	1	0	0	0	0	0	0	0	56	0	46	12	0	0	0	0	0	0	0	0	0	0	58	0	97	16	0	0	1	0	0	0	0	0	0	0	114
9:00	0	36	4	0	0	0	0	0	0	0	0	0	0	40	1	43	9	1	4	0	1	0	0	0	0	0	0	59	1	79	13	1	4	0	1	0	0	0	0	0	0	99
9:15	0	38	11	0	1	1	0	0	0	0	0	0	0	51	0	44	8	0	0	0	0	0	0	0	0	0	0	52	0	82	19	0	1	1	0	0	0	0	0	0	0	103
9:30	0	41	6	0	0	0	0	0	0	0	0	0	0	47	0	50	11	0	0	0	0	0	1	0	0	0	0	62	0	91	17	0	0	0	0	0	1	0	0	0	0	109
9:45	0	55	5	0	0	0	0	0	0	0	0	0	0	60	1	47	12	0	1	0	0	0	0	0	0	0	0	61	1	102	17	0	1	0	0	0	0	0	0	0	0	121
10:00	0	60	8	0	0	0	0	0	0	0	0	0	0	68	0	55	12	0	2	1	0	0	0	0	0	0	0	70	0	115	20	0	2	1	0	0	0	0	0	0	0	138
10:15	0	48	6	0	2	0	0	0	0	0	0	0	0	56	0	64	13	0	0	0	0	0	0	0	0	0	0	77	0	112	19	0	2	0	0	0	0	0	0	0	0	133
10:30	0	42	7	0	0	0	0	0	0	0	0	0	0	49	0	56	11	1	0	0	0	0	0	0	0	0	0	68	0	98	18	1	0	0	0	0	0	0	0	0	0	117
10:45	0	50	10	0	1	0	0	0	0	0	0	0	0	61	0	70	12	0	0	0	0	0	0	0	0	0	0	82	0	120	22	0	1	0	0	0	0	0	0	0	0	143
11:00	0	58	8	0	0	0	0	0	0	0	0	0	0	66	0	72	15	0	0	0	0	0	0	0	0	0	0	87	0	130	23	0	0	0	0	0	0	0	0	0	0	153
11:15	0	55	12	1	2	0	0	0	0	0	0	0	0	70	0	68	16	0	0	0	0	0	0	0	0	0	0	84	0	123	28	1	2	0	0	0	0	0	0	0	0	154
11:30	0	60	7	0	2	0	0	0	0	0	0	0	0	69	0	67	17	0	0	0	0	0	0	0	0	0	0	84	0	127	24	0	2	0	0	0	0	0	0	0	0	153
11:45	0	55	14	0	0	0	0	0	0	0	0	0	0	69	0	59	13	1	0	0	0	0	0	0	0	0	0	73	0	114	27	1	0	0	0	0	0	0	0	0	0	142

Prepared by National Data & Surveying Services

CLASSIFICATION

Pomona Blvd Bet S Sadler Ave & Gerhart Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_005

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	57	9	0	1	0	0	0	0	0	0	0	0	67	0	73	14	0	0	0	0	0	0	0	0	0	0	87	0	130	23	0	1	0	0	0	0	0	0	0	0	154
12:15	0	62	10	0	1	0	0	0	0	0	0	0	0	73	0	87	16	0	0	0	0	0	0	0	0	0	0	103	0	149	26	0	1	0	0	0	0	0	0	0	0	176
12:30	0	74	10	0	0	0	0	0	0	0	0	0	0	84	0	67	15	0	0	0	0	0	0	0	0	0	0	82	0	141	25	0	0	0	0	0	0	0	0	0	0	166
12:45	0	71	15	0	1	0	0	0	0	0	0	0	0	87	0	78	16	0	0	0	0	0	0	0	0	0	0	94	0	149	31	0	1	0	0	0	0	0	0	0	0	181
13:00	0	60	13	0	0	0	0	0	0	0	0	0	0	73	0	66	18	0	0	0	0	0	0	0	0	0	0	84	0	126	31	0	0	0	0	0	0	0	0	0	0	157
13:15	0	69	14	0	0	0	0	0	0	0	0	0	0	83	0	84	20	0	3	0	0	0	0	0	0	0	0	107	0	153	34	0	3	0	0	0	0	0	0	0	0	190
13:30	0	81	13	0	0	1	0	0	0	0	0	0	0	95	0	63	10	0	1	0	0	0	0	0	0	0	0	74	0	144	23	0	1	1	0	0	0	0	0	0	0	169
13:45	0	74	9	0	1	0	0	0	0	0	0	0	0	84	0	70	15	1	3	0	0	0	0	0	0	0	0	89	0	144	24	1	4	0	0	0	0	0	0	0	0	173
14:00	1	72	10	0	0	0	0	0	0	0	0	0	0	83	0	72	14	2	0	0	0	0	0	0	0	0	0	88	1	144	24	2	0	0	0	0	0	0	0	0	0	171
14:15	0	82	13	0	2	0	0	0	0	0	0	0	0	97	0	81	13	0	0	0	0	0	0	0	0	0	0	94	0	163	26	0	2	0	0	0	0	0	0	0	0	191
14:30	0	109	11	0	0	0	0	0	1	0	0	0	0	121	0	62	15	0	0	0	0	0	0	0	0	0	0	77	0	171	26	0	0	0	0	0	1	0	0	0	0	198
14:45	0	98	17	0	0	0	0	0	0	0	0	0	0	115	0	82	19	0	0	0	0	0	0	0	0	0	0	101	0	180	36	0	0	0	0	0	0	0	0	0	0	216
15:00	0	121	15	0	0	1	0	0	0	0	0	0	0	137	0	60	15	0	0	0	0	0	0	0	0	0	0	75	0	181	30	0	0	1	0	0	0	0	0	0	0	212
15:15	0	91	9	0	0	0	0	0	0	0	0	0	0	100	0	75	14	0	1	0	0	0	0	0	0	0	0	90	0	166	23	0	1	0	0	0	0	0	0	0	0	190
15:30	0	84	10	1	2	0	0	0	0	0	0	0	0	97	0	107	20	0	2	0	0	0	0	0	0	0	0	129	0	191	30	1	4	0	0	0	0	0	0	0	0	226
15:45	0	82	7	0	1	0	0	0	0	0	0	0	0	90	0	79	16	0	1	0	0	0	0	0	0	0	0	96	0	161	23	0	2	0	0	0	0	0	0	0	0	186
16:00	0	106	15	0	0	0	0	0	0	0	0	0	0	121	0	76	15	0	0	0	0	0	0	0	0	0	0	91	0	182	30	0	0	0	0	0	0	0	0	0	0	212
16:15	0	82	8	0	0	0	0	0	0	0	0	0	0	90	0	67	12	0	0	0	0	0	0	0	0	0	0	79	0	149	20	0	0	0	0	0	0	0	0	0	0	169
16:30	0	60	14	0	1	0	0	0	0	0	0	0	0	75	0	69	11	0	1	0	0	0	0	0	0	0	0	81	0	129	25	0	2	0	0	0	0	0	0	0	0	156
16:45	0	80	11	0	0	0	0	0	0	0	0	0	0	91	0	59	8	0	0	0	0	0	0	0	0	0	0	67	0	139	19	0	0	0	0	0	0	0	0	0	0	158
17:00	0	79	10	0	0	0	0	0	0	0	0	0	0	89	0	51	6	0	0	0	0	0	0	0	0	0	0	57	0	130	16	0	0	0	0	0	0	0	0	0	0	146
17:15	0	62	6	0	0	0	0	0	0	0	0	0	0	68	0	53	9	0	0	0	0	0	0	0	0	0	0	62	0	115	15	0	0	0	0	0	0	0	0	0	0	130
17:30	0	46	6	0	0	0	0	0	0	0	0	0	0	52	0	41	8	0	2	0	0	0	0	0	0	0	0	51	0	87	14	0	2	0	0	0	0	0	0	0	0	103
17:45	0	39	10	0	0	0	0	0	0	0	0	0	0	49	0	39	7	1	2	0	0	0	0	0	0	0	0	49	0	78	17	1	2	0	0	0	0	0	0	0	0	98
18:00	0	28	8	0	0	0	0	0	0	0	0	0	0	36	0	31	7	0	0	0	0	0	0	0	0	0	0	38	0	59	15	0	0	0	0	0	0	0	0	0	0	74
18:15	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0	32	6	0	0	0	0	0	0	0	0	0	0	38	0	60	11	0	0	0	0	0	0	0	0	0	0	71
18:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	28	8	0	0	0	0	0	0	0	0	0	0	36	0	51	11	0	0	0	0	0	0	0	0	0	0	62
18:45	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	34	6	0	1	0	0	0	0	0	0	0	0	41	0	67	9	0	1	0	0	0	0	0	0	0	0	77
19:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32	0	31	6	0	0	0	0	0	0	0	0	0	0	37	0	59	10	0	0	0	0	0	0	0	0	0	0	69
19:15	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	26	7	0	0	0	0	0	0	0	0	0	0	33	0	44	12	0	0	0	0	0	0	0	0	0	0	56
19:30	1	22	1	0	0	0	0	0	0	0	0	0	0	24	0	19	3	0	0	0	0	0	0	0	0	0	0	22	1	41	4	0	0	0	0	0	0	0	0	0	0	46
19:45	1	12	0	0	1	0	0	0	0	0	0	0	0	14	0	16	4	0	0	0	0	0	0	0	0	0	0	20	1	28	4	0	1	0	0	0	0	0	0	0	0	34
20:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	19	6	0	0	0	0	0	0	0	0	0	0	25	0	27	7	0	0	0	0	0	0	0	0	0	0	34
20:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	34	3	0	0	0	0	0	0	0	0	0	0	37
20:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	34	4	0	0	0	0	0	0	0	0	0	0	38
20:45	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	20	6	0	0	0	0	0	0	0	0	0	0	26
21:00	1	14	0	0	0	0	0	0	0	0	0	0	0	15	0	13	3	0	0	0	0	0	0	0	0	0	0	16	1	27	3	0	0	0	0	0	0	0	0	0	0	31
21:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	20	1	0	0	0	0	0	0	0	0	0	0	21
21:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	18	4	0	0	0	0	0	0	0	0	0	0	22
21:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	14	4	0	0	0	0	0	0	0	0	0	0	18
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	15	1	0	0	0	0	0	0	0	0	0	0	16
22:15	1	6	1	0	0	0	0	0	0	0	0	0	0	8	0	6	1	0	0	0	0	0	0	0	0	0	0	7	1	12	2	0	0	0	0	0	0	0	0	0	0	15
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	7	2	0	0	0	0	0	0	0	0	0	0	9
23:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	5	2	0	0	0	0	0	0	0	0	0	0	7
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Totals	5	3,431	518	2	26	6	0	1	2	0	0	0	0	3,991	2	3,998	795	9	32	4	1	0	2	0	0	0	0	4,843	7	7,429	1,313	11	58	10	1	1	4	0	0	0	0	8,834
% of Totals	0%	86%	13%	0%	1%	0%		0%	0%					100%	0%	83%	16%	0%	1%	0%	0%		0%					100%	0%	84%	15%	0%	1%	0%	0%	0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Pomona Blvd Bet S Sadler Ave & Gerhart Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,991	4,843	8,834

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			1	3	4	12:00			67	87	154
0:15			2	3	5	12:15			73	103	176
0:30			2	1	3	12:30			84	82	166
0:45			0	2	2	12:45			87	94	181
1:00			1	1	2	13:00			73	84	157
1:15			2	2	4	13:15			83	107	190
1:30			2	6	8	13:30			95	74	169
1:45			3	2	5	13:45			84	89	173
2:00			2	1	3	14:00			83	88	171
2:15			2	6	8	14:15			97	94	191
2:30			5	14	19	14:30			121	77	198
2:45			7	11	18	14:45			115	101	216
3:00			6	9	15	15:00			137	75	212
3:15			7	13	20	15:15			100	90	190
3:30			7	18	25	15:30			97	129	226
3:45			15	18	33	15:45			90	96	186
4:00			13	29	42	16:00			121	91	212
4:15			13	39	52	16:15			90	79	169
4:30			14	55	69	16:30			75	81	156
4:45			25	60	85	16:45			91	67	158
5:00			28	66	94	17:00			89	57	146
5:15			37	74	111	17:15			68	62	130
5:30			42	91	133	17:30			52	51	103
5:45			54	119	173	17:45			49	49	98
6:00			59	99	158	18:00			36	38	74
6:15			53	86	139	18:15			33	38	71
6:30			31	78	109	18:30			26	36	62
6:45			45	68	113	18:45			36	41	77
7:00			36	89	125	19:00			32	37	69
7:15			29	89	118	19:15			23	33	56
7:30			43	62	105	19:30			24	22	46
7:45			46	90	136	19:45			14	20	34
8:00			44	60	104	20:00			9	25	34
8:15			38	59	97	20:15			17	20	37
8:30			31	62	93	20:30			17	21	38
8:45			56	58	114	20:45			15	11	26
9:00			40	59	99	21:00			15	16	31
9:15			51	52	103	21:15			11	10	21
9:30			47	62	109	21:30			13	9	22
9:45			60	61	121	21:45			9	9	18
10:00			68	70	138	22:00			4	12	16
10:15			56	77	133	22:15			8	7	15
10:30			49	68	117	22:30			3	6	9
10:45			61	82	143	22:45			1	10	11
11:00			66	87	153	23:00			7	2	9
11:15			70	84	154	23:15			4	5	9
11:30			69	84	153	23:30			3	4	7
11:45			69	73	142	23:45			3	2	5
TOTALS	0	0	1507	2402	3909	TOTALS	0	0	2484	2441	4925
SPLIT %	0%	0%	39%	61%	44%	SPLIT %	0%	0%	50%	50%	56%

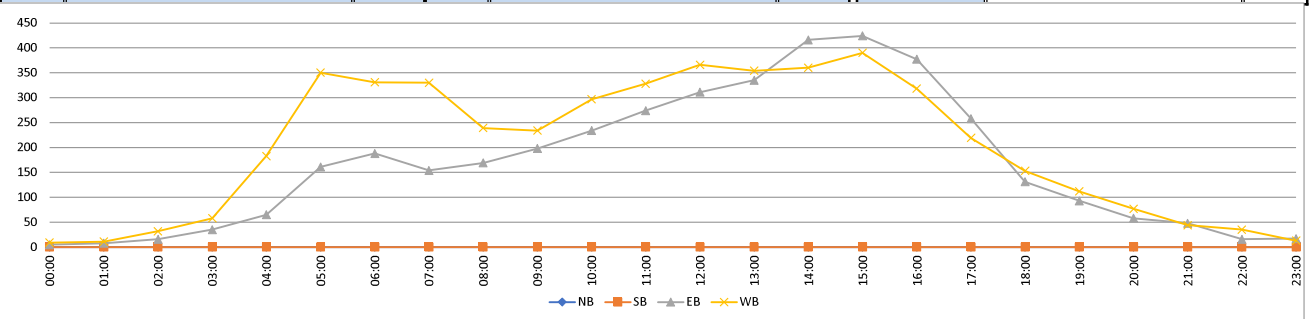
DAILY TOTALS

Hourly Intervals

TIME	NB	SB	EB	WB	TOTAL
00:00 01:00			5	9	14
01:00 02:00			8	11	19
02:00 03:00			16	32	48
03:00 04:00			35	58	93
04:00 05:00			65	183	248
05:00 06:00			161	350	511
06:00 07:00			188	331	519
07:00 08:00			154	330	484
08:00 09:00			169	239	408
09:00 10:00			198	234	432
10:00 11:00			234	297	531
11:00 12:00			274	328	602
12:00 13:00			311	366	677
13:00 14:00			335	354	689
14:00 15:00			416	360	776
15:00 16:00			424	390	814
16:00 17:00			377	318	695
17:00 18:00			258	219	477
18:00 19:00			131	153	284
19:00 20:00			93	112	205
20:00 21:00			58	77	135
21:00 22:00			48	44	92
22:00 23:00			16	35	51
23:00 00:00			17	13	30

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			1507	2402	3909
Peak Hour			11:00	5:30	5:30
Peak Volume			274	395	603
Peak Hour Factor			0.979	0.830	0.871
Peak Period	12:00	to	00:00		
Volume			2484	2441	4925
Peak Hour			14:30	15:15	14:45
Peak Volume			473	406	844
Peak Hour Factor			0.863	0.787	0.934
Peak Period	07:00	to	09:00		
Volume			323	569	892
Peak Hour			7:30	7:00	7:00
Peak Volume			171	330	484
Peak Hour Factor			0.929	0.917	0.890
Peak Period	16:00	to	18:00		
Volume			635	537	1172
Peak Hour			16:00	16:00	16:00
Peak Volume			377	318	695
Peak Hour Factor			0.779	0.874	0.820



Prepared by National Data & Surveying Services

CLASSIFICATION

E Beverly Blvd Bet S Woods/Pomona Blvd/3rd St & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_006

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	27	3	0	1	0	0	0	0	0	0	0	0	31	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	50	4	0	1	0	0	0	0	0	0	0	0	55
1:00	0	18	1	0	1	0	0	0	0	0	0	0	0	20	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	40	2	0	1	0	0	0	0	0	0	0	0	43
2:00	0	16	0	0	1	0	0	0	0	0	0	0	0	17	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	30	2	0	1	0	0	0	0	0	0	0	0	33
3:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26	0	16	4	0	0	0	0	0	0	0	0	0	0	20	0	38	7	0	1	0	0	0	0	0	0	0	0	46
4:00	1	17	4	0	1	0	0	0	0	0	0	0	0	23	0	34	3	1	0	0	0	0	0	0	0	0	0	38	1	51	7	1	1	0	0	0	0	0	0	0	0	61
5:00	0	43	14	0	1	0	0	0	0	0	0	0	0	58	0	107	11	3	1	0	0	0	1	0	0	0	0	123	0	150	25	3	2	0	0	0	1	0	0	0	0	181
6:00	0	82	21	4	4	0	0	0	0	0	0	0	0	111	1	265	35	2	2	1	0	0	0	0	0	0	0	306	1	347	56	6	6	1	0	0	0	0	0	0	0	417
7:00	1	317	41	7	4	0	0	0	0	0	0	0	0	370	6	582	51	7	3	0	0	0	0	0	0	0	0	649	7	899	92	14	7	0	0	0	0	0	0	0	0	1019
8:00	0	366	50	4	3	1	0	0	2	0	0	0	0	426	0	430	56	2	2	0	0	0	0	0	0	0	0	490	0	796	106	6	5	1	0	0	2	0	0	0	0	916
9:00	0	234	46	4	2	1	0	0	0	0	0	0	0	287	0	266	42	4	5	1	0	0	0	0	0	0	0	318	0	500	88	8	7	2	0	0	0	0	0	0	0	605
10:00	0	259	53	2	12	0	0	0	0	0	0	0	0	326	1	272	47	3	8	0	0	0	0	0	0	0	0	331	1	531	100	5	20	0	0	0	0	0	0	0	0	657
11:00	1	273	57	2	4	2	0	0	1	0	0	0	0	340	1	259	43	4	9	1	0	0	0	0	0	0	0	317	2	532	100	6	13	3	0	0	1	0	0	0	0	657
12:00	1	290	49	5	3	1	0	1	0	0	0	0	0	350	0	266	43	2	4	0	0	1	0	0	0	0	0	316	1	556	92	7	7	1	0	2	0	0	0	0	0	666
13:00	2	368	43	4	8	0	0	0	0	0	0	0	0	425	1	291	39	4	2	0	0	0	0	0	0	0	0	337	3	659	82	8	10	0	0	0	0	0	0	0	0	762
14:00	1	464	98	7	2	0	0	0	0	0	0	0	0	572	0	371	41	5	4	1	0	0	0	0	0	0	0	422	1	835	139	12	6	1	0	0	0	0	0	0	0	994
15:00	4	697	120	5	3	2	0	0	1	0	0	0	0	832	1	372	41	3	1	0	0	0	0	0	0	0	0	418	5	1069	161	8	4	2	0	0	1	0	0	0	0	1250
16:00	3	765	123	4	10	0	0	0	0	0	0	0	0	905	1	315	46	5	3	1	0	0	0	0	0	0	0	371	4	1080	169	9	13	1	0	0	0	0	0	0	0	1276
17:00	1	794	108	3	8	1	0	1	0	0	0	0	0	916	2	320	33	3	4	0	0	0	0	0	0	0	0	362	3	1114	141	6	12	1	0	1	0	0	0	0	0	1278
18:00	0	746	85	2	4	0	0	0	0	0	0	0	0	837	2	227	32	4	3	0	0	0	0	0	0	0	0	268	2	973	117	6	7	0	0	0	0	0	0	0	0	1105
19:00	1	411	46	3	5	0	0	0	0	0	0	0	0	466	1	194	17	3	1	0	0	0	0	0	0	0	0	216	2	605	63	6	6	0	0	0	0	0	0	0	0	682
20:00	0	166	20	2	3	0	0	0	0	0	0	0	0	191	0	172	18	2	0	0	0	0	0	0	0	0	0	192	0	338	38	4	3	0	0	0	0	0	0	0	0	383
21:00	0	99	19	4	0	0	0	0	0	0	0	0	0	122	0	104	11	1	1	0	0	0	0	0	0	0	0	117	0	203	30	5	1	0	0	0	0	0	0	0	0	239
22:00	1	72	12	0	3	1	0	0	0	0	0	0	0	89	0	96	6	0	1	0	0	0	0	0	0	0	0	103	1	168	18	0	4	1	0	0	0	0	0	0	0	192
23:00	0	52	6	0	2	0	0	0	0	0	0	0	0	60	0	55	6	0	0	0	0	0	0	0	0	0	0	61	0	107	12	0	2	0	0	0	0	0	0	0	0	121
Totals	17	6,598	1,022	62	86	9	0	2	4	0	0	0	0	7,800	17	5,073	629	58	54	5	0	1	1	0	0	0	0	5,838	34	11,671	1,651	120	140	14	0	3	5	0	0	0	0	13,638
% of Totals	0%	85%	13%	1%	1%	0%		0%	0%					100%	0%	87%	11%	1%	1%	0%		0%	0%					100%	0%	86%	12%	1%	1%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



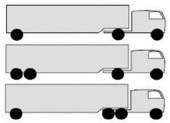
#5 2-Axle, 6-Tire Single Units



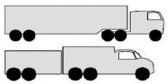
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	3	1674	293	23	35	4	0	0	3	0	0	0	0	2035	9	2290	296	26	30	3	0	0	1	0	0	0	0	2655	12	3964	589	49	65	7	0	0	4	0	0	0	0	4690
%	0%	21%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	26%	0%	39%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	45%	0%	29%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	11:45	7:30	11:15	7:15	10:00	11:15	0:00	0:00	7:15	0:00	0:00	0:00	0:00	7:30	7:00	7:00	8:00	6:45	10:30	5:30	0:00	0:00	4:15	0:00	0:00	0:00	0:00	7:00	7:00	7:30	11:15	7:15	10:00	11:15	0:00	0:00	7:15	0:00	0:00	0:00	0:00	7:30
Peak Volume	2	461	61	10	12	3	0	0	2	0	0	0	0	527	6	582	56	7	10	1	0	0	1	0	0	0	0	649	7	1031	110	16	20	4	0	0	2	0	0	0	0	1162
12:00 - 24:00	14	4924	729	39	51	5	0	2	1	0	0	0	0	5765	8	2783	333	32	24	2	0	1	0	0	0	0	0	3183	22	7707	1062	71	75	7	0	3	1	0	0	0	0	8948
%	0%	63%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	74%	0%	48%	6%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	55%	0%	57%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	14:45	16:30	15:15	13:30	16:00	15:00	12:00	12:00	14:30	12:00	12:00	12:00	12:00	16:30	18:15	14:45	16:00	13:30	12:15	13:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:45	14:45	16:30	15:15	13:30	17:30	15:00	12:00	12:00	14:30	12:00	12:00	12:00	12:00	16:30
Peak Volume	5	814	130	8	10	2	0	1	1	0	0	0	0	940	3	384	46	6	5	1	0	1	0	0	0	0	0	435	6	1143	174	14	14	2	0	2	1	0	0	0	0	1320
07:00 - 09:00	1	683	91	11	7	1	0	0	2	0	0	0	0	796	6	1012	107	9	5	0	0	0	0	0	0	0	0	1139	7	1695	198	20	12	1	0	0	2	0	0	0	0	1935
%	0%	9%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	17%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:30	7:45	7:15	7:00	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:30	7:00	7:00	8:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:45	7:15	7:00	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	461	54	10	4	1	0	0	2	0	0	0	0	527	6	582	56	7	4	0	0	0	0	0	0	0	0	649	7	1031	107	16	7	1	0	0	2	0	0	0	0	1162
16:00 - 18:00	4	1559	231	7	18	1	0	1	0	0	0	0	0	1821	3	635	79	8	7	1	0	0	0	0	0	0	0	733	7	2194	310	15	25	2	0	1	0	0	0	0	0	2554
%	0%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	23%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%
Peak Hour	16:00	16:30	16:00	16:00	16:00	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30	16:30	16:30	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:30	16:30	16:00	16:00	16:00	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	3	814	123	4	10	1	0	1	0	0	0	0	0	940	2	329	46	5	4	1	0	0	0	0	0	0	0	380	5	1143	169	9	13	2	0	1	0	0	0	0	0	1320

Prepared by National Data & Surveying Services

CLASSIFICATION

E Beverly Blvd Bet S Woods/Pomona Blvd/3rd St & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_006

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	14	1	0	0	0	0	0	0	0	0	0	0	15
0:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	13	0	0	0	0	0	0	0	0	0	0	0	13
0:45	0	9	1	0	1	0	0	0	0	0	0	0	0	11	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	14	2	0	1	0	0	0	0	0	0	0	0	17
1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	14	0	0	0	0	0	0	0	0	0	0	0	14
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	9	1	0	1	0	0	0	0	0	0	0	0	11
2:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	12	0	0	1	0	0	0	0	0	0	0	0	13
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	4	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:15	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	13	0	0	1	0	0	0	0	0	0	0	0	14
3:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:00	1	4	0	0	0	0	0	0	0	0	0	0	0	5	0	3	1	0	0	0	0	0	0	0	0	0	0	4	1	7	1	0	0	0	0	0	0	0	0	0	0	9
4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	8	3	0	0	0	0	0	0	0	0	0	0	11
4:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	15	0	1	0	0	0	0	0	0	0	0	0	16
4:45	0	6	3	0	1	0	0	0	0	0	0	0	0	10	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	21	3	0	1	0	0	0	0	0	0	0	0	25
5:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	14	2	1	0	0	0	0	1	0	0	0	0	18	0	18	2	1	1	0	0	0	1	0	0	0	0	23
5:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	31	2	1	0	0	0	0	0	0	0	0	0	34	0	44	3	1	0	0	0	0	0	0	0	0	0	48
5:30	0	9	10	0	0	0	0	0	0	0	0	0	0	19	0	31	4	0	0	0	0	0	0	0	0	0	0	35	0	40	14	0	0	0	0	0	0	0	0	0	0	54
5:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	31	3	1	1	0	0	0	0	0	0	0	0	36	0	48	6	1	1	0	0	0	0	0	0	0	0	56
6:00	0	12	3	1	1	0	0	0	0	0	0	0	0	17	0	41	7	0	2	0	0	0	0	0	0	0	0	50	0	53	10	1	3	0	0	0	0	0	0	0	0	67
6:15	0	14	3	0	1	0	0	0	0	0	0	0	0	18	1	50	9	1	0	1	0	0	0	0	0	0	0	62	1	64	12	1	1	1	0	0	0	0	0	0	0	80
6:30	0	28	5	1	1	0	0	0	0	0	0	0	0	35	0	90	9	0	0	0	0	0	0	0	0	0	0	99	0	118	14	1	1	0	0	0	0	0	0	0	0	134
6:45	0	28	10	2	1	0	0	0	0	0	0	0	0	41	0	84	10	1	0	0	0	0	0	0	0	0	0	95	0	112	20	3	1	0	0	0	0	0	0	0	0	136
7:00	0	39	12	0	2	0	0	0	0	0	0	0	0	53	0	130	14	2	0	0	0	0	0	0	0	0	0	146	0	169	26	2	2	0	0	0	0	0	0	0	0	199
7:15	1	53	5	2	1	0	0	0	0	0	0	0	0	62	0	125	15	2	2	0	0	0	0	0	0	0	0	144	1	178	20	4	3	0	0	0	0	0	0	0	0	206
7:30	0	80	7	2	1	0	0	0	0	0	0	0	0	90	5	156	12	2	1	0	0	0	0	0	0	0	0	176	5	236	19	4	2	0	0	0	0	0	0	0	0	266
7:45	0	145	17	3	0	0	0	0	0	0	0	0	0	165	1	171	10	1	0	0	0	0	0	0	0	0	0	183	1	316	27	4	0	0	0	0	0	0	0	0	0	348
8:00	0	139	21	3	0	1	0	0	2	0	0	0	0	166	0	118	15	1	1	0	0	0	0	0	0	0	0	135	0	257	36	4	1	1	0	0	2	0	0	0	0	301
8:15	0	97	8	0	1	0	0	0	0	0	0	0	0	106	0	125	15	0	1	0	0	0	0	0	0	0	0	141	0	222	23	0	2	0	0	0	0	0	0	0	0	247
8:30	0	74	8	1	1	0	0	0	0	0	0	0	0	84	0	102	13	1	0	0	0	0	0	0	0	0	0	116	0	176	21	2	1	0	0	0	0	0	0	0	0	200
8:45	0	56	13	0	1	0	0	0	0	0	0	0	0	70	0	85	13	0	0	0	0	0	0	0	0	0	0	98	0	141	26	0	1	0	0	0	0	0	0	0	0	168
9:00	0	60	10	2	1	0	0	0	0	0	0	0	0	73	0	99	8	2	2	0	0	0	0	0	0	0	0	111	0	159	18	4	3	0	0	0	0	0	0	0	0	184
9:15	0	59	16	1	0	0	0	0	0	0	0	0	0	76	0	47	11	1	0	1	0	0	0	0	0	0	0	60	0	106	27	2	0	1	0	0	0	0	0	0	0	136
9:30	0	64	12	0	0	1	0	0	0	0	0	0	0	77	0	67	10	0	2	0	0	0	0	0	0	0	0	79	0	131	22	0	2	1	0	0	0	0	0	0	0	156
9:45	0	51	8	1	1	0	0	0	0	0	0	0	0	61	0	53	13	1	1	0	0	0	0	0	0	0	0	68	0	104	21	2	2	0	0	0	0	0	0	0	0	129
10:00	0	66	9	0	3	0	0	0	0	0	0	0	0	78	0	70	15	1	3	0	0	0	0	0	0	0	0	89	0	136	24	1	6	0	0	0	0	0	0	0	0	167
10:15	0	67	13	1	3	0	0	0	0	0	0	0	0	84	0	74	8	1	1	0	0	0	0	0	0	0	0	84	0	141	21	2	4	0	0	0	0	0	0	0	0	168
10:30	0	68	18	0	2	0	0	0	0	0	0	0	0	88	1	71	14	1	4	0	0	0	0	0	0	0	0	91	1	139	32	1	6	0	0	0	0	0	0	0	0	179
10:45	0	58	13	1	4	0	0	0	0	0	0	0	0	76	0	57	10	0	0	0	0	0	0	0	0	0	0	67	0	115	23	1	4	0	0	0	0	0	0	0	0	143
11:00	0	64	11	1	1	0	0	0	1	0	0	0	0	78	0	56	6	2	3	0	0	0	0	0	0	0	0	67	0	120	17	3	4	0	0	0	1	0	0	0	0	145
11:15	0	58	17	0	1	0	0	0	0	0	0	0	0	76	0	74	14	1	3	0	0	0	0	0	0	0	0	92	0	132	31	1	4	0	0	0	0	0	0	0	0	168
11:30	0	79	13	1	0	1	0	0	0	0	0	0	0	94	0	63	11	0	0	0	0	0	0	0	0	0	0	74	0	142	24	1	0	1	0	0	0	0	0	0	0	168
11:45	1	72	16	0	2	1	0	0	0	0	0	0	0	92	1	66	12	1	3	1	0	0	0	0	0	0	0	84	2	138	28	1	5	2	0	0	0	0	0	0	0	176

Prepared by National Data & Surveying Services

CLASSIFICATION

E Beverly Blvd Bet S Woods/Pomona Blvd/3rd St & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_006

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	63	15	1	0	1	0	0	0	0	0	0	0	80	0	55	12	0	0	0	0	0	0	0	0	0	0	67	0	118	27	1	0	1	0	0	0	0	0	0	0	147
12:15	0	79	7	1	1	0	0	0	0	0	0	0	0	88	0	65	8	1	1	0	0	0	0	0	0	0	0	75	0	144	15	2	2	0	0	0	0	0	0	0	0	163
12:30	1	78	15	2	1	0	0	0	0	0	0	0	0	97	0	77	11	1	1	0	0	0	0	0	0	0	0	90	1	155	26	3	2	0	0	0	0	0	0	0	0	187
12:45	0	70	12	1	1	0	0	1	0	0	0	0	0	85	0	69	12	0	2	0	0	1	0	0	0	0	0	84	0	139	24	1	3	0	0	2	0	0	0	0	0	169
13:00	1	80	15	1	1	0	0	0	0	0	0	0	0	98	0	95	12	2	1	0	0	0	0	0	0	0	0	110	1	175	27	3	2	0	0	0	0	0	0	0	0	208
13:15	0	79	10	0	4	0	0	0	0	0	0	0	0	93	0	60	10	0	0	0	0	0	0	0	0	0	0	70	0	139	20	0	4	0	0	0	0	0	0	0	0	163
13:30	1	104	9	1	0	0	0	0	0	0	0	0	0	115	1	68	8	1	0	0	0	0	0	0	0	0	0	78	2	172	17	2	0	0	0	0	0	0	0	0	0	193
13:45	0	105	9	2	3	0	0	0	0	0	0	0	0	119	0	68	9	1	1	0	0	0	0	0	0	0	0	79	0	173	18	3	4	0	0	0	0	0	0	0	0	198
14:00	0	83	20	4	0	0	0	0	0	0	0	0	0	107	0	87	9	1	2	1	0	0	0	0	0	0	0	100	0	170	29	5	2	1	0	0	0	0	0	0	0	207
14:15	0	121	30	1	0	0	0	0	0	0	0	0	0	152	0	89	10	3	0	0	0	0	0	0	0	0	0	102	0	210	40	4	0	0	0	0	0	0	0	0	0	254
14:30	0	122	23	1	0	0	0	0	0	0	0	0	0	146	0	95	12	0	0	0	0	0	0	0	0	0	0	107	0	217	35	1	0	0	0	0	0	0	0	0	0	253
14:45	1	138	25	1	2	0	0	0	0	0	0	0	0	167	0	100	10	1	2	0	0	0	0	0	0	0	0	113	1	238	35	2	4	0	0	0	0	0	0	0	0	280
15:00	1	162	24	1	1	0	0	0	0	0	0	0	0	189	0	85	13	1	1	0	0	0	0	0	0	0	0	100	1	247	37	2	2	0	0	0	0	0	0	0	0	289
15:15	2	192	36	2	2	1	0	0	1	0	0	0	0	236	0	100	10	1	0	0	0	0	0	0	0	0	0	111	2	292	46	3	2	1	0	0	1	0	0	0	0	347
15:30	1	177	34	1	0	0	0	0	0	0	0	0	0	213	1	99	10	1	0	0	0	0	0	0	0	0	0	111	2	276	44	2	0	0	0	0	0	0	0	0	0	324
15:45	0	166	26	1	0	1	0	0	0	0	0	0	0	194	0	88	8	0	0	0	0	0	0	0	0	0	0	96	0	254	34	1	0	1	0	0	0	0	0	0	0	290
16:00	1	179	34	1	2	0	0	0	0	0	0	0	0	217	0	71	16	2	0	0	0	0	0	0	0	0	0	89	1	250	50	3	2	0	0	0	0	0	0	0	0	306
16:15	0	182	32	0	1	0	0	0	0	0	0	0	0	215	0	72	8	2	1	1	0	0	0	0	0	0	0	84	0	254	40	2	2	1	0	0	0	0	0	0	0	299
16:30	1	213	21	3	3	0	0	0	0	0	0	0	0	241	1	76	6	0	1	0	0	0	0	0	0	0	0	84	2	289	27	3	4	0	0	0	0	0	0	0	0	325
16:45	1	191	36	0	4	0	0	0	0	0	0	0	0	232	0	96	16	1	1	0	0	0	0	0	0	0	0	114	1	287	52	1	5	0	0	0	0	0	0	0	0	346
17:00	0	190	25	0	0	1	0	0	0	0	0	0	0	216	0	68	7	0	0	0	0	0	0	0	0	0	0	75	0	258	32	0	0	1	0	0	0	0	0	0	0	291
17:15	1	220	28	1	1	0	0	0	0	0	0	0	0	251	1	89	14	2	1	0	0	0	0	0	0	0	0	107	2	309	42	3	2	0	0	0	0	0	0	0	0	358
17:30	0	195	23	1	2	0	0	1	0	0	0	0	0	222	1	66	7	0	1	0	0	0	0	0	0	0	0	75	1	261	30	1	3	0	0	1	0	0	0	0	0	297
17:45	0	189	32	1	5	0	0	0	0	0	0	0	0	227	0	97	5	1	2	0	0	0	0	0	0	0	0	105	0	286	37	2	7	0	0	0	0	0	0	0	0	332
18:00	0	191	22	0	1	0	0	0	0	0	0	0	0	214	0	61	9	1	0	0	0	0	0	0	0	0	0	71	0	252	31	1	1	0	0	0	0	0	0	0	0	285
18:15	0	215	32	1	1	0	0	0	0	0	0	0	0	249	1	51	11	1	2	0	0	0	0	0	0	0	0	66	1	266	43	2	3	0	0	0	0	0	0	0	0	315
18:30	0	177	17	1	1	0	0	0	0	0	0	0	0	196	1	55	6	1	1	0	0	0	0	0	0	0	0	64	1	232	23	2	2	0	0	0	0	0	0	0	0	260
18:45	0	163	14	0	1	0	0	0	0	0	0	0	0	178	0	60	6	1	0	0	0	0	0	0	0	0	0	67	0	223	20	1	1	0	0	0	0	0	0	0	0	245
19:00	0	146	8	0	1	0	0	0	0	0	0	0	0	155	1	67	2	1	1	0	0	0	0	0	0	0	0	72	1	213	10	1	2	0	0	0	0	0	0	0	0	227
19:15	0	124	18	2	2	0	0	0	0	0	0	0	0	146	0	45	4	1	0	0	0	0	0	0	0	0	0	50	0	169	22	3	2	0	0	0	0	0	0	0	0	196
19:30	1	83	9	0	1	0	0	0	0	0	0	0	0	94	0	37	7	0	0	0	0	0	0	0	0	0	0	44	1	120	16	0	1	0	0	0	0	0	0	0	0	138
19:45	0	58	11	1	1	0	0	0	0	0	0	0	0	71	0	45	4	1	0	0	0	0	0	0	0	0	0	50	0	103	15	2	1	0	0	0	0	0	0	0	0	121
20:00	0	50	5	0	1	0	0	0	0	0	0	0	0	56	0	43	5	2	0	0	0	0	0	0	0	0	0	50	0	93	10	2	1	0	0	0	0	0	0	0	0	106
20:15	0	51	6	1	1	0	0	0	0	0	0	0	0	59	0	50	5	0	0	0	0	0	0	0	0	0	0	55	0	101	11	1	1	0	0	0	0	0	0	0	0	114
20:30	0	31	6	1	1	0	0	0	0	0	0	0	0	39	0	45	4	0	0	0	0	0	0	0	0	0	0	49	0	76	10	1	1	0	0	0	0	0	0	0	0	88
20:45	0	34	3	0	0	0	0	0	0	0	0	0	0	37	0	34	4	0	0	0	0	0	0	0	0	0	0	38	0	68	7	0	0	0	0	0	0	0	0	0	0	75
21:00	0	26	5	1	0	0	0	0	0	0	0	0	0	32	0	27	5	1	0	0	0	0	0	0	0	0	0	33	0	53	10	2	0	0	0	0	0	0	0	0	0	65
21:15	0	25	2	1	0	0	0	0	0	0	0	0	0	28	0	31	5	0	0	0	0	0	0	0	0	0	0	36	0	56	7	1	0	0	0	0	0	0	0	0	0	64
21:30	0	29	4	1	0	0	0	0	0	0	0	0	0	34	0	21	0	0	1	0	0	0	0	0	0	0	0	22	0	50	4	1	1	0	0	0	0	0	0	0	0	56
21:45	0	19	8	1	0	0	0	0	0	0	0	0	0	28	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	44	9	1	0	0	0	0	0	0	0	0	0	54
22:00	0	28	4	0	0	0	0	0	0	0	0	0	0	32	0	33	0	0	1	0	0	0	0	0	0	0	0	34	0	61	4	0	1	0	0	0	0	0	0	0	0	66
22:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	36	4	0	0	0	0	0	0	0	0	0	0	40
22:30	1	14	2	0	1	0	0	0	0	0	0	0	0	18	0	27	2	0	0	0	0	0	0	0	0	0	0	29	1	41	4	0	1	0	0	0	0	0	0	0	0	47
22:45	0	17	3	0	2	1	0	0	0	0	0	0	0	23	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	30	6	0	2	1	0	0	0	0	0	0	0	39
23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	28	5	0	0	0	0	0	0	0	0	0	0	33
23:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	15	2	0	0	0	0	0	0	0	0	0	0	17	0	31	3	0	0	0	0	0	0	0	0	0	0	34
23:30	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	23	2	0	1	0	0	0	0	0	0	0	0	26
23:45	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	25	2	0	1	0	0	0	0	0	0	0	0	28
Totals	**17**	**6,598**	**1,022**	**62**	**86**	**9**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**7,800**	**17**	**5,073**	**629**	**58**	**54**	**5**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**5,838**	**34**	**11,671**	**1,651**	**120**	**140**	**14**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**13,638**
% of Totals	0%	85%	13%	1%	1%	0%		0%	0%					100%	0%	87%	11%	1%	1%	0%		0%	0%					100%	0%	86%	12%	1%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

E Beverly Blvd Bet S Woods/Pomona Blvd/3rd St & S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,800	5,838	13,638

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			8	7	15	12:00			80	67	147
0:15			6	4	10	12:15			88	75	163
0:30			6	7	13	12:30			97	90	187
0:45			11	6	17	12:45			85	84	169
1:00			7	7	14	13:00			98	110	208
1:15			2	9	11	13:15			93	70	163
1:30			5	2	7	13:30			115	78	193
1:45			6	5	11	13:45			119	79	198
2:00			7	6	13	14:00			107	100	207
2:15			2	4	6	14:15			152	102	254
2:30			3	4	7	14:30			146	107	253
2:45			5	2	7	14:45			167	113	280
3:00			7	3	10	15:00			189	100	289
3:15			10	4	14	15:15			236	111	347
3:30			4	5	9	15:30			213	111	324
3:45			5	8	13	15:45			194	96	290
4:00			5	4	9	16:00			217	89	306
4:15			2	9	11	16:15			215	84	299
4:30			6	10	16	16:30			241	84	325
4:45			10	15	25	16:45			232	114	346
5:00			5	18	23	17:00			216	75	291
5:15			14	34	48	17:15			251	107	358
5:30			19	35	54	17:30			222	75	297
5:45			20	36	56	17:45			227	105	332
6:00			17	50	67	18:00			214	71	285
6:15			18	62	80	18:15			249	66	315
6:30			35	99	134	18:30			196	64	260
6:45			41	95	136	18:45			178	67	245
7:00			53	146	199	19:00			155	72	227
7:15			62	144	206	19:15			146	50	196
7:30			90	176	266	19:30			94	44	138
7:45			165	183	348	19:45			71	50	121
8:00			166	135	301	20:00			56	50	106
8:15			106	141	247	20:15			59	55	114
8:30			84	116	200	20:30			39	49	88
8:45			70	98	168	20:45			37	38	75
9:00			73	111	184	21:00			32	33	65
9:15			76	60	136	21:15			28	36	64
9:30			77	79	156	21:30			34	22	56
9:45			61	68	129	21:45			28	26	54
10:00			78	89	167	22:00			32	34	66
10:15			84	84	168	22:15			16	24	40
10:30			88	91	179	22:30			18	29	47
10:45			76	67	143	22:45			23	16	39
11:00			78	67	145	23:00			13	20	33
11:15			76	92	168	23:15			17	17	34
11:30			94	74	168	23:30			16	10	26
11:45			92	84	176	23:45			14	14	28
TOTALS	0	0	2035	2655	4690	TOTALS	0	0	5765	3183	8948
SPLIT %	0%	0%	43%	57%	34%	SPLIT %	0%	0%	64%	36%	66%

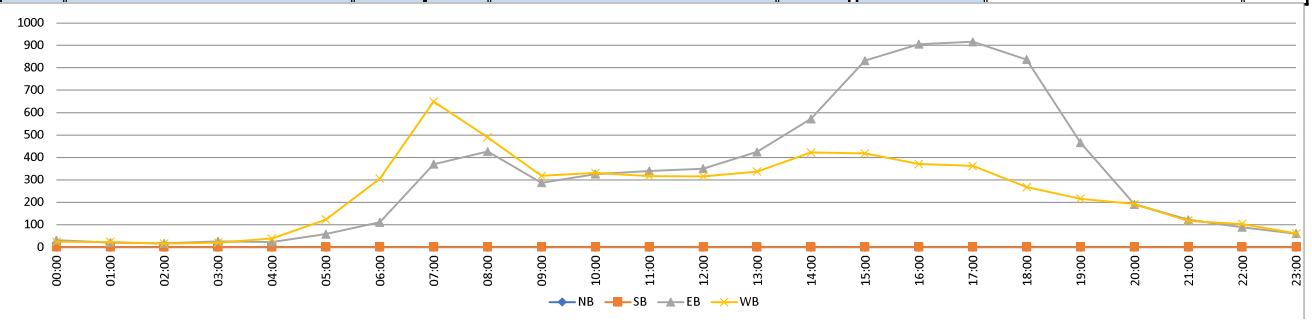
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			31	24	55
01:00	02:00			20	23	43
02:00	03:00			17	16	33
03:00	04:00			26	20	46
04:00	05:00			23	38	61
05:00	06:00			58	123	181
06:00	07:00			111	306	417
07:00	08:00			370	649	1019
08:00	09:00			426	490	916
09:00	10:00			287	318	605
10:00	11:00			326	331	657
11:00	12:00			340	317	657
12:00	13:00			350	316	666
13:00	14:00			425	337	762
14:00	15:00			572	422	994
15:00	16:00			832	418	1250
16:00	17:00			905	371	1276
17:00	18:00			916	362	1278
18:00	19:00			837	268	1105
19:00	20:00			466	216	682
20:00	21:00			191	192	383
21:00	22:00			122	117	239
22:00	23:00			89	103	192
23:00	00:00			60	61	121

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2035	2655	4690
Peak Hour			7:30	7:00	7:30
Peak Volume			527	649	1162
Peak Hour Factor			0.794	0.887	0.835
Peak Period	12:00	to	00:00		
Volume			5765	3183	8948
Peak Hour			16:30	14:45	16:30
Peak Volume			940	435	1320
Peak Hour Factor			0.936	0.962	0.922
Peak Period	07:00	to	09:00		
Volume			796	1139	1935
Peak Hour			7:30	7:00	7:30
Peak Volume			527	649	1162
Peak Hour Factor			0.794	0.887	0.835
Peak Period	16:00	to	18:00		
Volume			1821	733	2554
Peak Hour			16:30	16:30	16:30
Peak Volume			940	380	1320
Peak Hour Factor			0.936	0.833	0.922



Prepared by National Data & Surveying Services

CLASSIFICATION

E Beverly Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_007

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	57	5	0	1	0	0	0	0	0	0	0	0	63	0	46	2	0	0	0	0	0	0	0	0	0	0	48	0	103	7	0	1	0	0	0	0	0	0	0	0	111
1:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29	0	34	2	0	1	0	0	1	0	0	0	0	0	38	0	62	3	0	1	0	0	1	0	0	0	0	0	67
2:00	1	25	2	0	1	0	0	0	0	0	0	0	0	29	0	23	3	0	3	0	0	0	0	0	0	0	0	29	1	48	5	0	4	0	0	0	0	0	0	0	0	58
3:00	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	35	6	0	1	0	0	0	0	0	0	0	0	42	0	58	9	0	1	0	0	0	0	0	0	0	0	68
4:00	1	32	7	0	0	0	0	0	1	0	0	0	0	41	0	96	10	1	1	0	0	0	0	0	0	0	0	108	1	128	17	1	1	0	0	0	1	0	0	0	0	149
5:00	0	58	15	0	2	0	0	0	0	0	0	0	0	75	0	210	34	2	6	0	0	0	0	0	0	0	0	252	0	268	49	2	8	0	0	0	0	0	0	0	0	327
6:00	0	118	24	4	5	0	0	0	0	0	0	0	0	151	0	422	51	2	4	0	0	0	0	0	0	0	0	479	0	540	75	6	9	0	0	0	0	0	0	0	0	630
7:00	1	314	49	4	4	2	0	0	0	0	0	0	0	374	0	820	76	8	5	0	0	0	0	0	0	0	0	909	1	1134	125	12	9	2	0	0	0	0	0	0	0	1283
8:00	1	409	63	3	8	0	0	1	0	0	0	0	0	485	0	587	54	2	1	0	0	0	0	0	0	0	0	644	1	996	117	5	9	0	0	1	0	0	0	0	0	1129
9:00	1	322	47	4	4	1	0	0	0	0	0	0	0	379	0	407	62	3	7	2	0	1	0	0	0	0	0	482	1	729	109	7	11	3	0	1	0	0	0	0	0	861
10:00	2	332	61	2	12	0	0	0	0	0	0	0	0	409	0	354	57	2	6	0	0	0	0	0	0	0	0	419	2	686	118	4	18	0	0	0	0	0	0	0	0	828
11:00	2	359	67	2	11	2	0	0	1	0	0	0	0	444	1	398	74	1	8	0	0	0	0	0	0	0	0	482	3	757	141	3	19	2	0	0	1	0	0	0	0	926
12:00	1	390	77	3	7	1	0	0	0	0	0	0	0	479	1	388	63	0	6	0	0	0	0	0	0	0	0	458	2	778	140	3	13	1	0	0	0	0	0	0	0	937
13:00	2	448	61	4	6	2	0	0	0	0	0	0	0	523	0	414	57	2	8	1	0	0	0	0	0	0	0	482	2	862	118	6	14	3	0	0	0	0	0	0	0	1005
14:00	3	627	114	3	2	2	0	1	0	0	0	0	0	752	1	507	61	5	7	1	0	0	0	0	0	0	0	582	4	1134	175	8	9	3	0	1	0	0	0	0	0	1334
15:00	6	883	149	6	10	2	0	0	2	0	0	0	0	1058	1	518	56	4	1	1	0	0	0	0	0	0	0	581	7	1401	205	10	11	3	0	0	2	0	0	0	0	1639
16:00	7	1005	157	4	10	1	0	0	0	0	0	0	0	1184	0	423	45	4	1	1	0	0	0	0	0	0	0	474	7	1428	202	8	11	2	0	0	0	0	0	0	0	1658
17:00	2	1132	148	2	11	0	0	1	0	0	0	0	0	1296	0	454	28	4	4	0	0	0	0	0	0	0	0	490	2	1586	176	6	15	0	0	1	0	0	0	0	0	1786
18:00	4	1039	137	3	8	0	0	1	0	0	0	0	0	1192	1	378	25	3	7	0	0	0	0	0	0	0	0	414	5	1417	162	6	15	0	0	1	0	0	0	0	0	1606
19:00	2	579	59	3	3	0	0	0	0	0	0	0	0	646	0	315	8	1	3	0	0	0	0	0	0	0	0	327	2	894	67	4	6	0	0	0	0	0	0	0	0	973
20:00	0	265	34	1	4	0	0	0	0	0	0	0	0	304	0	291	12	1	2	0	0	0	0	0	0	0	0	306	0	556	46	2	6	0	0	0	0	0	0	0	0	610
21:00	1	160	26	2	1	0	0	0	0	0	0	0	0	190	0	197	18	0	2	0	0	0	0	0	0	0	0	217	1	357	44	2	3	0	0	0	0	0	0	0	0	407
22:00	3	137	11	0	2	0	0	0	0	0	0	0	0	153	0	167	11	0	2	0	0	0	0	0	0	0	0	180	3	304	22	0	4	0	0	0	0	0	0	0	0	333
23:00	0	91	6	0	2	0	0	0	0	0	0	0	0	99	0	85	4	0	2	0	0	0	0	0	0	0	0	91	0	176	10	0	4	0	0	0	0	0	0	0	0	190
Totals	40	8,833	1,323	50	114	13	0	4	4	0	0	0	0	10,381	5	7,569	819	45	88	6	0	2	0	0	0	0	0	8,534	45	16,402	2,142	95	202	19	0	6	4	0	0	0	0	18,915
% of Totals	0%	85%	13%	0%	1%	0%		0%	0%					100%	0%	89%	10%	1%	1%	0%		0%						100%	0%	87%	11%	1%	1%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



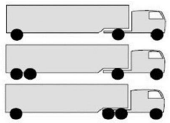
#5 2-Axle, 6-Tire Single Units



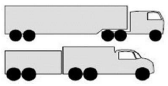
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 12:00	9	2077	344	19	48	5	0	1	2	0	0	0	0	2505	1	3432	431	21	43	2	0	2	0	0	0	0	0	3932	10	5509	775	40	91	7	0	3	2	0	0	0	0	6437
%	0%	20%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	40%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	46%	0%	29%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	11:45	7:45	11:45	6:30	10:00	11:15	0:00	7:15	3:45	0:00	0:00	0:00	0:00	7:45	11:15	7:15	7:15	6:45	9:30	9:00	0:00	1:00	0:00	0:00	0:00	0:00	0:00	7:15	11:45	7:30	11:30	6:45	10:15	9:00	0:00	1:00	3:45	0:00	0:00	0:00	0:00	7:30
Peak Volume	3	454	87	6	12	3	0	1	1	0	0	0	0	533	2	823	78	8	9	2	0	1	0	0	0	0	0	912	5	1221	152	13	19	3	0	1	1	0	0	0	0	1371
12:00 - 24:00	31	6756	979	31	66	8	0	3	2	0	0	0	0	7876	4	4137	388	24	45	4	0	0	0	0	0	0	0	4602	35	10893	1367	55	111	12	0	3	2	0	0	0	0	12478
%	0%	65%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	76%	0%	48%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	54%	0%	58%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	14:45	17:30	15:15	14:30	16:30	13:15	12:00	17:30	15:00	12:00	12:00	12:00	12:00	17:30	12:00	14:45	12:15	14:45	13:15	13:30	12:00	12:00	12:00	12:00	12:00	12:00	12:00	14:45	14:45	17:00	15:15	14:30	17:45	13:30	12:00	17:30	15:00	12:00	12:00	12:00	12:00	17:30
Peak Volume	8	1141	165	6	11	3	0	2	2	0	0	0	0	1315	1	530	69	6	11	2	0	0	0	0	0	0	0	603	9	1586	216	11	20	5	0	2	2	0	0	0	0	1790
07:00 - 09:00	2	723	112	7	12	2	0	1	0	0	0	0	0	859	0	1407	130	10	6	0	0	0	0	0	0	0	0	1553	2	2130	242	17	18	2	0	1	0	0	0	0	0	2412
%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	11%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:45	7:30	7:00	7:45	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:30	7:15	7:00	7:45	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	454	64	4	9	2	0	1	0	0	0	0	0	533	0	823	78	8	5	0	0	0	0	0	0	0	0	912	1	1221	138	12	10	2	0	1	0	0	0	0	0	1371
16:00 - 18:00	9	2137	305	6	21	1	0	1	0	0	0	0	0	2480	0	877	73	8	5	1	0	0	0	0	0	0	0	964	9	3014	378	14	26	2	0	1	0	0	0	0	0	3444
%	0%	21%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	24%	0%	10%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:00	17:00	16:15	16:30	16:30	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	17:00	16:00	17:00	16:15	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	17:00	16:15	16:30	17:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	7	1132	158	5	11	1	0	1	0	0	0	0	0	1296	0	454	46	4	4	1	0	0	0	0	0	0	0	490	7	1586	204	9	15	2	0	1	0	0	0	0	0	1786

Prepared by National Data & Surveying Services

CLASSIFICATION

E Beverly Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_007

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	33	4	0	0	0	0	0	0	0	0	0	0	37
0:15	0	15	1	0	1	0	0	0	0	0	0	0	0	17	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	21	1	0	1	0	0	0	0	0	0	0	0	23
0:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	24	0	0	0	0	0	0	0	0	0	0	0	24
0:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	25	2	0	0	0	0	0	0	0	0	0	0	27
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	21	1	0	0	0	0	0	0	0	0	0	0	22
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	13	1	0	1	0	0	0	0	0	0	0	0	15
1:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	1	0	0	0	0	0	12	0	19	0	0	0	0	0	1	0	0	0	0	0	20
2:00	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	15	1	0	1	0	0	0	0	0	0	0	0	17
2:15	1	5	1	0	0	0	0	0	0	0	0	0	0	7	0	4	1	0	1	0	0	0	0	0	0	0	0	6	1	9	2	0	1	0	0	0	0	0	0	0	0	13
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	7	0	0	2	0	0	0	0	0	0	0	0	9	0	10	0	0	2	0	0	0	0	0	0	0	0	12
2:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	14	2	0	0	0	0	0	0	0	0	0	0	16
3:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	12	1	0	1	0	0	0	0	0	0	0	0	14
3:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	12	0	0	0	0	0	0	0	0	0	0	0	12
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	13	5	0	0	0	0	0	0	0	0	0	0	18	0	15	5	0	0	0	0	0	0	0	0	0	0	20
3:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	19	3	0	0	0	0	0	0	0	0	0	0	22
4:00	1	6	3	0	0	0	0	0	0	0	0	0	0	10	0	13	1	0	0	0	0	0	0	0	0	0	0	14	1	19	4	0	0	0	0	0	0	0	0	0	0	24
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	23	4	0	0	0	0	0	0	0	0	0	0	27	0	29	4	0	0	0	0	0	0	0	0	0	0	33
4:30	0	10	1	0	0	0	0	0	1	0	0	0	0	12	0	26	3	1	1	0	0	0	0	0	0	0	0	31	0	36	4	1	1	0	0	0	1	0	0	0	0	43
4:45	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	44	5	0	0	0	0	0	0	0	0	0	0	49
5:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	39	1	1	2	0	0	0	0	0	0	0	0	43	0	45	3	1	3	0	0	0	0	0	0	0	0	52
5:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	58	11	1	0	0	0	0	0	0	0	0	0	70	0	72	14	1	0	0	0	0	0	0	0	0	0	87
5:30	0	20	6	0	0	0	0	0	0	0	0	0	0	26	0	64	14	0	2	0	0	0	0	0	0	0	0	80	0	84	20	0	2	0	0	0	0	0	0	0	0	106
5:45	0	18	4	0	1	0	0	0	0	0	0	0	0	23	0	49	8	0	2	0	0	0	0	0	0	0	0	59	0	67	12	0	3	0	0	0	0	0	0	0	0	82
6:00	0	21	3	1	1	0	0	0	0	0	0	0	0	26	0	75	8	0	0	0	0	0	0	0	0	0	0	83	0	96	11	1	1	0	0	0	0	0	0	0	0	109
6:15	0	18	6	0	1	0	0	0	0	0	0	0	0	25	0	92	15	1	2	0	0	0	0	0	0	0	0	110	0	110	21	1	3	0	0	0	0	0	0	0	0	135
6:30	0	36	4	1	1	0	0	0	0	0	0	0	0	42	0	122	14	0	1	0	0	0	0	0	0	0	0	137	0	158	18	1	2	0	0	0	0	0	0	0	0	179
6:45	0	43	11	2	2	0	0	0	0	0	0	0	0	58	0	133	14	1	1	0	0	0	0	0	0	0	0	149	0	176	25	3	3	0	0	0	0	0	0	0	0	207
7:00	0	54	11	1	2	1	0	0	0	0	0	0	0	69	0	178	15	3	1	0	0	0	0	0	0	0	0	197	0	232	26	4	3	1	0	0	0	0	0	0	0	266
7:15	0	57	12	2	0	1	0	0	0	0	0	0	0	72	0	190	23	1	2	0	0	0	0	0	0	0	0	216	0	247	35	3	2	1	0	0	0	0	0	0	0	288
7:30	1	83	8	0	0	0	0	0	0	0	0	0	0	92	0	219	19	3	2	0	0	0	0	0	0	0	0	243	1	302	27	3	2	0	0	0	0	0	0	0	0	335
7:45	0	120	18	1	2	0	0	0	0	0	0	0	0	141	0	233	19	1	0	0	0	0	0	0	0	0	0	253	0	353	37	2	2	0	0	0	0	0	0	0	0	394
8:00	0	121	22	0	1	0	0	1	0	0	0	0	0	145	0	181	17	1	1	0	0	0	0	0	0	0	0	200	0	302	39	1	2	0	0	1	0	0	0	0	0	345
8:15	0	114	16	1	2	0	0	0	0	0	0	0	0	133	0	150	13	1	0	0	0	0	0	0	0	0	0	164	0	264	29	2	2	0	0	0	0	0	0	0	0	297
8:30	1	99	8	2	4	0	0	0	0	0	0	0	0	114	0	140	14	0	0	0	0	0	0	0	0	0	0	154	1	239	22	2	4	0	0	0	0	0	0	0	0	268
8:45	0	75	17	0	1	0	0	0	0	0	0	0	0	93	0	116	10	0	0	0	0	0	0	0	0	0	0	126	0	191	27	0	1	0	0	0	0	0	0	0	0	219
9:00	0	77	8	2	1	0	0	0	0	0	0	0	0	88	0	127	8	1	1	0	0	0	0	0	0	0	0	137	0	204	16	3	2	0	0	0	0	0	0	0	0	225
9:15	0	80	12	1	1	0	0	0	0	0	0	0	0	94	0	86	19	1	1	1	0	1	0	0	0	0	0	109	0	166	31	2	2	1	0	1	0	0	0	0	0	203
9:30	1	84	9	0	1	1	0	0	0	0	0	0	0	96	0	108	17	0	1	0	0	0	0	0	0	0	0	126	1	192	26	0	2	1	0	0	0	0	0	0	0	222
9:45	0	81	18	1	1	0	0	0	0	0	0	0	0	101	0	86	18	1	4	1	0	0	0	0	0	0	0	110	0	167	36	2	5	1	0	0	0	0	0	0	0	211
10:00	0	82	14	0	2	0	0	0	0	0	0	0	0	98	0	85	17	2	2	0	0	0	0	0	0	0	0	106	0	167	31	2	4	0	0	0	0	0	0	0	0	204
10:15	1	82	14	1	3	0	0	0	0	0	0	0	0	101	0	100	9	0	2	0	0	0	0	0	0	0	0	111	1	182	23	1	5	0	0	0	0	0	0	0	0	212
10:30	1	85	14	0	2	0	0	0	0	0	0	0	0	102	0	89	22	0	1	0	0	0	0	0	0	0	0	112	1	174	36	0	3	0	0	0	0	0	0	0	0	214
10:45	0	83	19	1	5	0	0	0	0	0	0	0	0	108	0	80	9	0	1	0	0	0	0	0	0	0	0	90	0	163	28	1	6	0	0	0	0	0	0	0	0	198
11:00	0	86	17	1	1	0	0	0	1	0	0	0	0	106	0	95	14	1	4	0	0	0	0	0	0	0	0	114	0	181	31	2	5	0	0	0	1	0	0	0	0	220
11:15	0	81	15	0	2	1	0	0	0	0	0	0	0	99	0	114	13	0	2	0	0	0	0	0	0	0	0	129	0	195	28	0	4	1	0	0	0	0	0	0	0	228
11:30	0	109	14	1	3	1	0	0	0	0	0	0	0	128	0	97	27	0	0	0	0	0	0	0	0	0	0	124	0	206	41	1	3	1	0	0	0	0	0	0	0	252
11:45	2	83	21	0	5	0	0	0	0	0	0	0	0	111	1	92	20	0	2	0	0	0	0	0	0	0	0	115	3	175	41	0	7	0	0	0	0	0	0	0	0	226

Prepared by National Data & Surveying Services

CLASSIFICATION

E Beverly Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_007

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	93	25	1	1	1	0	0	0	0	0	0	0	121	1	92	13	0	2	0	0	0	0	0	0	0	0	108	1	185	38	1	3	1	0	0	0	0	0	0	0	229
12:15	0	95	16	0	0	0	0	0	0	0	0	0	0	111	0	94	16	0	1	0	0	0	0	0	0	0	0	111	0	189	32	0	1	0	0	0	0	0	0	0	0	222
12:30	1	81	25	1	4	0	0	0	0	0	0	0	0	112	0	99	12	0	1	0	0	0	0	0	0	0	0	112	1	180	37	1	5	0	0	0	0	0	0	0	0	224
12:45	0	121	11	1	2	0	0	0	0	0	0	0	0	135	0	103	22	0	2	0	0	0	0	0	0	0	0	127	0	224	33	1	4	0	0	0	0	0	0	0	0	262
13:00	1	109	19	0	1	0	0	0	0	0	0	0	0	130	0	128	19	0	1	0	0	0	0	0	0	0	0	148	1	237	38	0	2	0	0	0	0	0	0	0	0	278
13:15	0	94	12	2	3	1	0	0	0	0	0	0	0	112	0	95	13	0	3	0	0	0	0	0	0	0	0	111	0	189	25	2	6	1	0	0	0	0	0	0	0	223
13:30	1	120	13	1	1	0	0	0	0	0	0	0	0	136	0	95	10	1	1	0	0	0	0	0	0	0	0	107	1	215	23	2	2	0	0	0	0	0	0	0	0	243
13:45	0	125	17	1	1	1	0	0	0	0	0	0	0	145	0	96	15	1	3	1	0	0	0	0	0	0	0	116	0	221	32	2	4	2	0	0	0	0	0	0	0	261
14:00	1	129	17	1	1	1	0	0	0	0	0	0	0	150	0	121	15	2	4	0	0	0	0	0	0	0	0	142	1	250	32	3	5	1	0	0	0	0	0	0	0	292
14:15	0	141	32	0	0	1	0	0	0	0	0	0	0	174	0	139	17	1	1	1	0	0	0	0	0	0	0	159	0	280	49	1	1	2	0	0	0	0	0	0	0	333
14:30	0	162	33	1	1	0	0	1	0	0	0	0	0	198	1	110	15	0	0	0	0	0	0	0	0	0	0	126	1	272	48	1	1	0	0	1	0	0	0	0	0	324
14:45	2	195	32	1	0	0	0	0	0	0	0	0	0	230	0	137	14	2	2	0	0	0	0	0	0	0	0	155	2	332	46	3	2	0	0	0	0	0	0	0	0	385
15:00	1	198	26	2	4	0	0	0	0	0	0	0	0	231	0	140	14	1	1	0	0	0	0	0	0	0	0	156	1	338	40	3	5	0	0	0	0	0	0	0	0	387
15:15	3	241	44	2	4	1	0	0	1	0	0	0	0	296	0	118	20	2	0	1	0	0	0	0	0	0	0	141	3	359	64	4	4	2	0	0	1	0	0	0	0	437
15:30	2	213	37	0	0	0	0	0	0	0	0	0	0	252	1	135	14	1	0	0	0	0	0	0	0	0	0	151	3	348	51	1	0	0	0	0	0	0	0	0	0	403
15:45	0	231	42	2	2	1	0	0	1	0	0	0	0	279	0	125	8	0	0	0	0	0	0	0	0	0	0	133	0	356	50	2	2	1	0	0	1	0	0	0	0	412
16:00	3	231	42	0	2	0	0	0	0	0	0	0	0	278	0	108	9	2	0	1	0	0	0	0	0	0	0	120	3	339	51	2	2	1	0	0	0	0	0	0	0	398
16:15	1	215	43	0	1	0	0	0	0	0	0	0	0	260	0	109	11	1	1	0	0	0	0	0	0	0	0	122	1	324	54	1	2	0	0	0	0	0	0	0	0	382
16:30	2	285	25	3	4	1	0	0	0	0	0	0	0	320	0	100	12	0	0	0	0	0	0	0	0	0	0	112	2	385	37	3	4	1	0	0	0	0	0	0	0	432
16:45	1	274	47	1	3	0	0	0	0	0	0	0	0	326	0	106	13	1	0	0	0	0	0	0	0	0	0	120	1	380	60	2	3	0	0	0	0	0	0	0	0	446
17:00	0	276	43	0	2	0	0	0	0	0	0	0	0	321	0	108	10	0	0	0	0	0	0	0	0	0	0	118	0	384	53	0	2	0	0	0	0	0	0	0	0	439
17:15	1	291	31	1	2	0	0	0	0	0	0	0	0	326	0	94	9	3	0	0	0	0	0	0	0	0	0	106	1	385	40	4	2	0	0	0	0	0	0	0	0	432
17:30	1	277	31	1	2	0	0	1	0	0	0	0	0	313	0	106	6	0	1	0	0	0	0	0	0	0	0	113	1	383	37	1	3	0	0	1	0	0	0	0	0	426
17:45	0	288	43	0	5	0	0	0	0	0	0	0	0	336	0	146	3	1	3	0	0	0	0	0	0	0	0	153	0	434	46	1	8	0	0	0	0	0	0	0	0	489
18:00	2	273	35	0	2	0	0	0	0	0	0	0	0	312	0	105	5	1	1	0	0	0	0	0	0	0	0	112	2	378	40	1	3	0	0	0	0	0	0	0	0	424
18:15	1	303	46	1	2	0	0	1	0	0	0	0	0	354	1	80	14	0	2	0	0	0	0	0	0	0	0	97	2	383	60	1	4	0	0	1	0	0	0	0	0	451
18:30	0	241	31	1	2	0	0	0	0	0	0	0	0	275	0	87	4	1	3	0	0	0	0	0	0	0	0	95	0	328	35	2	5	0	0	0	0	0	0	0	0	370
18:45	1	222	25	1	2	0	0	0	0	0	0	0	0	251	0	106	2	1	1	0	0	0	0	0	0	0	0	110	1	328	27	2	3	0	0	0	0	0	0	0	0	361
19:00	1	193	12	0	0	0	0	0	0	0	0	0	0	206	0	99	2	0	1	0	0	0	0	0	0	0	0	102	1	292	14	0	1	0	0	0	0	0	0	0	0	308
19:15	0	166	20	1	1	0	0	0	0	0	0	0	0	188	0	81	3	1	0	0	0	0	0	0	0	0	0	85	0	247	23	2	1	0	0	0	0	0	0	0	0	273
19:30	1	136	13	1	1	0	0	0	0	0	0	0	0	152	0	69	2	0	0	0	0	0	0	0	0	0	0	71	1	205	15	1	1	0	0	0	0	0	0	0	0	223
19:45	0	84	14	1	1	0	0	0	0	0	0	0	0	100	0	66	1	0	2	0	0	0	0	0	0	0	0	69	0	150	15	1	3	0	0	0	0	0	0	0	0	169
20:00	0	88	13	0	1	0	0	0	0	0	0	0	0	102	0	81	4	1	2	0	0	0	0	0	0	0	0	88	0	169	17	1	3	0	0	0	0	0	0	0	0	190
20:15	0	71	9	1	0	0	0	0	0	0	0	0	0	81	0	83	4	0	0	0	0	0	0	0	0	0	0	87	0	154	13	1	0	0	0	0	0	0	0	0	0	168
20:30	0	58	8	0	3	0	0	0	0	0	0	0	0	69	0	68	2	0	0	0	0	0	0	0	0	0	0	70	0	126	10	0	3	0	0	0	0	0	0	0	0	139
20:45	0	48	4	0	0	0	0	0	0	0	0	0	0	52	0	59	2	0	0	0	0	0	0	0	0	0	0	61	0	107	6	0	0	0	0	0	0	0	0	0	0	113
21:00	1	49	7	1	0	0	0	0	0	0	0	0	0	58	0	57	6	0	1	0	0	0	0	0	0	0	0	64	1	106	13	1	1	0	0	0	0	0	0	0	0	122
21:15	0	42	5	0	0	0	0	0	0	0	0	0	0	47	0	47	8	0	0	0	0	0	0	0	0	0	0	55	0	89	13	0	0	0	0	0	0	0	0	0	0	102
21:30	0	44	5	0	1	0	0	0	0	0	0	0	0	50	0	44	1	0	1	0	0	0	0	0	0	0	0	46	0	88	6	0	2	0	0	0	0	0	0	0	0	96
21:45	0	25	9	1	0	0	0	0	0	0	0	0	0	35	0	49	3	0	0	0	0	0	0	0	0	0	0	52	0	74	12	1	0	0	0	0	0	0	0	0	0	87
22:00	0	52	5	0	0	0	0	0	0	0	0	0	0	57	0	54	2	0	2	0	0	0	0	0	0	0	0	58	0	106	7	0	2	0	0	0	0	0	0	0	0	115
22:15	2	33	1	0	0	0	0	0	0	0	0	0	0	36	0	48	2	0	0	0	0	0	0	0	0	0	0	50	2	81	3	0	0	0	0	0	0	0	0	0	0	86
22:30	1	26	2	0	1	0	0	0	0	0	0	0	0	30	0	42	1	0	0	0	0	0	0	0	0	0	0	43	1	68	3	0	1	0	0	0	0	0	0	0	0	73
22:45	0	26	3	0	1	0	0	0	0	0	0	0	0	30	0	23	6	0	0	0	0	0	0	0	0	0	0	29	0	49	9	0	1	0	0	0	0	0	0	0	0	59
23:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	28	0	0	1	0	0	0	0	0	0	0	0	29	0	50	2	0	1	0	0	0	0	0	0	0	0	53
23:15	0	27	3	0	0	0	0	0	0	0	0	0	0	30	0	18	2	0	1	0	0	0	0	0	0	0	0	21	0	45	5	0	1	0	0	0	0	0	0	0	0	51
23:30	0	23	1	0	1	0	0	0	0	0	0	0	0	25	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	42	2	0	1	0	0	0	0	0	0	0	0	45
23:45	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	39	1	0	1	0	0	0	0	0	0	0	0	41
Totals	**40**	**8,833**	**1,323**	**50**	**114**	**13**	**0**	**4**	**4**	**0**	**0**	**0**	**0**	**10,381**	**5**	**7,569**	**819**	**45**	**88**	**6**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**8,534**	**45**	**16,402**	**2,142**	**95**	**202**	**19**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**18,915**
% of Totals	0%	85%	13%	0%	1%	0%		0%	0%					100%	0%	89%	10%	1%	1%	0%		0%						100%	0%	87%	11%	1%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

E Beverly Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,381	8,534	18,915

15-Minutes Interval

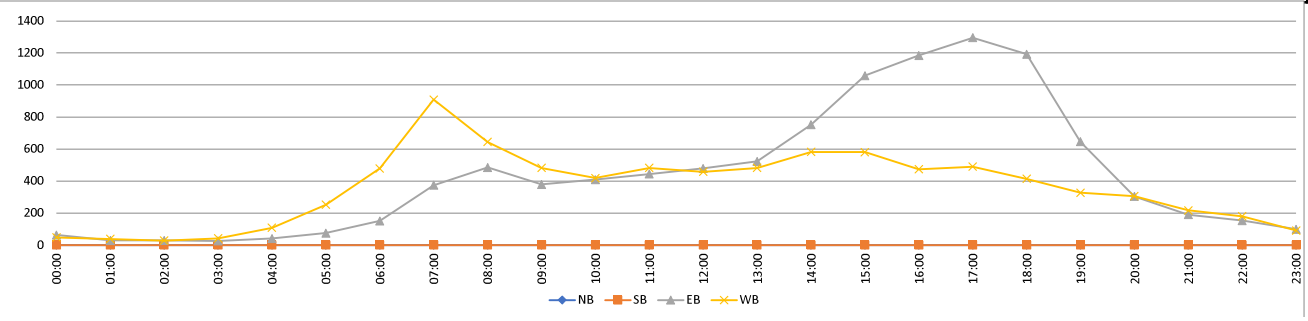
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			20	17	37	12:00			121	108	229
0:15			17	6	23	12:15			111	111	222
0:30			16	8	24	12:30			112	112	224
0:45			10	17	27	12:45			135	127	262
1:00			11	11	22	13:00			130	148	278
1:15			3	12	15	13:15			112	111	223
1:30			7	3	10	13:30			136	107	243
1:45			8	12	20	13:45			145	116	261
2:00			10	7	17	14:00			150	142	292
2:15			7	6	13	14:15			174	159	333
2:30			3	9	12	14:30			198	126	324
2:45			9	7	16	14:45			230	155	385
3:00			9	5	14	15:00			231	156	387
3:15			8	4	12	15:15			296	141	437
3:30			2	18	20	15:30			252	151	403
3:45			7	15	22	15:45			279	133	412
4:00			10	14	24	16:00			278	120	398
4:15			6	27	33	16:15			260	122	382
4:30			12	31	43	16:30			320	112	432
4:45			13	36	49	16:45			326	120	446
5:00			9	43	52	17:00			321	118	439
5:15			17	70	87	17:15			326	106	432
5:30			26	80	106	17:30			313	113	426
5:45			23	59	82	17:45			336	153	489
6:00			26	83	109	18:00			312	112	424
6:15			25	110	135	18:15			354	97	451
6:30			42	137	179	18:30			275	95	370
6:45			58	149	207	18:45			251	110	361
7:00			69	197	266	19:00			206	102	308
7:15			72	216	288	19:15			188	85	273
7:30			92	243	335	19:30			152	71	223
7:45			141	253	394	19:45			100	69	169
8:00			145	200	345	20:00			102	88	190
8:15			133	164	297	20:15			81	87	168
8:30			114	154	268	20:30			69	70	139
8:45			93	126	219	20:45			52	61	113
9:00			88	137	225	21:00			58	64	122
9:15			94	109	203	21:15			47	55	102
9:30			96	126	222	21:30			50	46	96
9:45			101	110	211	21:45			35	52	87
10:00			98	106	204	22:00			57	58	115
10:15			101	111	212	22:15			36	50	86
10:30			102	112	214	22:30			30	43	73
10:45			108	90	198	22:45			30	29	59
11:00			106	114	220	23:00			24	29	53
11:15			99	129	228	23:15			30	21	51
11:30			128	124	252	23:30			25	20	45
11:45			111	115	226	23:45			20	21	41
TOTALS	0	0	2505	3932	6437	TOTALS	0	0	7876	4602	12478
SPLIT %	0%	0%	39%	61%	34%	SPLIT %	0%	0%	63%	37%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			63	48	111
01:00	02:00			29	38	67
02:00	03:00			29	29	58
03:00	04:00			26	42	68
04:00	05:00			41	108	149
05:00	06:00			75	252	327
06:00	07:00			151	479	630
07:00	08:00			374	909	1283
08:00	09:00			485	644	1129
09:00	10:00			379	482	861
10:00	11:00			409	419	828
11:00	12:00			444	482	926
12:00	13:00			479	458	937
13:00	14:00			523	482	1005
14:00	15:00			752	582	1334
15:00	16:00			1058	581	1639
16:00	17:00			1184	474	1658
17:00	18:00			1296	490	1786
18:00	19:00			1192	414	1606
19:00	20:00			646	327	973
20:00	21:00			304	306	610
21:00	22:00			190	217	407
22:00	23:00			153	180	333
23:00	00:00			99	91	190

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			2505	3932	6437
Peak Hour			7:45	7:15	7:30
Peak Volume			533	912	1371
Peak Hour Factor			0.919	0.901	0.870
Peak Period	12:00	to	00:00		
Volume			7876	4602	12478
Peak Hour			17:30	14:45	17:30
Peak Volume			1315	603	1790
Peak Hour Factor			0.929	0.966	0.915
Peak Period	07:00	to	09:00		
Volume			859	1553	2412
Peak Hour			7:45	7:15	7:30
Peak Volume			533	912	1371
Peak Hour Factor			0.919	0.901	0.870
Peak Period	16:00	to	18:00		
Volume			2480	964	3444
Peak Hour			17:00	17:00	17:00
Peak Volume			1296	490	1786
Peak Hour Factor			0.964	0.801	0.913



Prepared by National Data & Surveying Services

CLASSIFICATION

Whittier Blvd W/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_008

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	39	5	2	2	0	0	0	0	0	0	0	0	48	0	78	12	1	1	0	0	0	0	0	0	0	0	92	0	117	17	3	3	0	0	0	0	0	0	0	0	140
1:00	1	28	3	1	1	0	0	0	0	0	0	0	0	34	0	51	2	1	0	0	0	0	0	0	0	0	0	54	1	79	5	2	1	0	0	0	0	0	0	0	0	88
2:00	1	34	8	1	0	1	0	0	0	0	0	0	0	45	0	33	4	1	0	0	0	0	0	0	0	0	0	38	1	67	12	2	0	1	0	0	0	0	0	0	0	83
3:00	0	37	9	2	0	0	0	0	0	0	0	0	0	48	0	29	7	1	0	0	0	0	0	0	0	0	0	37	0	66	16	3	0	0	0	0	0	0	0	0	0	85
4:00	1	45	13	1	4	0	0	0	0	0	0	0	0	64	0	53	14	1	6	0	0	0	1	0	0	0	0	75	1	98	27	2	10	0	0	0	1	0	0	0	0	139
5:00	2	92	17	3	1	0	0	0	2	0	0	0	0	117	0	96	29	7	3	0	0	0	0	0	0	0	0	135	2	188	46	10	4	0	0	0	2	0	0	0	0	252
6:00	0	122	29	6	3	1	0	0	0	0	0	0	0	161	2	219	66	12	4	0	0	0	1	0	0	0	0	304	2	341	95	18	7	1	0	0	1	0	0	0	0	465
7:00	1	338	67	10	5	0	0	1	0	0	0	0	0	422	1	465	98	12	10	1	0	1	0	0	0	0	0	588	2	803	165	22	15	1	0	2	0	0	0	0	0	1010
8:00	4	448	87	10	6	2	0	0	1	0	0	0	0	558	0	506	83	10	12	0	0	0	0	0	0	0	0	611	4	954	170	20	18	2	0	0	1	0	0	0	0	1169
9:00	0	401	79	8	5	2	0	1	0	0	0	0	0	496	0	436	76	11	13	2	0	0	0	0	0	0	0	538	0	837	155	19	18	4	0	1	0	0	0	0	0	1034
10:00	2	398	73	9	10	1	0	0	0	0	0	0	0	493	1	439	65	8	10	1	0	1	0	0	0	0	0	525	3	837	138	17	20	2	0	1	0	0	0	0	0	1018
11:00	1	453	65	9	9	0	0	2	1	0	0	0	0	540	1	498	78	9	10	1	0	0	1	0	0	0	0	598	2	951	143	18	19	1	0	2	2	0	0	0	0	1138
12:00	2	515	83	9	7	0	0	0	0	0	0	0	0	616	2	522	83	9	3	0	0	1	0	0	0	0	0	620	4	1037	166	18	10	0	0	1	0	0	0	0	0	1236
13:00	2	546	94	9	7	0	0	0	0	0	0	0	0	658	0	463	83	12	9	1	0	0	0	0	0	0	0	568	2	1009	177	21	16	1	0	0	0	0	0	0	0	1226
14:00	1	546	109	11	10	2	0	1	1	0	0	0	0	681	2	498	104	11	11	0	0	0	0	0	0	0	0	626	3	1044	213	22	21	2	0	1	1	0	0	0	0	1307
15:00	3	714	141	12	6	0	0	0	0	0	0	0	0	876	5	555	92	12	5	0	0	0	0	0	0	0	0	669	8	1269	233	24	11	0	0	0	0	0	0	0	0	1545
16:00	6	773	167	10	13	3	0	0	0	0	0	0	0	972	3	489	93	10	6	0	0	0	0	0	0	0	0	601	9	1262	260	20	19	3	0	0	0	0	0	0	0	1573
17:00	3	814	149	12	5	1	0	0	1	0	0	0	0	985	3	527	88	7	6	0	0	0	0	0	0	0	0	631	6	1341	237	19	11	1	0	0	1	0	0	0	0	1616
18:00	1	714	118	12	3	0	0	0	0	0	0	0	0	848	0	476	67	6	4	0	0	0	0	0	0	0	0	553	1	1190	185	18	7	0	0	0	0	0	0	0	0	1401
19:00	2	437	65	6	3	0	0	0	0	0	0	0	0	513	2	392	57	7	1	0	0	0	0	0	0	0	0	459	4	829	122	13	4	0	0	0	0	0	0	0	0	972
20:00	3	285	46	5	0	0	0	0	0	0	0	0	0	339	0	340	44	4	3	0	0	0	1	0	0	0	0	392	3	625	90	9	3	0	0	0	1	0	0	0	0	731
21:00	4	203	24	3	2	0	0	0	0	0	0	0	0	236	0	264	42	2	0	0	0	0	0	0	0	0	0	308	4	467	66	5	2	0	0	0	0	0	0	0	0	544
22:00	1	132	18	2	1	0	0	0	0	0	0	0	0	154	1	191	22	2	3	0	0	0	1	0	0	0	0	220	2	323	40	4	4	0	0	0	1	0	0	0	0	374
23:00	3	72	11	2	2	0	0	0	0	0	0	0	0	90	0	115	12	2	0	0	0	0	0	0	0	0	0	129	3	187	23	4	2	0	0	0	0	0	0	0	0	219
Totals	44	8,186	1,480	155	105	13	0	5	6	0	0	0	0	9,994	23	7,735	1,321	158	120	6	0	3	5	0	0	0	0	9,371	67	15,921	2,801	313	225	19	0	8	11	0	0	0	0	19,365
% of Totals	0%	82%	15%	2%	1%	0%		0%	0%					100%	0%	83%	14%	2%	1%	0%		0%	0%					100%	0%	82%	14%	2%	1%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



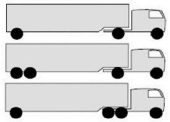
#5 2-Axle, 6-Tire Single Units



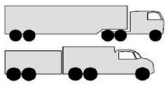
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	13	2435	455	62	46	7	0	4	4	0	0	0	0	3026	5	2903	534	74	69	5	0	2	3	0	0	0	0	3595	18	5338	989	136	115	12	0	6	7	0	0	0	0	6621
%	0%	24%	5%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	31%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	28%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	7:15	11:45	7:45	7:45	9:30	7:30	0:00	10:45	4:45	0:00	0:00	0:00	0:00	11:45	5:45	11:30	7:00	6:15	8:15	8:45	0:00	6:30	3:45	0:00	0:00	0:00	0:00	11:30	7:15	11:30	7:30	7:00	8:15	9:00	0:00	11:15	4:45	0:00	0:00	0:00	0:00	11:30
Peak Volume	5	508	91	11	10	2	0	2	2	0	0	0	0	602	2	541	98	14	19	2	0	1	1	0	0	0	0	644	6	1043	187	22	25	4	0	3	2	0	0	0	0	1241
12:00 - 24:00	31	5751	1025	93	59	6	0	1	2	0	0	0	0	6968	18	4832	787	84	51	1	0	1	2	0	0	0	0	5776	49	10583	1812	177	110	7	0	2	4	0	0	0	0	12744
%	0%	58%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	70%	0%	52%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%	0%	55%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	16:15	17:00	16:15	17:30	16:00	15:15	12:00	13:45	13:45	12:00	12:00	12:00	12:00	17:00	15:00	15:00	14:00	13:30	13:45	12:15	12:00	12:00	19:30	12:00	12:00	12:00	12:00	15:00	15:45	17:00	16:15	14:30	14:00	15:15	12:00	12:00	13:45	12:00	12:00	12:00	12:00	16:45
Peak Volume	7	814	179	14	13	3	0	1	1	0	0	0	0	985	5	555	104	14	11	1	0	1	1	0	0	0	0	669	10	1341	275	25	21	3	0	1	1	0	0	0	0	1631
07:00 - 09:00	5	786	154	20	11	2	0	1	1	0	0	0	0	980	1	971	181	22	22	1	0	1	0	0	0	0	0	1199	6	1757	335	42	33	3	0	2	1	0	0	0	0	2179
%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%
Peak Hour	7:15	7:45	7:45	7:45	7:45	7:30	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:45	7:00	7:45	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:15	7:45	7:30	7:00	8:00	7:30	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:45
Peak Volume	5	480	91	11	7	2	0	1	1	0	0	0	0	597	1	534	98	12	12	1	0	1	0	0	0	0	0	641	6	1014	187	22	18	3	0	2	1	0	0	0	0	1237
16:00 - 18:00	9	1587	316	22	18	4	0	0	1	0	0	0	0	1957	6	1016	181	17	12	0	0	0	0	0	0	0	0	1232	15	2603	497	39	30	4	0	0	1	0	0	0	0	3189
%	0%	16%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	13%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	16:15	17:00	16:15	16:45	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	17:00	16:00	16:45	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:15	17:00	16:15	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:45
Peak Volume	7	814	179	12	13	3	0	0	1	0	0	0	0	985	3	548	96	10	7	0	0	0	0	0	0	0	0	652	10	1341	275	20	19	3	0	0	1	0	0	0	0	1631

Prepared by National Data & Surveying Services

CLASSIFICATION

Whittier Blvd W/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_008

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	12	3	1	2	0	0	0	0	0	0	0	0	18	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	36	5	1	2	0	0	0	0	0	0	0	0	44
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	20	1	0	1	0	0	0	0	0	0	0	0	22	0	27	1	0	1	0	0	0	0	0	0	0	0	29
0:30	0	9	1	1	0	0	0	0	0	0	0	0	0	11	0	11	5	1	0	0	0	0	0	0	0	0	0	17	0	20	6	2	0	0	0	0	0	0	0	0	0	28
0:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	23	4	0	0	0	0	0	0	0	0	0	0	27	0	34	5	0	0	0	0	0	0	0	0	0	0	39
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	16	0	0	0	0	0	0	0	0	0	0	0	16
1:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	28	5	0	0	0	0	0	0	0	0	0	0	33
1:30	1	5	0	1	0	0	0	0	0	0	0	0	0	7	0	6	0	1	0	0	0	0	0	0	0	0	0	7	1	11	0	2	0	0	0	0	0	0	0	0	0	14
1:45	0	9	0	0	1	0	0	0	0	0	0	0	0	10	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	24	0	0	1	0	0	0	0	0	0	0	0	25
2:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	13	3	0	0	0	0	0	0	0	0	0	0	16
2:15	0	10	4	0	0	1	0	0	0	0	0	0	0	15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	15	5	0	0	1	0	0	0	0	0	0	0	21
2:30	0	7	1	1	0	0	0	0	0	0	0	0	0	9	0	9	0	1	0	0	0	0	0	0	0	0	0	10	0	16	1	2	0	0	0	0	0	0	0	0	0	19
2:45	1	12	2	0	0	0	0	0	0	0	0	0	0	15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	1	23	3	0	0	0	0	0	0	0	0	0	0	27
3:00	0	9	3	1	0	0	0	0	0	0	0	0	0	13	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	18	5	1	0	0	0	0	0	0	0	0	0	24
3:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	6	4	0	0	0	0	0	0	0	0	0	0	10	0	12	7	0	0	0	0	0	0	0	0	0	0	19
3:30	0	10	2	1	0	0	0	0	0	0	0	0	0	13	0	6	1	1	0	0	0	0	0	0	0	0	0	8	0	16	3	2	0	0	0	0	0	0	0	0	0	21
3:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	20	1	0	0	0	0	0	0	0	0	0	0	21
4:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0	15	4	0	1	0	0	0	0	0	0	0	0	20	0	22	5	0	2	0	0	0	0	0	0	0	0	29
4:15	1	9	2	0	3	0	0	0	0	0	0	0	0	15	0	14	5	0	0	0	0	0	0	0	0	0	0	19	1	23	7	0	3	0	0	0	0	0	0	0	0	34
4:30	0	12	3	1	0	0	0	0	0	0	0	0	0	16	0	8	4	1	1	0	0	0	1	0	0	0	0	15	0	20	7	2	1	0	0	0	1	0	0	0	0	31
4:45	0	17	7	0	0	0	0	0	0	0	0	0	0	24	0	16	1	0	4	0	0	0	0	0	0	0	0	21	0	33	8	0	4	0	0	0	0	0	0	0	0	45
5:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18	0	15	5	1	1	0	0	0	0	0	0	0	0	22	0	29	9	1	1	0	0	0	0	0	0	0	0	40
5:15	1	25	4	1	1	0	0	0	0	0	0	0	0	32	0	15	8	1	0	0	0	0	0	0	0	0	0	24	1	40	12	2	1	0	0	0	0	0	0	0	0	56
5:30	0	26	1	1	0	0	0	0	2	0	0	0	0	30	0	33	8	1	2	0	0	0	0	0	0	0	0	44	0	59	9	2	2	0	0	0	2	0	0	0	0	74
5:45	1	27	8	1	0	0	0	0	0	0	0	0	0	37	0	33	8	4	0	0	0	0	0	0	0	0	0	45	1	60	16	5	0	0	0	0	0	0	0	0	0	82
6:00	0	19	4	1	1	0	0	0	0	0	0	0	0	25	1	48	13	3	1	0	0	0	0	0	0	0	0	66	1	67	17	4	2	0	0	0	0	0	0	0	0	91
6:15	0	32	10	2	0	0	0	0	0	0	0	0	0	44	0	52	23	4	0	0	0	0	0	0	0	0	0	79	0	84	33	6	0	0	0	0	0	0	0	0	0	123
6:30	0	30	9	1	2	0	0	0	0	0	0	0	0	42	1	52	12	2	1	0	0	0	1	0	0	0	0	69	1	82	21	3	3	0	0	0	1	0	0	0	0	111
6:45	0	41	6	2	0	1	0	0	0	0	0	0	0	50	0	67	18	3	2	0	0	0	0	0	0	0	0	90	0	108	24	5	2	1	0	0	0	0	0	0	0	140
7:00	0	53	11	2	0	0	0	0	0	0	0	0	0	66	0	103	21	5	3	0	0	0	0	0	0	0	0	132	0	156	32	7	3	0	0	0	0	0	0	0	0	198
7:15	0	62	17	2	2	0	0	0	0	0	0	0	0	83	0	102	24	4	1	0	0	1	0	0	0	0	0	132	0	164	41	6	3	0	0	1	0	0	0	0	0	215
7:30	0	85	16	2	0	0	0	0	0	0	0	0	0	103	1	121	30	1	2	1	0	0	0	0	0	0	0	156	1	206	46	3	2	1	0	0	0	0	0	0	0	259
7:45	1	138	23	4	3	0	0	1	0	0	0	0	0	170	0	139	23	2	4	0	0	0	0	0	0	0	0	168	1	277	46	6	7	0	0	1	0	0	0	0	0	338
8:00	4	142	26	2	1	1	0	0	0	0	0	0	0	176	0	136	20	2	1	0	0	0	0	0	0	0	0	159	4	278	46	4	2	1	0	0	0	0	0	0	0	335
8:15	0	109	25	2	1	1	0	0	0	0	0	0	0	138	0	128	24	4	2	0	0	0	0	0	0	0	0	158	0	237	49	6	3	1	0	0	0	0	0	0	0	296
8:30	0	91	17	3	2	0	0	0	0	0	0	0	0	113	0	131	19	2	3	0	0	0	0	0	0	0	0	155	0	222	36	5	5	0	0	0	0	0	0	0	0	268
8:45	0	106	19	3	2	0	0	0	1	0	0	0	0	131	0	111	20	2	6	0	0	0	0	0	0	0	0	139	0	217	39	5	8	0	0	0	1	0	0	0	0	270
9:00	0	97	16	1	1	0	0	0	0	0	0	0	0	115	0	102	16	4	8	0	0	0	0	0	0	0	0	130	0	199	32	5	9	0	0	0	0	0	0	0	0	245
9:15	0	96	25	2	1	1	0	0	0	0	0	0	0	125	0	101	16	2	1	1	0	0	0	0	0	0	0	121	0	197	41	4	2	2	0	0	0	0	0	0	0	246
9:30	0	96	18	2	1	0	0	1	0	0	0	0	0	118	0	134	19	3	1	1	0	0	0	0	0	0	0	158	0	230	37	5	2	1	0	1	0	0	0	0	0	276
9:45	0	112	20	3	2	1	0	0	0	0	0	0	0	138	0	99	25	2	3	0	0	0	0	0	0	0	0	129	0	211	45	5	5	1	0	0	0	0	0	0	0	267
10:00	0	103	19	1	4	0	0	0	0	0	0	0	0	127	1	113	22	2	3	0	0	0	0	0	0	0	0	141	1	216	41	3	7	0	0	0	0	0	0	0	0	268
10:15	1	89	20	3	3	0	0	0	0	0	0	0	0	116	0	109	11	3	2	0	0	0	0	0	0	0	0	125	1	198	31	6	5	0	0	0	0	0	0	0	0	241
10:30	1	97	22	2	1	1	0	0	0	0	0	0	0	124	0	105	13	2	3	1	0	1	0	0	0	0	0	125	1	202	35	4	4	2	0	1	0	0	0	0	0	249
10:45	0	109	12	3	2	0	0	0	0	0	0	0	0	126	0	112	19	1	2	0	0	0	0	0	0	0	0	134	0	221	31	4	4	0	0	0	0	0	0	0	0	260
11:00	0	115	15	2	3	0	0	0	1	0	0	0	0	136	1	125	21	3	1	0	0	0	0	0	0	0	0	151	1	240	36	5	4	0	0	0	1	0	0	0	0	287
11:15	0	99	15	2	1	0	0	1	0	0	0	0	0	118	0	107	12	2	4	1	0	0	0	0	0	0	0	126	0	206	27	4	5	1	0	1	0	0	0	0	0	244
11:30	1	118	19	3	2	0	0	1	0	0	0	0	0	144	0	141	16	2	1	0	0	0	1	0	0	0	0	161	1	259	35	5	3	0	0	1	1	0	0	0	0	305
11:45	0	121	16	2	3	0	0	0	0	0	0	0	0	142	0	125	29	2	4	0	0	0	0	0	0	0	0	160	0	246	45	4	7	0	0	0	0	0	0	0	0	302

Prepared by National Data & Surveying Services

CLASSIFICATION

Whittier Blvd W/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_008

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	122	18	2	1	0	0	0	0	0	0	0	0	143	0	130	18	2	1	0	0	1	0	0	0	0	0	152	0	252	36	4	2	0	0	1	0	0	0	0	0	295
12:15	1	141	23	1	2	0	0	0	0	0	0	0	0	168	0	145	21	3	2	0	0	0	0	0	0	0	0	171	1	286	44	4	4	0	0	0	0	0	0	0	0	339
12:30	0	124	21	3	1	0	0	0	0	0	0	0	0	149	0	114	20	2	0	0	0	0	0	0	0	0	0	136	0	238	41	5	1	0	0	0	0	0	0	0	0	285
12:45	1	128	21	3	3	0	0	0	0	0	0	0	0	156	2	133	24	2	0	0	0	0	0	0	0	0	0	161	3	261	45	5	3	0	0	0	0	0	0	0	0	317
13:00	0	124	23	2	1	0	0	0	0	0	0	0	0	150	0	123	27	1	3	1	0	0	0	0	0	0	0	155	0	247	50	3	4	1	0	0	0	0	0	0	0	305
13:15	0	144	19	2	4	0	0	0	0	0	0	0	0	169	0	110	25	3	3	0	0	0	0	0	0	0	0	141	0	254	44	5	7	0	0	0	0	0	0	0	0	310
13:30	1	118	31	2	0	0	0	0	0	0	0	0	0	152	0	113	13	5	2	0	0	0	0	0	0	0	0	133	1	231	44	7	2	0	0	0	0	0	0	0	0	285
13:45	1	160	21	3	2	0	0	0	0	0	0	0	0	187	0	117	18	3	1	0	0	0	0	0	0	0	0	139	1	277	39	6	3	0	0	0	0	0	0	0	0	326
14:00	1	117	18	2	2	1	0	0	0	0	0	0	0	141	1	138	28	2	4	0	0	0	0	0	0	0	0	173	2	255	46	4	6	1	0	0	0	0	0	0	0	314
14:15	0	120	24	3	4	1	0	0	0	0	0	0	0	152	1	131	19	4	2	0	0	0	0	0	0	0	0	157	1	251	43	7	6	1	0	0	0	0	0	0	0	309
14:30	0	150	41	3	1	0	0	1	1	0	0	0	0	197	0	116	30	2	4	0	0	0	0	0	0	0	0	152	0	266	71	5	5	0	0	1	1	0	0	0	0	349
14:45	0	159	26	3	3	0	0	0	0	0	0	0	0	191	0	113	27	3	1	0	0	0	0	0	0	0	0	144	0	272	53	6	4	0	0	0	0	0	0	0	0	335
15:00	3	159	32	2	3	0	0	0	0	0	0	0	0	199	2	154	20	3	3	0	0	0	0	0	0	0	0	182	5	313	52	5	6	0	0	0	0	0	0	0	0	381
15:15	0	185	28	5	1	0	0	0	0	0	0	0	0	219	0	135	21	4	1	0	0	0	0	0	0	0	0	161	0	320	49	9	2	0	0	0	0	0	0	0	0	380
15:30	0	199	41	2	2	0	0	0	0	0	0	0	0	244	1	132	27	3	1	0	0	0	0	0	0	0	0	164	1	331	68	5	3	0	0	0	0	0	0	0	0	408
15:45	0	171	40	3	0	0	0	0	0	0	0	0	0	214	2	134	24	2	0	0	0	0	0	0	0	0	0	162	2	305	64	5	0	0	0	0	0	0	0	0	0	376
16:00	0	196	29	3	2	3	0	0	0	0	0	0	0	233	0	120	20	3	2	0	0	0	0	0	0	0	0	145	0	316	49	6	4	3	0	0	0	0	0	0	0	378
16:15	4	189	45	2	4	0	0	0	0	0	0	0	0	244	1	114	29	3	1	0	0	0	0	0	0	0	0	148	5	303	74	5	5	0	0	0	0	0	0	0	0	392
16:30	2	199	43	1	2	0	0	0	0	0	0	0	0	247	1	139	23	2	3	0	0	0	0	0	0	0	0	168	3	338	66	3	5	0	0	0	0	0	0	0	0	415
16:45	0	189	50	4	5	0	0	0	0	0	0	0	0	248	1	116	21	2	0	0	0	0	0	0	0	0	0	140	1	305	71	6	5	0	0	0	0	0	0	0	0	388
17:00	1	188	41	2	0	0	0	0	0	0	0	0	0	232	0	141	23	2	3	0	0	0	0	0	0	0	0	169	1	329	64	4	3	0	0	0	0	0	0	0	0	401
17:15	1	204	34	3	1	1	0	0	0	0	0	0	0	244	1	148	22	2	0	0	0	0	0	0	0	0	0	173	2	352	56	5	1	1	0	0	0	0	0	0	0	417
17:30	0	208	40	3	3	0	0	0	1	0	0	0	0	255	0	143	25	2	0	0	0	0	0	0	0	0	0	170	0	351	65	5	3	0	0	0	1	0	0	0	0	425
17:45	1	214	34	4	1	0	0	0	0	0	0	0	0	254	2	95	18	1	3	0	0	0	0	0	0	0	0	119	3	309	52	5	4	0	0	0	0	0	0	0	0	373
18:00	0	185	32	2	0	0	0	0	0	0	0	0	0	219	0	139	12	1	0	0	0	0	0	0	0	0	0	152	0	324	44	3	0	0	0	0	0	0	0	0	0	371
18:15	0	204	31	5	1	0	0	0	0	0	0	0	0	241	0	113	17	2	0	0	0	0	0	0	0	0	0	132	0	317	48	7	1	0	0	0	0	0	0	0	0	373
18:30	0	182	27	2	2	0	0	0	0	0	0	0	0	213	0	101	19	1	2	0	0	0	0	0	0	0	0	123	0	283	46	3	4	0	0	0	0	0	0	0	0	336
18:45	1	143	28	3	0	0	0	0	0	0	0	0	0	175	0	123	19	2	2	0	0	0	0	0	0	0	0	146	1	266	47	5	2	0	0	0	0	0	0	0	0	321
19:00	1	121	19	1	1	0	0	0	0	0	0	0	0	143	0	114	17	2	0	0	0	0	0	0	0	0	0	133	1	235	36	3	1	0	0	0	0	0	0	0	0	276
19:15	0	116	19	2	1	0	0	0	0	0	0	0	0	138	0	107	14	2	0	0	0	0	0	0	0	0	0	123	0	223	33	4	1	0	0	0	0	0	0	0	0	261
19:30	1	99	13	2	0	0	0	0	0	0	0	0	0	115	1	94	11	2	0	0	0	0	0	0	0	0	0	108	2	193	24	4	0	0	0	0	0	0	0	0	0	223
19:45	0	101	14	1	1	0	0	0	0	0	0	0	0	117	1	77	15	1	1	0	0	0	0	0	0	0	0	95	1	178	29	2	2	0	0	0	0	0	0	0	0	212
20:00	2	84	11	2	0	0	0	0	0	0	0	0	0	99	0	87	16	1	1	0	0	0	0	0	0	0	0	105	2	171	27	3	1	0	0	0	0	0	0	0	0	204
20:15	0	87	18	0	0	0	0	0	0	0	0	0	0	105	0	85	6	1	1	0	0	0	1	0	0	0	0	94	0	172	24	1	1	0	0	0	1	0	0	0	0	199
20:30	1	59	6	3	0	0	0	0	0	0	0	0	0	69	0	78	20	1	0	0	0	0	0	0	0	0	0	99	1	137	26	4	0	0	0	0	0	0	0	0	0	168
20:45	0	55	11	0	0	0	0	0	0	0	0	0	0	66	0	90	2	1	1	0	0	0	0	0	0	0	0	94	0	145	13	1	1	0	0	0	0	0	0	0	0	160
21:00	1	52	7	1	0	0	0	0	0	0	0	0	0	61	0	84	9	1	0	0	0	0	0	0	0	0	0	94	1	136	16	2	0	0	0	0	0	0	0	0	0	155
21:15	0	59	9	1	1	0	0	0	0	0	0	0	0	70	0	66	9	0	0	0	0	0	0	0	0	0	0	75	0	125	18	1	1	0	0	0	0	0	0	0	0	145
21:30	1	51	5	1	0	0	0	0	0	0	0	0	0	58	0	57	12	1	0	0	0	0	0	0	0	0	0	70	1	108	17	2	0	0	0	0	0	0	0	0	0	128
21:45	2	41	3	0	1	0	0	0	0	0	0	0	0	47	0	57	12	0	0	0	0	0	0	0	0	0	0	69	2	98	15	0	1	0	0	0	0	0	0	0	0	116
22:00	0	38	6	1	1	0	0	0	0	0	0	0	0	46	0	65	9	0	1	0	0	0	0	0	0	0	0	75	0	103	15	1	2	0	0	0	0	0	0	0	0	121
22:15	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	56	5	1	0	0	0	0	0	0	0	0	0	62	0	90	7	1	0	0	0	0	0	0	0	0	0	98
22:30	0	32	3	1	0	0	0	0	0	0	0	0	0	36	0	39	1	1	0	0	0	0	0	0	0	0	0	41	0	71	4	2	0	0	0	0	0	0	0	0	0	77
22:45	1	28	7	0	0	0	0	0	0	0	0	0	0	36	1	31	7	0	2	0	0	0	1	0	0	0	0	42	2	59	14	0	2	0	0	0	1	0	0	0	0	78
23:00	2	24	7	1	1	0	0	0	0	0	0	0	0	35	0	36	4	1	0	0	0	0	0	0	0	0	0	41	2	60	11	2	1	0	0	0	0	0	0	0	0	76
23:15	1	21	2	0	0	0	0	0	0	0	0	0	0	24	0	26	2	0	0	0	0	0	0	0	0	0	0	28	1	47	4	0	0	0	0	0	0	0	0	0	0	52
23:30	0	15	0	1	1	0	0	0	0	0	0	0	0	17	0	32	3	1	0	0	0	0	0	0	0	0	0	36	0	47	3	2	1	0	0	0	0	0	0	0	0	53
23:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	33	5	0	0	0	0	0	0	0	0	0	0	38
Totals	**44**	**8,186**	**1,480**	**155**	**105**	**13**	**0**	**5**	**6**	**0**	**0**	**0**	**0**	**9,994**	**23**	**7,735**	**1,321**	**158**	**120**	**6**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**9,371**	**67**	**15,921**	**2,801**	**313**	**225**	**19**	**0**	**8**	**11**	**0**	**0**	**0**	**0**	**19,365**
% of Totals	0%	82%	15%	2%	1%	0%		0%	0%					100%	0%	83%	14%	2%	1%	0%		0%	0%					100%	0%	82%	14%	2%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Whittier Blvd W/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,994	9,371	19,365

15-Minutes Interval

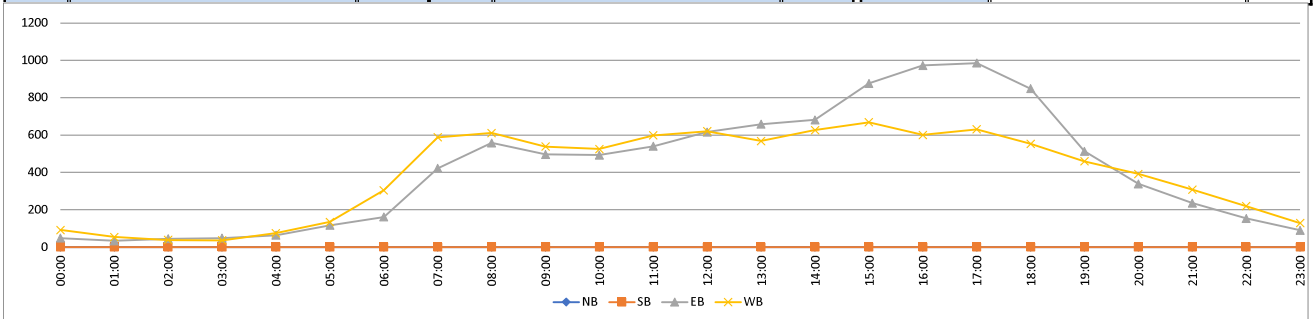
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			18	26	44	12:00			143	152	295
0:15			7	22	29	12:15			168	171	339
0:30			11	17	28	12:30			149	136	285
0:45			12	27	39	12:45			156	161	317
1:00			5	11	16	13:00			150	155	305
1:15			12	21	33	13:15			169	141	310
1:30			7	7	14	13:30			152	133	285
1:45			10	15	25	13:45			187	139	326
2:00			6	10	16	14:00			141	173	314
2:15			15	6	21	14:15			152	157	309
2:30			9	10	19	14:30			197	152	349
2:45			15	12	27	14:45			191	144	335
3:00			13	11	24	15:00			199	182	381
3:15			9	10	19	15:15			219	161	380
3:30			13	8	21	15:30			244	164	408
3:45			13	8	21	15:45			214	162	376
4:00			9	20	29	16:00			233	145	378
4:15			15	19	34	16:15			244	148	392
4:30			16	15	31	16:30			247	168	415
4:45			24	21	45	16:45			248	140	388
5:00			18	22	40	17:00			232	169	401
5:15			32	24	56	17:15			244	173	417
5:30			30	44	74	17:30			255	170	425
5:45			37	45	82	17:45			254	119	373
6:00			25	66	91	18:00			219	152	371
6:15			44	79	123	18:15			241	132	373
6:30			42	69	111	18:30			213	123	336
6:45			50	90	140	18:45			175	146	321
7:00			66	132	198	19:00			143	133	276
7:15			83	132	215	19:15			138	123	261
7:30			103	156	259	19:30			115	108	223
7:45			170	168	338	19:45			117	95	212
8:00			176	159	335	20:00			99	105	204
8:15			138	158	296	20:15			105	94	199
8:30			113	155	268	20:30			69	99	168
8:45			131	139	270	20:45			66	94	160
9:00			115	130	245	21:00			61	94	155
9:15			125	121	246	21:15			70	75	145
9:30			118	158	276	21:30			58	70	128
9:45			138	129	267	21:45			47	69	116
10:00			127	141	268	22:00			46	75	121
10:15			116	125	241	22:15			36	62	98
10:30			124	125	249	22:30			36	41	77
10:45			126	134	260	22:45			36	42	78
11:00			136	151	287	23:00			35	41	76
11:15			118	126	244	23:15			24	28	52
11:30			144	161	305	23:30			17	36	53
11:45			142	160	302	23:45			14	24	38
TOTALS	0	0	3026	3595	6621	TOTALS	0	0	6968	5776	12744
SPLIT %	0%	0%	46%	54%	34%	SPLIT %	0%	0%	55%	45%	66%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			48	92	140
01:00	02:00			34	54	88
02:00	03:00			45	38	83
03:00	04:00			48	37	85
04:00	05:00			64	75	139
05:00	06:00			117	135	252
06:00	07:00			161	304	465
07:00	08:00			422	588	1010
08:00	09:00			558	611	1169
09:00	10:00			496	538	1034
10:00	11:00			493	525	1018
11:00	12:00			540	598	1138
12:00	13:00			616	620	1236
13:00	14:00			658	568	1226
14:00	15:00			681	626	1307
15:00	16:00			876	669	1545
16:00	17:00			972	601	1573
17:00	18:00			985	631	1616
18:00	19:00			848	553	1401
19:00	20:00			513	459	972
20:00	21:00			339	392	731
21:00	22:00			236	308	544
22:00	23:00			154	220	374
23:00	00:00			90	129	219

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3026	3595	6621
Peak Hour			7:45	7:30	7:45
Peak Volume			597	641	1237
Peak Hour Factor			0.848	0.954	0.915
Peak Period	12:00	to	00:00		
Volume			6968	5776	12744
Peak Hour			17:00	15:00	16:45
Peak Volume			985	669	1631
Peak Hour Factor			0.966	0.919	0.959
Peak Period	07:00	to	09:00		
Volume			980	1199	2179
Peak Hour			7:45	7:30	7:45
Peak Volume			597	641	1237
Peak Hour Factor			0.848	0.954	0.915
Peak Period	16:00	to	18:00		
Volume			1957	1232	3189
Peak Hour			17:00	16:45	16:45
Peak Volume			985	652	1631
Peak Hour Factor			0.966	0.942	0.959



Prepared by National Data & Surveying Services

CLASSIFICATION

Whittier Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_009

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	46	6	2	2	0	0	0	0	0	0	0	0	56	0	84	9	2	1	0	0	0	0	0	0	0	0	96	0	130	15	4	3	0	0	0	0	0	0	0	0	152
1:00	1	35	2	1	1	0	0	0	1	0	0	0	0	41	0	55	7	1	0	0	0	0	1	0	0	0	0	64	1	90	9	2	1	0	0	0	2	0	0	0	0	105
2:00	0	34	6	1	0	1	0	0	2	0	0	0	0	44	1	48	7	1	0	0	0	0	1	0	0	0	0	58	1	82	13	2	0	1	0	0	3	0	0	0	0	102
3:00	0	32	5	1	1	0	0	0	0	0	0	0	0	39	0	44	8	1	1	0	0	0	1	0	0	0	0	55	0	76	13	2	2	0	0	0	1	0	0	0	0	94
4:00	1	48	18	1	1	0	0	0	0	0	0	0	0	69	0	66	7	2	7	0	0	0	1	0	0	0	0	83	1	114	25	3	8	0	0	0	1	0	0	0	0	152
5:00	0	96	16	5	2	0	0	0	0	0	0	0	0	119	2	159	54	10	5	0	0	0	0	0	0	0	0	230	2	255	70	15	7	0	0	0	0	0	0	0	0	349
6:00	0	146	22	8	2	0	0	1	0	0	0	0	0	179	2	272	82	14	8	1	0	1	0	0	0	0	0	380	2	418	104	22	10	1	0	2	0	0	0	0	0	559
7:00	1	324	73	10	4	0	0	1	1	0	0	0	0	414	2	572	117	14	16	0	0	2	0	0	0	0	0	723	3	896	190	24	20	0	0	3	1	0	0	0	0	1137
8:00	1	537	81	14	9	3	0	0	2	0	0	0	0	647	0	567	102	12	10	3	0	1	0	0	0	0	0	695	1	1104	183	26	19	6	0	1	2	0	0	0	0	1342
9:00	2	481	81	13	8	2	0	0	4	0	0	0	0	591	0	527	92	14	15	1	0	2	0	0	0	0	0	651	2	1008	173	27	23	3	0	2	4	0	0	0	0	1242
10:00	3	512	73	10	17	0	0	0	2	0	0	0	0	617	1	579	87	10	16	2	0	0	0	0	0	0	0	695	4	1091	160	20	33	2	0	0	2	0	0	0	0	1312
11:00	2	555	91	12	10	0	0	1	5	0	0	0	0	676	4	662	107	14	12	1	0	2	0	0	0	0	0	802	6	1217	198	26	22	1	0	3	5	0	0	0	0	1478
12:00	2	627	102	11	14	5	0	0	0	0	0	0	0	761	1	718	103	11	9	2	0	1	0	0	0	0	0	845	3	1345	205	22	23	7	0	1	0	0	0	0	0	1606
13:00	6	634	105	12	7	4	0	0	1	0	0	0	0	769	2	633	118	13	8	4	0	0	0	0	0	0	0	778	8	1267	223	25	15	8	0	0	1	0	0	0	0	1547
14:00	4	646	121	12	11	4	0	0	1	0	0	0	0	799	3	717	130	15	12	1	0	0	2	0	0	0	0	880	7	1363	251	27	23	5	0	0	3	0	0	0	0	1679
15:00	0	803	142	11	5	0	0	0	0	0	0	0	0	961	7	717	110	13	8	1	0	0	1	0	0	0	0	857	7	1520	252	24	13	1	0	0	1	0	0	0	0	1818
16:00	4	805	177	14	13	1	0	0	0	0	0	0	0	1014	3	673	128	15	8	1	0	0	0	0	0	0	0	828	7	1478	305	29	21	2	0	0	0	0	0	0	0	1842
17:00	2	861	154	13	8	1	0	1	3	0	0	0	0	1043	1	722	98	6	3	0	0	0	0	0	0	0	0	830	3	1583	252	19	11	1	0	1	3	0	0	0	0	1873
18:00	0	809	119	15	5	0	0	1	0	0	0	0	0	949	3	579	92	12	4	0	0	1	0	0	0	0	0	691	3	1388	211	27	9	0	0	2	0	0	0	0	0	1640
19:00	3	512	81	9	5	0	0	0	0	0	0	0	0	610	4	546	65	10	3	0	0	0	0	0	0	0	0	628	7	1058	146	19	8	0	0	0	0	0	0	0	0	1238
20:00	1	354	53	6	2	0	0	0	0	0	0	0	0	416	3	440	68	5	1	0	0	0	1	0	0	0	0	518	4	794	121	11	3	0	0	0	1	0	0	0	0	934
21:00	4	254	27	4	1	0	0	0	0	0	0	0	0	290	0	347	46	2	0	0	0	0	0	0	0	0	0	395	4	601	73	6	1	0	0	0	0	0	0	0	0	685
22:00	0	185	25	2	3	0	0	1	0	0	0	0	0	216	2	243	30	2	2	0	0	0	0	0	0	0	0	279	2	428	55	4	5	0	0	1	0	0	0	0	0	495
23:00	1	100	12	2	4	0	0	0	1	0	0	0	0	120	0	146	22	2	0	0	0	0	0	0	0	0	0	170	1	246	34	4	4	0	0	0	1	0	0	0	0	290
Totals	38	9,436	1,592	189	135	21	0	6	23	0	0	0	0	11,440	41	10,116	1,689	201	149	17	0	10	8	0	0	0	0	12,231	79	19,552	3,281	390	284	38	0	16	31	0	0	0	0	23,671
% of Totals	0%	82%	14%	2%	1%	0%		0%	0%					100%	0%	83%	14%	2%	1%	0%		0%	0%					100%	0%	83%	14%	2%	1%	0%		0%	0%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



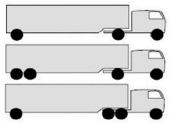
#5 2-Axle, 6-Tire Single Units



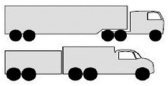
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	11	2846	474	78	57	6	0	3	17	0	0	0	0	3492	12	3635	679	95	91	8	0	8	4	0	0	0	0	4532	23	6481	1153	173	148	14	0	11	21	0	0	0	0	8024
%	0%	25%	4%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	31%	0%	30%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	34%
Peak Hour	9:30	11:45	11:45	8:00	10:15	11:45	0:00	5:30	10:45	0:00	0:00	0:00	0:00	11:45	11:00	11:30	7:00	5:30	9:30	8:30	0:00	6:30	1:15	0:00	0:00	0:00	0:00	11:30	11:00	11:30	7:15	7:45	9:45	8:00	0:00	11:15	10:45	0:00	0:00	0:00	0:00	11:30
Peak Volume	4	610	96	14	19	4	0	1	6	0	0	0	0	734	4	716	117	14	20	4	0	3	2	0	0	0	0	852	6	1318	202	27	35	6	0	4	6	0	0	0	0	1578
12:00 - 24:00	27	6590	1118	111	78	15	0	3	6	0	0	0	0	7948	29	6481	1010	106	58	9	0	2	4	0	0	0	0	7699	56	13071	2128	217	136	24	0	5	10	0	0	0	0	15647
%	0%	58%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	69%	0%	53%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	63%	0%	55%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	66%
Peak Hour	12:45	17:30	16:15	17:30	12:00	12:00	12:00	17:15	16:45	12:00	12:00	12:00	12:00	16:45	15:00	14:30	13:45	14:45	13:45	12:30	12:00	12:00	13:45	12:00	12:00	12:00	12:00	14:30	12:45	17:00	16:15	16:00	13:45	12:30	12:00	17:15	13:45	12:00	12:00	12:00	12:00	16:45
Peak Volume	6	882	189	17	14	5	0	2	3	0	0	0	0	1053	7	750	131	16	13	6	0	1	2	0	0	0	0	898	9	1583	313	29	26	11	0	2	3	0	0	0	0	1903
07:00 - 09:00	2	861	154	24	13	3	0	1	3	0	0	0	0	1061	2	1139	219	26	26	3	0	3	0	0	0	0	0	1418	4	2000	373	50	39	6	0	4	3	0	0	0	0	2479
%	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Peak Hour	7:15	7:45	7:15	8:00	8:00	7:30	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:45	7:00	7:30	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:45	7:15	7:45	7:00	8:00	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:45
Peak Volume	2	553	87	14	9	3	0	1	2	0	0	0	0	668	2	609	117	14	16	3	0	2	0	0	0	0	0	742	3	1150	202	27	20	6	0	3	2	0	0	0	0	1388
16:00 - 18:00	6	1666	331	27	21	2	0	1	3	0	0	0	0	2057	4	1395	226	21	11	1	0	0	0	0	0	0	0	1658	10	3061	557	48	32	3	0	1	3	0	0	0	0	3715
%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	16:15	17:00	16:15	16:00	16:00	16:00	16:00	16:45	16:45	16:00	16:00	16:00	16:00	16:45	16:00	16:45	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	17:00	16:15	16:00	16:00	16:00	16:00	16:45	16:45	16:00	16:00	16:00	16:00	16:45
Peak Volume	5	861	189	14	13	1	0	1	3	0	0	0	0	1053	3	727	128	15	9	1	0	0	0	0	0	0	0	859	8	1583	313	29	21	2	0	1	3	0	0	0	0	1903

Prepared by National Data & Surveying Services

CLASSIFICATION

Whittier Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_009

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	19	3	1	1	0	0	0	0	0	0	0	0	24	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	45	4	1	1	0	0	0	0	0	0	0	0	51
0:15	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	29	4	0	1	0	0	0	0	0	0	0	0	34
0:30	0	8	0	1	0	0	0	0	0	0	0	0	0	9	0	17	4	2	1	0	0	0	0	0	0	0	0	24	0	25	4	3	1	0	0	0	0	0	0	0	0	33
0:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	31	3	0	0	0	0	0	0	0	0	0	0	34
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	19	0	0	0	0	0	0	0	0	0	0	0	19
1:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	16	5	0	0	0	0	0	0	0	0	0	0	21	0	25	7	0	0	0	0	0	0	0	0	0	0	32
1:30	1	7	0	1	0	0	0	0	1	0	0	0	0	10	0	9	0	1	0	0	0	0	0	0	0	0	0	10	1	16	0	2	0	0	0	0	1	0	0	0	0	20
1:45	0	11	0	0	1	0	0	0	0	0	0	0	0	12	0	19	2	0	0	0	0	0	1	0	0	0	0	22	0	30	2	0	1	0	0	0	1	0	0	0	0	34
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	1	16	3	0	0	0	0	0	1	0	0	0	0	21	1	22	3	0	0	0	0	0	1	0	0	0	0	27
2:15	0	6	4	0	0	1	0	0	0	0	0	0	0	11	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	13	5	0	0	1	0	0	0	0	0	0	0	19
2:30	0	9	1	1	0	0	0	0	1	0	0	0	0	12	0	15	0	1	0	0	0	0	0	0	0	0	0	16	0	24	1	2	0	0	0	0	1	0	0	0	0	28
2:45	0	13	1	0	0	0	0	0	1	0	0	0	0	15	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	23	4	0	0	0	0	0	1	0	0	0	0	28
3:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9	0	10	4	0	0	0	0	0	1	0	0	0	0	15	0	17	5	0	1	0	0	0	1	0	0	0	0	24
3:30	0	10	2	1	0	0	0	0	0	0	0	0	0	13	0	11	3	1	1	0	0	0	0	0	0	0	0	16	0	21	5	2	1	0	0	0	0	0	0	0	0	29
3:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	13	1	0	0	0	0	0	0	0	0	0	0	14	0	23	1	0	0	0	0	0	0	0	0	0	0	24
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	14	0	0	1	0	0	0	1	0	0	0	0	16	0	19	2	0	1	0	0	0	1	0	0	0	0	23
4:15	1	12	6	0	1	0	0	0	0	0	0	0	0	20	0	12	4	1	1	0	0	0	0	0	0	0	0	18	1	24	10	1	2	0	0	0	0	0	0	0	0	38
4:30	0	15	4	1	0	0	0	0	0	0	0	0	0	20	0	15	1	1	1	0	0	0	0	0	0	0	0	18	0	30	5	2	1	0	0	0	0	0	0	0	0	38
4:45	0	16	6	0	0	0	0	0	0	0	0	0	0	22	0	25	2	0	4	0	0	0	0	0	0	0	0	31	0	41	8	0	4	0	0	0	0	0	0	0	0	53
5:00	0	12	5	0	0	0	0	0	0	0	0	0	0	17	1	27	11	2	3	0	0	0	0	0	0	0	0	44	1	39	16	2	3	0	0	0	0	0	0	0	0	61
5:15	0	19	2	1	2	0	0	0	0	0	0	0	0	24	0	27	13	2	1	0	0	0	0	0	0	0	0	43	0	46	15	3	3	0	0	0	0	0	0	0	0	67
5:30	0	23	1	2	0	0	0	0	0	0	0	0	0	26	0	46	14	3	1	0	0	0	0	0	0	0	0	64	0	69	15	5	1	0	0	0	0	0	0	0	0	90
5:45	0	42	8	2	0	0	0	0	0	0	0	0	0	52	1	59	16	3	0	0	0	0	0	0	0	0	0	79	1	101	24	5	0	0	0	0	0	0	0	0	0	131
6:00	0	27	5	1	0	0	0	0	0	0	0	0	0	33	0	56	21	4	1	0	0	0	0	0	0	0	0	82	0	83	26	5	1	0	0	0	0	0	0	0	0	115
6:15	0	27	6	2	0	0	0	1	0	0	0	0	0	36	1	56	26	4	2	0	0	0	0	0	0	0	0	89	1	83	32	6	2	0	0	1	0	0	0	0	0	125
6:30	0	40	6	3	2	0	0	0	0	0	0	0	0	51	1	72	16	3	3	1	0	0	0	0	0	0	0	96	1	112	22	6	5	1	0	0	0	0	0	0	0	147
6:45	0	52	5	2	0	0	0	0	0	0	0	0	0	59	0	88	19	3	2	0	0	1	0	0	0	0	0	113	0	140	24	5	2	0	0	1	0	0	0	0	0	172
7:00	0	52	13	3	1	0	0	0	0	0	0	0	0	69	1	127	29	4	7	0	0	1	0	0	0	0	0	169	1	179	42	7	8	0	0	1	0	0	0	0	0	238
7:15	0	69	18	2	0	0	0	0	0	0	0	0	0	89	0	136	31	3	2	0	0	1	0	0	0	0	0	173	0	205	49	5	2	0	0	1	0	0	0	0	0	262
7:30	0	66	16	2	1	0	0	0	0	0	0	0	0	85	0	160	30	2	5	0	0	0	0	0	0	0	0	197	0	226	46	4	6	0	0	0	0	0	0	0	0	282
7:45	1	137	26	3	2	0	0	1	1	0	0	0	0	171	1	149	27	5	2	0	0	0	0	0	0	0	0	184	2	286	53	8	4	0	0	1	1	0	0	0	0	355
8:00	1	149	27	4	2	1	0	0	0	0	0	0	0	184	0	155	27	2	1	0	0	1	0	0	0	0	0	186	1	304	54	6	3	1	0	1	0	0	0	0	0	370
8:15	0	136	17	4	0	2	0	0	0	0	0	0	0	159	0	145	24	4	2	0	0	0	0	0	0	0	0	175	0	281	41	8	2	2	0	0	0	0	0	0	0	334
8:30	0	131	16	2	4	0	0	0	1	0	0	0	0	154	0	148	22	3	1	1	0	0	0	0	0	0	0	175	0	279	38	5	5	1	0	0	1	0	0	0	0	329
8:45	0	121	21	4	3	0	0	0	1	0	0	0	0	150	0	119	29	3	6	2	0	0	0	0	0	0	0	159	0	240	50	7	9	2	0	0	1	0	0	0	0	309
9:00	1	109	15	3	2	0	0	0	0	0	0	0	0	130	0	120	23	4	4	0	0	0	0	0	0	0	0	151	1	229	38	7	6	0	0	0	0	0	0	0	0	281
9:15	0	131	24	2	0	1	0	0	2	0	0	0	0	160	0	117	31	3	1	1	0	0	0	0	0	0	0	153	0	248	55	5	1	2	0	0	2	0	0	0	0	313
9:30	0	109	18	3	3	0	0	0	1	0	0	0	0	134	0	161	16	3	3	0	0	0	0	0	0	0	0	183	0	270	34	6	6	0	0	0	1	0	0	0	0	317
9:45	1	132	24	5	3	1	0	0	1	0	0	0	0	167	0	129	22	4	7	0	0	2	0	0	0	0	0	164	1	261	46	9	10	1	0	2	1	0	0	0	0	331
10:00	2	134	14	1	3	0	0	0	0	0	0	0	0	154	1	138	35	2	4	0	0	0	0	0	0	0	0	180	3	272	49	3	7	0	0	0	0	0	0	0	0	334
10:15	1	130	23	4	5	0	0	0	1	0	0	0	0	164	0	129	15	3	6	0	0	0	0	0	0	0	0	153	1	259	38	7	11	0	0	0	1	0	0	0	0	317
10:30	0	116	20	2	4	0	0	0	0	0	0	0	0	142	0	138	20	3	3	1	0	0	0	0	0	0	0	165	0	254	40	5	7	1	0	0	0	0	0	0	0	307
10:45	0	132	16	3	5	0	0	0	1	0	0	0	0	157	0	174	17	2	3	1	0	0	0	0	0	0	0	197	0	306	33	5	8	1	0	0	1	0	0	0	0	354
11:00	0	147	23	3	5	0	0	0	2	0	0	0	0	180	1	173	28	4	3	0	0	0	0	0	0	0	0	209	1	320	51	7	8	0	0	0	2	0	0	0	0	389
11:15	0	117	22	2	0	0	0	0	1	0	0	0	0	142	0	149	25	3	1	1	0	0	0	0	0	0	0	179	0	266	47	5	1	1	0	0	1	0	0	0	0	321
11:30	1	142	26	3	2	0	0	1	2	0	0	0	0	177	0	178	27	4	4	0	0	2	0	0	0	0	0	215	1	320	53	7	6	0	0	3	2	0	0	0	0	392
11:45	1	149	20	4	3	0	0	0	0	0	0	0	0	177	3	162	27	3	4	0	0	0	0	0	0	0	0	199	4	311	47	7	7	0	0	0	0	0	0	0	0	376

Prepared by National Data & Surveying Services

CLASSIFICATION

Whittier Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_009

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	161	22	1	2	1	0	0	0	0	0	0	0	187	0	194	25	2	4	0	0	1	0	0	0	0	0	226	0	355	47	3	6	1	0	1	0	0	0	0	0	413
12:15	1	150	27	3	2	2	0	0	0	0	0	0	0	185	0	182	26	3	1	0	0	0	0	0	0	0	0	212	1	332	53	6	3	2	0	0	0	0	0	0	0	397
12:30	0	150	27	3	4	1	0	0	0	0	0	0	0	185	0	162	24	3	3	2	0	0	0	0	0	0	0	194	0	312	51	6	7	3	0	0	0	0	0	0	0	379
12:45	1	166	26	4	6	1	0	0	0	0	0	0	0	204	1	180	28	3	1	0	0	0	0	0	0	0	0	213	2	346	54	7	7	1	0	0	0	0	0	0	0	417
13:00	2	155	25	2	1	1	0	0	1	0	0	0	0	187	1	161	37	3	4	2	0	0	0	0	0	0	0	208	3	316	62	5	5	3	0	0	1	0	0	0	0	395
13:15	1	152	21	3	3	2	0	0	0	0	0	0	0	182	1	152	31	3	2	2	0	0	0	0	0	0	0	191	2	304	52	6	5	4	0	0	0	0	0	0	0	373
13:30	2	136	29	3	0	0	0	0	0	0	0	0	0	170	0	146	22	5	1	0	0	0	0	0	0	0	0	174	2	282	51	8	1	0	0	0	0	0	0	0	0	344
13:45	1	191	30	4	3	1	0	0	0	0	0	0	0	230	0	174	28	2	1	0	0	0	0	0	0	0	0	205	1	365	58	6	4	1	0	0	0	0	0	0	0	435
14:00	1	134	18	0	4	2	0	0	1	0	0	0	0	160	2	180	41	3	6	0	0	0	1	0	0	0	0	233	3	314	59	3	10	2	0	0	2	0	0	0	0	393
14:15	1	153	29	5	5	0	0	0	0	0	0	0	0	193	1	173	25	5	2	1	0	0	0	0	0	0	0	207	2	326	54	10	7	1	0	0	0	0	0	0	0	400
14:30	0	186	41	2	1	1	0	0	0	0	0	0	0	231	0	175	37	2	4	0	0	0	1	0	0	0	0	219	0	361	78	4	5	1	0	0	1	0	0	0	0	450
14:45	2	173	33	5	1	1	0	0	0	0	0	0	0	215	0	189	27	5	0	0	0	0	0	0	0	0	0	221	2	362	60	10	1	1	0	0	0	0	0	0	0	436
15:00	0	194	31	1	4	0	0	0	0	0	0	0	0	230	3	195	21	2	4	0	0	0	0	0	0	0	0	225	3	389	52	3	8	0	0	0	0	0	0	0	0	455
15:15	0	202	29	3	0	0	0	0	0	0	0	0	0	234	1	191	34	5	1	0	0	0	1	0	0	0	0	233	1	393	63	8	1	0	0	0	1	0	0	0	0	467
15:30	0	214	42	3	1	0	0	0	0	0	0	0	0	260	2	151	26	4	1	1	0	0	0	0	0	0	0	185	2	365	68	7	2	1	0	0	0	0	0	0	0	445
15:45	0	193	40	4	0	0	0	0	0	0	0	0	0	237	1	180	29	2	2	0	0	0	0	0	0	0	0	214	1	373	69	6	2	0	0	0	0	0	0	0	0	451
16:00	0	210	36	3	2	1	0	0	0	0	0	0	0	252	0	169	31	4	2	1	0	0	0	0	0	0	0	207	0	379	67	7	4	2	0	0	0	0	0	0	0	459
16:15	1	191	43	3	2	0	0	0	0	0	0	0	0	240	2	162	36	3	2	0	0	0	0	0	0	0	0	205	3	353	79	6	4	0	0	0	0	0	0	0	0	445
16:30	3	200	41	3	3	0	0	0	0	0	0	0	0	250	1	171	25	4	3	0	0	0	0	0	0	0	0	204	4	371	66	7	6	0	0	0	0	0	0	0	0	454
16:45	0	204	57	5	6	0	0	0	0	0	0	0	0	272	0	171	36	4	1	0	0	0	0	0	0	0	0	212	0	375	93	9	7	0	0	0	0	0	0	0	0	484
17:00	1	213	48	3	0	0	0	0	0	0	0	0	0	265	0	196	27	1	3	0	0	0	0	0	0	0	0	227	1	409	75	4	3	0	0	0	0	0	0	0	0	492
17:15	1	198	32	1	3	1	0	0	2	0	0	0	0	238	1	188	24	3	0	0	0	0	0	0	0	0	0	216	2	386	56	4	3	1	0	0	2	0	0	0	0	454
17:30	0	226	43	5	2	0	0	1	1	0	0	0	0	278	0	172	22	1	0	0	0	0	0	0	0	0	0	195	0	398	65	6	2	0	0	1	1	0	0	0	0	473
17:45	0	224	31	4	3	0	0	0	0	0	0	0	0	262	0	166	25	1	0	0	0	0	0	0	0	0	0	192	0	390	56	5	3	0	0	0	0	0	0	0	0	454
18:00	0	206	28	3	0	0	0	1	0	0	0	0	0	238	0	154	18	2	0	0	0	0	0	0	0	0	0	174	0	360	46	5	0	0	0	1	0	0	0	0	0	412
18:15	0	226	29	5	2	0	0	0	0	0	0	0	0	262	2	139	19	4	0	0	0	0	0	0	0	0	0	164	2	365	48	9	2	0	0	0	0	0	0	0	0	426
18:30	0	195	32	3	3	0	0	0	0	0	0	0	0	233	1	125	25	1	2	0	0	0	0	0	0	0	0	154	1	320	57	4	5	0	0	0	0	0	0	0	0	387
18:45	0	182	30	4	0	0	0	0	0	0	0	0	0	216	0	161	30	5	2	0	0	1	0	0	0	0	0	199	0	343	60	9	2	0	0	1	0	0	0	0	0	415
19:00	1	150	20	2	1	0	0	0	0	0	0	0	0	174	3	144	21	3	1	0	0	0	0	0	0	0	0	172	4	294	41	5	2	0	0	0	0	0	0	0	0	346
19:15	0	145	20	2	3	0	0	0	0	0	0	0	0	170	0	158	17	3	0	0	0	0	0	0	0	0	0	178	0	303	37	5	3	0	0	0	0	0	0	0	0	348
19:30	2	108	16	3	0	0	0	0	0	0	0	0	0	129	0	121	13	2	1	0	0	0	0	0	0	0	0	137	2	229	29	5	1	0	0	0	0	0	0	0	0	266
19:45	0	109	25	2	1	0	0	0	0	0	0	0	0	137	1	123	14	2	1	0	0	0	0	0	0	0	0	141	1	232	39	4	2	0	0	0	0	0	0	0	0	278
20:00	1	104	19	1	0	0	0	0	0	0	0	0	0	125	1	108	17	1	1	0	0	0	0	0	0	0	0	128	2	212	36	2	1	0	0	0	0	0	0	0	0	253
20:15	0	100	17	1	2	0	0	0	0	0	0	0	0	120	0	103	11	2	0	0	0	0	1	0	0	0	0	117	0	203	28	3	2	0	0	0	1	0	0	0	0	237
20:30	0	77	6	2	0	0	0	0	0	0	0	0	0	85	1	110	26	1	0	0	0	0	0	0	0	0	0	138	1	187	32	3	0	0	0	0	0	0	0	0	0	223
20:45	0	73	11	2	0	0	0	0	0	0	0	0	0	86	1	119	14	1	0	0	0	0	0	0	0	0	0	135	1	192	25	3	0	0	0	0	0	0	0	0	0	221
21:00	1	68	6	2	0	0	0	0	0	0	0	0	0	77	0	100	13	1	0	0	0	0	0	0	0	0	0	114	1	168	19	3	0	0	0	0	0	0	0	0	0	191
21:15	0	80	12	1	0	0	0	0	0	0	0	0	0	93	0	96	11	0	0	0	0	0	0	0	0	0	0	107	0	176	23	1	0	0	0	0	0	0	0	0	0	200
21:30	1	55	6	1	0	0	0	0	0	0	0	0	0	63	0	86	14	1	0	0	0	0	0	0	0	0	0	101	1	141	20	2	0	0	0	0	0	0	0	0	0	164
21:45	2	51	3	0	1	0	0	0	0	0	0	0	0	57	0	65	8	0	0	0	0	0	0	0	0	0	0	73	2	116	11	0	1	0	0	0	0	0	0	0	0	130
22:00	0	48	8	1	1	0	0	0	0	0	0	0	0	58	0	88	11	0	1	0	0	0	0	0	0	0	0	100	0	136	19	1	2	0	0	0	0	0	0	0	0	158
22:15	0	54	3	0	1	0	0	0	0	0	0	0	0	58	1	72	7	1	0	0	0	0	0	0	0	0	0	81	1	126	10	1	1	0	0	0	0	0	0	0	0	139
22:30	0	44	7	1	0	0	0	0	0	0	0	0	0	52	0	52	2	1	0	0	0	0	0	0	0	0	0	55	0	96	9	2	0	0	0	0	0	0	0	0	0	107
22:45	0	39	7	0	1	0	0	1	0	0	0	0	0	48	1	31	10	0	1	0	0	0	0	0	0	0	0	43	1	70	17	0	2	0	0	1	0	0	0	0	0	91
23:00	1	32	8	1	0	0	0	0	0	0	0	0	0	42	0	37	9	1	0	0	0	0	0	0	0	0	0	47	1	69	17	2	0	0	0	0	0	0	0	0	0	89
23:15	0	28	3	0	0	0	0	0	0	0	0	0	0	31	0	38	3	0	0	0	0	0	0	0	0	0	0	41	0	66	6	0	0	0	0	0	0	0	0	0	0	72
23:30	0	25	0	1	2	0	0	0	1	0	0	0	0	29	0	46	3	1	0	0	0	0	0	0	0	0	0	50	0	71	3	2	2	0	0	0	1	0	0	0	0	79
23:45	0	15	1	0	2	0	0	0	0	0	0	0	0	18	0	25	7	0	0	0	0	0	0	0	0	0	0	32	0	40	8	0	2	0	0	0	0	0	0	0	0	50
Totals	38	9,436	1,592	189	135	21	0	6	23	0	0	0	0	11,440	41	10,116	1,689	201	149	17	0	10	8	0	0	0	0	12,231	79	19,552	3,281	390	284	38	0	16	31	0	0	0	0	23,671
% of Totals	0%	82%	14%	2%	1%	0%		0%	0%					100%	0%	83%	14%	2%	1%	0%		0%	0%					100%	0%	83%	14%	2%	1%	0%		0%	0%					100%

Prepared by National Data & Surveying Services

VOLUME

Whittier Blvd E/O S Atlantic Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,440	12,234	23,674

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			24	27	51	12:00			187	226	413
0:15			12	22	34	12:15			185	212	397
0:30			9	24	33	12:30			185	194	379
0:45			11	23	34	12:45			204	213	417
1:00			8	11	19	13:00			187	208	395
1:15			11	21	32	13:15			182	191	373
1:30			10	10	20	13:30			170	174	344
1:45			12	22	34	13:45			230	205	435
2:00			6	21	27	14:00			160	233	393
2:15			11	11	22	14:15			193	207	400
2:30			12	16	28	14:30			231	219	450
2:45			15	13	28	14:45			215	221	436
3:00			7	10	17	15:00			230	225	455
3:15			9	15	24	15:15			234	233	467
3:30			13	16	29	15:30			260	185	445
3:45			10	14	24	15:45			237	214	451
4:00			7	16	23	16:00			252	207	459
4:15			20	18	38	16:15			240	205	445
4:30			20	18	38	16:30			250	204	454
4:45			22	31	53	16:45			272	212	484
5:00			17	44	61	17:00			265	227	492
5:15			24	43	67	17:15			238	216	454
5:30			26	64	90	17:30			278	195	473
5:45			52	79	131	17:45			262	192	454
6:00			33	82	115	18:00			238	174	412
6:15			36	89	125	18:15			262	164	426
6:30			51	96	147	18:30			233	154	387
6:45			59	113	172	18:45			216	199	415
7:00			69	169	238	19:00			174	172	346
7:15			89	173	262	19:15			170	178	348
7:30			85	197	282	19:30			129	137	266
7:45			171	184	355	19:45			137	141	278
8:00			184	186	370	20:00			125	128	253
8:15			159	175	334	20:15			120	117	237
8:30			154	175	329	20:30			85	138	223
8:45			150	159	309	20:45			86	135	221
9:00			130	151	281	21:00			77	114	191
9:15			160	153	313	21:15			93	107	200
9:30			134	183	317	21:30			63	101	164
9:45			167	164	331	21:45			57	73	130
10:00			154	180	334	22:00			58	100	158
10:15			164	153	317	22:15			58	81	139
10:30			142	165	307	22:30			52	55	107
10:45			157	197	354	22:45			48	43	91
11:00			180	209	389	23:00			42	47	89
11:15			142	179	321	23:15			31	41	72
11:30			177	215	392	23:30			29	50	79
11:45			177	199	376	23:45			18	32	50
TOTALS	0	0	3492	4535	8027	TOTALS	0	0	7948	7699	15647
SPLIT %	0%	0%	44%	56%	34%	SPLIT %	0%	0%	51%	49%	66%

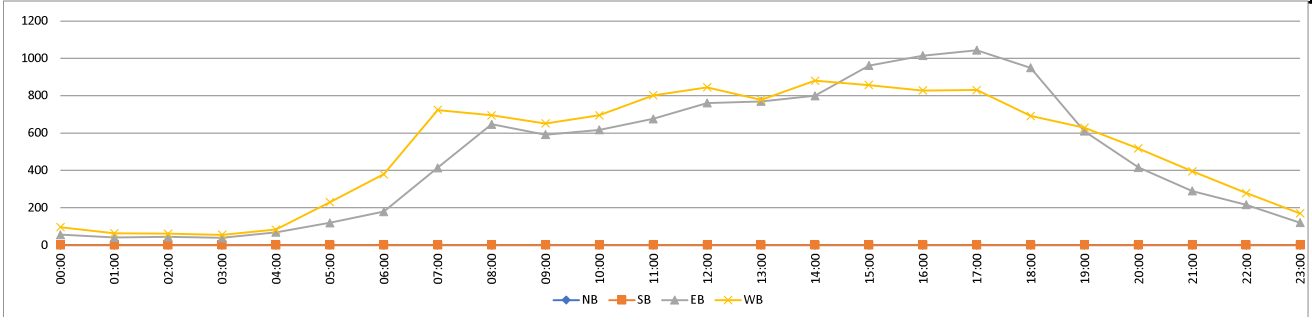
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			56	96	152
01:00	02:00			41	64	105
02:00	03:00			44	61	105
03:00	04:00			39	55	94
04:00	05:00			69	83	152
05:00	06:00			119	230	349
06:00	07:00			179	380	559
07:00	08:00			414	723	1137
08:00	09:00			647	695	1342
09:00	10:00			591	651	1242
10:00	11:00			617	695	1312
11:00	12:00			676	802	1478
12:00	13:00			761	845	1606
13:00	14:00			769	778	1547
14:00	15:00			799	880	1679
15:00	16:00			961	857	1818
16:00	17:00			1014	828	1842
17:00	18:00			1043	830	1873
18:00	19:00			949	691	1640
19:00	20:00			610	628	1238
20:00	21:00			416	518	934
21:00	22:00			290	395	685
22:00	23:00			216	279	495
23:00	00:00			120	170	290

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3492	4535	8027
Peak Hour			11:00	11:00	11:00
Peak Volume			676	802	1478
Peak Hour Factor			0.939	0.933	0.943
Peak Period	12:00	to	00:00		
Volume			7948	7699	15647
Peak Hour			16:45	14:30	16:45
Peak Volume			1053	898	1903
Peak Hour Factor			0.947	0.964	0.967
Peak Period	07:00	to	09:00		
Volume			1061	1418	2479
Peak Hour			7:45	7:30	7:45
Peak Volume			668	742	1388
Peak Hour Factor			0.908	0.942	0.938
Peak Period	16:00	to	18:00		
Volume			2057	1658	3715
Peak Hour			16:45	16:30	16:45
Peak Volume			1053	859	1903
Peak Hour Factor			0.947	0.946	0.967



Prepared by National Data & Surveying Services

CLASSIFICATION

E Olympic Blvd W/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

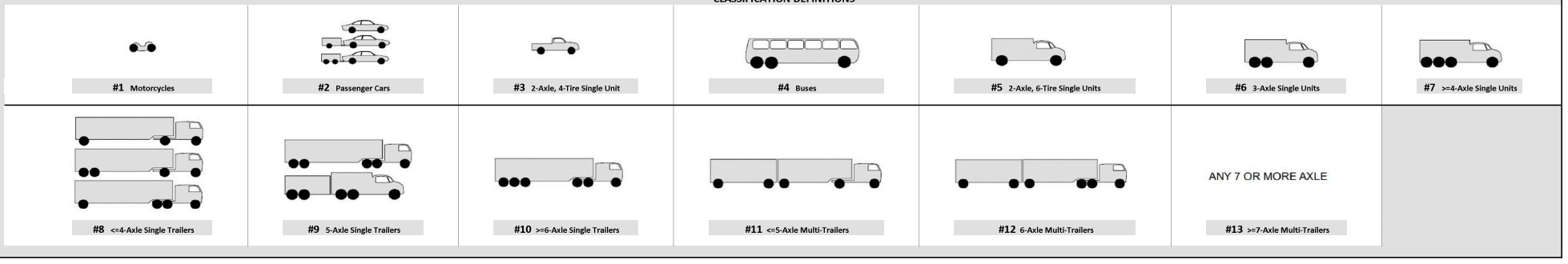
City: Los Angeles
Project #: CA25_020021_010

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	64	6	1	5	0	0	1	0	0	0	0	0	78	0	68	7	2	0	0	0	0	0	0	0	0	0	77	1	132	13	3	5	0	0	1	0	0	0	0	0	155
1:00	0	63	5	1	0	0	0	0	1	0	0	0	0	70	0	49	13	1	3	0	0	0	1	1	0	0	0	68	0	112	18	2	3	0	0	0	2	1	0	0	0	138
2:00	0	48	8	0	0	0	0	0	2	0	0	0	0	58	0	47	11	0	2	0	0	0	1	0	0	0	0	61	0	95	19	0	2	0	0	0	3	0	0	0	0	119
3:00	0	74	12	0	3	0	0	0	2	0	0	0	0	91	0	49	8	2	8	2	0	0	0	0	0	0	0	69	0	123	20	2	11	2	0	0	2	0	0	0	0	160
4:00	1	138	21	0	7	1	0	0	2	0	0	0	0	170	0	90	27	1	10	0	0	0	3	0	0	0	0	131	1	228	48	1	17	1	0	0	5	0	0	0	0	301
5:00	0	169	41	3	12	3	0	0	5	1	0	0	0	234	0	198	65	4	21	1	0	2	1	1	0	0	0	293	0	367	106	7	33	4	0	2	6	2	0	0	0	527
6:00	2	174	58	10	7	0	2	0	1	1	0	0	0	255	0	281	87	6	28	3	0	1	2	3	0	0	0	411	2	455	145	16	35	3	2	1	3	4	0	0	0	666
7:00	2	403	84	9	9	2	0	1	4	0	0	0	0	514	2	455	107	7	26	5	0	1	2	2	0	0	0	607	4	858	191	16	35	7	0	2	6	2	0	0	0	1121
8:00	0	465	92	15	10	2	0	0	3	0	0	0	0	587	0	488	112	9	12	0	2	3	0	3	0	0	0	629	0	953	204	24	22	2	2	3	3	3	0	0	0	1216
9:00	0	401	82	7	17	0	0	0	4	0	0	0	0	511	0	344	94	7	17	1	0	2	4	1	0	0	0	470	0	745	176	14	34	1	0	2	8	1	0	0	0	981
10:00	2	397	96	5	20	3	0	2	9	1	0	0	0	535	2	356	82	7	18	2	0	3	1	5	0	0	0	476	4	753	178	12	38	5	0	5	10	6	0	0	0	1011
11:00	1	404	109	6	21	5	0	3	9	2	0	0	0	560	0	372	87	6	14	3	2	5	0	3	0	0	0	492	1	776	196	12	35	8	2	8	9	5	0	0	0	1052
12:00	1	481	105	6	28	5	1	0	2	0	0	0	0	629	1	440	107	6	12	1	0	2	1	3	0	0	0	573	2	921	212	12	40	6	1	2	3	3	0	0	0	1202
13:00	1	529	111	9	33	4	0	4	5	3	0	0	0	699	0	443	100	9	15	4	0	2	0	4	0	0	0	577	1	972	211	18	48	8	0	6	5	7	0	0	0	1276
14:00	1	586	133	8	28	5	0	4	4	1	0	0	0	770	2	464	110	7	18	0	1	0	0	3	0	0	0	605	3	1050	243	15	46	5	1	4	4	4	0	0	0	1375
15:00	0	903	225	13	25	7	0	3	4	0	0	0	0	1180	2	491	118	9	17	0	0	2	0	3	0	0	0	642	2	1394	343	22	42	7	0	5	4	3	0	0	0	1822
16:00	2	1017	241	9	28	5	0	1	2	0	0	0	0	1305	3	470	88	9	6	2	0	1	0	1	0	0	0	580	5	1487	329	18	34	7	0	2	2	1	0	0	0	1885
17:00	0	1046	196	6	29	1	0	2	4	1	0	0	0	1285	3	499	98	7	5	0	0	1	1	3	0	0	0	617	3	1545	294	13	34	1	0	3	5	4	0	0	0	1902
18:00	1	950	174	10	24	1	0	3	5	0	0	0	0	1168	0	403	67	8	3	0	0	1	2	1	0	0	0	485	1	1353	241	18	27	1	0	4	7	1	0	0	0	1653
19:00	0	531	82	4	11	0	0	0	1	1	0	0	0	630	0	348	59	4	5	0	0	2	0	0	0	0	0	418	0	879	141	8	16	0	0	2	1	1	0	0	0	1048
20:00	0	310	46	2	4	1	0	0	1	0	0	0	0	364	0	274	34	3	3	0	0	0	0	3	0	0	0	317	0	584	80	5	7	1	0	0	1	3	0	0	0	681
21:00	0	229	34	1	2	0	0	0	1	0	0	0	0	267	0	255	36	1	2	2	0	0	1	0	0	0	0	297	0	484	70	2	4	2	0	0	2	0	0	0	0	564
22:00	0	159	28	1	1	0	0	1	1	0	0	0	0	191	0	181	20	1	1	1	0	1	1	0	0	0	0	206	0	340	48	2	2	1	0	2	2	0	0	0	0	397
23:00	0	91	14	1	2	0	0	0	0	0	0	0	0	108	1	106	10	1	0	0	0	0	0	1	0	0	0	119	1	197	24	2	2	0	0	0	0	1	0	0	0	227
Totals	15	9,632	2,003	127	326	45	3	25	72	11	0	0	0	12,259	16	7,171	1,547	117	246	27	5	29	21	41	0	0	0	9,220	31	16,803	3,550	244	572	72	8	54	93	52	0	0	0	21,479
% of Totals	0%	79%	16%	1%	3%	0%	0%	0%	1%	0%				100%	0%	78%	17%	1%	3%	0%	0%	0%	0%	0%				100%	0%	78%	17%	1%	3%	0%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS



STATISTICS

00:00 - 12:00	9	2800	614	57	111	16	2	7	42	5	0	0	0	3663	4	2797	700	52	159	17	4	17	15	19	0	0	0	3784	13	5597	1314	109	270	33	6	24	57	24	0	0	0	7447
%	0%	23%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	30%	8%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	41%	0%	26%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%
Peak Hour	5:45	7:45	11:45	7:45	10:30	11:30	6:00	10:45	10:45	11:00	0:00	0:00	0:00	7:45	7:00	7:30	7:30	7:45	6:45	7:00	7:45	10:45	4:15	10:45	0:00	0:00	0:00	7:30	7:00	7:30	11:45	7:45	10:15	11:15	6:00	10:45	10:15	10:45	0:00	0:00	0:00	7:30
Peak Volume	2	534	118	15	26	8	2	5	11	2	0	0	0	658	2	519	117	9	29	5	2	5	4	7	0	0	0	676	4	1050	218	24	43	9	2	10	11	8	0	0	0	1327
12:00 - 24:00	6	6832	1389	70	215	29	1	18	30	6	0	0	0	8596	12	4374	847	65	87	10	1	12	6	22	0	0	0	5436	18	11206	2236	135	302	39	2	30	36	28	0	0	0	14032
%	0%	56%	11%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	70%	0%	47%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	59%	0%	52%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%
Peak Hour	12:45	16:45	15:45	15:15	12:30	14:15	12:00	14:30	12:30	13:00	12:00	12:00	12:00	16:45	14:30	17:15	15:00	15:30	13:30	13:00	13:45	18:15	17:30	12:30	12:00	12:00	12:00	15:00	16:15	16:45	15:30	15:15	12:30	13:00	12:00	14:30	18:00	13:15	12:00	12:00	12:00	16:45
Peak Volume	2	1081	251	15	36	8	1	6	5	3	0	0	0	1317	4	509	118	12	20	4	1	3	3	5	0	0	0	642	6	1576	355	26	53	8	1	8	7	8	0	0	0	1930
07:00 - 09:00	2	868	176	24	19	4	0	1	7	0	0	0	0	1101	2	943	219	16	38	5	2	4	2	5	0	0	0	1236	4	1811	395	40	57	9	2	5	9	5	0	0	0	2337
%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%
Peak Hour	7:00	7:45	7:45	7:45	7:45	7:15	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:45	7:00	7:30	7:30	7:45	7:00	7:00	7:45	7:30	7:00	7:45	7:00	7:00	7:00	7:30	7:00	7:30	7:30	7:45	7:00	7:00	7:45	7:30	7:15	7:45	7:00	7:00	7:00	7:30
Peak Volume	2	534	92	15	12	3	0	1	5	0	0	0	0	658	2	519	117	9	26	5	2	3	2	3	0	0	0	676	4	1050	206	24	35	7	2	4	7	3	0	0	0	1327
16:00 - 18:00	2	2063	437	15	57	6	0	3	6	1	0	0	0	2590	6	969	186	16	11	2	0	2	1	4	0	0	0	1197	8	3032	623	31	68	8	0	5	7	5	0	0	0	3787
%	0%	17%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:00	16:45	16:00	16:00	17:00	16:00	16:00	17:00	17:00	17:00	16:00	16:00	16:00	16:45	16:15	17:00	16:15	16:00	16:15	16:00	16:00	16:45	17:00	16:30	16:00	16:00	16:00	17:00	16:15	16:45	16:00	16:00	16:00	16:00	16:00	16:45	17:00	17:00	16:00	16:00	16:00	16:45
Peak Volume	2	1081	241	9	29	5	0	2	4	1	0	0	0	1317	4	499	101	9	7	2	0	2	1	3	0	0	0	617	6	1576	329	18	34	7	0	3	5	4	0	0	0	1930

Prepared by National Data & Surveying Services

CLASSIFICATION

E Olympic Blvd W/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_010

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	24	0	0	3	0	0	0	0	0	0	0	0	27	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	45	2	0	3	0	0	0	0	0	0	0	0	50
0:15	0	15	2	0	1	0	0	0	0	0	0	0	0	18	0	16	1	1	0	0	0	0	0	0	0	0	0	18	0	31	3	1	1	0	0	0	0	0	0	0	0	36
0:30	1	15	2	1	0	0	0	0	0	0	0	0	0	19	0	20	1	1	0	0	0	0	0	0	0	0	0	22	1	35	3	2	0	0	0	0	0	0	0	0	0	41
0:45	0	10	2	0	1	0	0	1	0	0	0	0	0	14	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	21	5	0	1	0	0	1	0	0	0	0	0	28
1:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10	0	12	4	0	3	0	0	0	0	0	0	0	0	19	0	20	5	0	3	0	0	0	1	0	0	0	0	29
1:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0	29	4	0	0	0	0	0	0	0	0	0	0	33
1:30	0	9	2	1	0	0	0	0	0	0	0	0	0	12	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	19	4	1	0	0	0	0	0	0	0	0	0	24
1:45	0	30	1	0	0	0	0	0	0	0	0	0	0	31	0	14	4	1	0	0	0	0	1	1	0	0	0	21	0	44	5	1	0	0	0	0	1	1	0	0	0	52
2:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	16	7	0	0	0	0	0	0	0	0	0	0	23	0	30	10	0	0	0	0	0	0	0	0	0	0	40
2:15	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	17	5	0	0	0	0	0	0	0	0	0	0	22
2:30	0	9	1	0	0	0	0	0	2	0	0	0	0	12	0	14	1	0	1	0	0	0	0	0	0	0	0	16	0	23	2	0	1	0	0	0	2	0	0	0	0	28
2:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	8	0	0	1	0	0	0	1	0	0	0	0	10	0	25	2	0	1	0	0	0	1	0	0	0	0	29
3:00	0	12	4	0	0	0	0	0	0	0	0	0	0	16	0	8	3	0	2	0	0	0	0	0	0	0	0	13	0	20	7	0	2	0	0	0	0	0	0	0	0	29
3:15	0	19	1	0	1	0	0	0	0	0	0	0	0	21	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	29	3	0	2	0	0	0	0	0	0	0	0	34
3:30	0	22	3	0	1	0	0	0	1	0	0	0	0	27	0	20	0	0	3	1	0	0	0	0	0	0	0	24	0	42	3	0	4	1	0	0	1	0	0	0	0	51
3:45	0	21	4	0	1	0	0	0	1	0	0	0	0	27	0	11	3	2	2	1	0	0	0	0	0	0	0	19	0	32	7	2	3	1	0	0	1	0	0	0	0	46
4:00	0	21	3	0	2	0	0	0	1	0	0	0	0	27	0	9	4	0	3	0	0	0	0	0	0	0	0	16	0	30	7	0	5	0	0	0	1	0	0	0	0	43
4:15	0	27	8	0	1	0	0	0	1	0	0	0	0	37	0	23	9	0	3	0	0	0	1	0	0	0	0	36	0	50	17	0	4	0	0	0	2	0	0	0	0	73
4:30	0	43	7	0	1	1	0	0	0	0	0	0	0	52	0	25	5	0	2	0	0	0	1	0	0	0	0	33	0	68	12	0	3	1	0	0	1	0	0	0	0	85
4:45	1	47	3	0	3	0	0	0	0	0	0	0	0	54	0	33	9	1	2	0	0	0	1	0	0	0	0	46	1	80	12	1	5	0	0	0	1	0	0	0	0	100
5:00	0	25	9	1	2	0	0	0	2	1	0	0	0	40	0	45	9	1	4	0	0	1	1	0	0	0	0	61	0	70	18	2	6	0	0	1	3	1	0	0	0	101
5:15	0	32	13	0	5	1	0	0	1	0	0	0	0	52	0	51	17	1	4	0	0	0	0	0	0	0	0	73	0	83	30	1	9	1	0	0	1	0	0	0	0	125
5:30	0	51	10	1	2	1	0	0	0	0	0	0	0	65	0	51	21	1	6	0	0	1	0	1	0	0	0	81	0	102	31	2	8	1	0	1	0	1	0	0	0	146
5:45	0	61	9	1	3	1	0	0	2	0	0	0	0	77	0	51	18	1	7	1	0	0	0	0	0	0	0	78	0	112	27	2	10	2	0	0	2	0	0	0	0	155
6:00	0	38	13	1	1	0	0	0	1	0	0	0	0	54	0	79	19	2	7	0	0	0	0	1	0	0	0	108	0	117	32	3	8	0	0	0	1	1	0	0	0	162
6:15	1	31	17	3	3	0	0	0	0	1	0	0	0	56	0	49	30	1	5	1	0	0	1	1	0	0	0	88	1	80	47	4	8	1	0	0	1	2	0	0	0	144
6:30	1	51	13	3	0	0	1	0	0	0	0	0	0	69	0	72	22	1	5	1	0	0	0	0	0	0	0	101	1	123	35	4	5	1	1	0	0	0	0	0	0	170
6:45	0	54	15	3	3	0	1	0	0	0	0	0	0	76	0	81	16	2	11	1	0	1	1	1	0	0	0	114	0	135	31	5	14	1	1	1	1	1	0	0	0	190
7:00	0	78	19	3	4	0	0	0	1	0	0	0	0	105	0	101	27	3	6	1	0	0	0	1	0	0	0	139	0	179	46	6	10	1	0	0	1	1	0	0	0	244
7:15	1	67	18	1	1	1	0	0	0	0	0	0	0	89	0	88	19	1	5	1	0	0	1	0	0	0	0	115	1	155	37	2	6	2	0	0	1	0	0	0	0	204
7:30	1	108	20	4	2	1	0	1	1	0	0	0	0	138	0	133	34	1	7	1	0	1	1	0	0	0	0	178	1	241	54	5	9	2	0	2	2	0	0	0	0	316
7:45	0	150	27	1	2	0	0	0	2	0	0	0	0	182	2	133	27	2	8	2	0	0	0	1	0	0	0	175	2	283	54	3	10	2	0	0	2	1	0	0	0	357
8:00	0	138	23	6	2	1	0	0	2	0	0	0	0	172	0	115	25	3	3	0	1	1	0	1	0	0	0	149	0	253	48	9	5	1	1	1	2	1	0	0	0	321
8:15	0	135	19	3	2	0	0	0	0	0	0	0	0	159	0	138	31	2	2	0	0	1	0	0	0	0	0	174	0	273	50	5	4	0	0	1	0	0	0	0	0	333
8:30	0	111	23	5	6	0	0	0	0	0	0	0	0	145	0	128	29	2	5	0	1	1	0	1	0	0	0	167	0	239	52	7	11	0	1	1	0	1	0	0	0	312
8:45	0	81	27	1	0	1	0	0	1	0	0	0	0	111	0	107	27	2	2	0	0	0	0	1	0	0	0	139	0	188	54	3	2	1	0	0	1	1	0	0	0	250
9:00	0	99	12	2	1	0	0	0	0	0	0	0	0	114	0	96	22	1	5	0	0	1	0	1	0	0	0	126	0	195	34	3	6	0	0	1	0	1	0	0	0	240
9:15	0	84	24	2	8	0	0	0	1	0	0	0	0	119	0	79	26	2	5	1	0	0	4	0	0	0	0	117	0	163	50	4	13	1	0	0	5	0	0	0	0	236
9:30	0	97	19	2	4	0	0	0	2	0	0	0	0	124	0	92	24	3	2	0	0	1	0	0	0	0	0	122	0	189	43	5	6	0	0	1	2	0	0	0	0	246
9:45	0	121	27	1	4	0	0	0	1	0	0	0	0	154	0	77	22	1	5	0	0	0	0	0	0	0	0	105	0	198	49	2	9	0	0	0	1	0	0	0	0	259
10:00	1	98	24	2	2	0	0	0	1	0	0	0	0	128	1	100	23	1	3	0	0	0	0	1	0	0	0	129	2	198	47	3	5	0	0	0	1	1	0	0	0	257
10:15	1	90	24	1	5	2	0	0	1	0	0	0	0	124	1	75	19	2	9	0	0	1	1	0	0	0	0	108	2	165	43	3	14	2	0	1	2	0	0	0	0	232
10:30	0	114	29	1	6	0	0	0	2	1	0	0	0	153	0	96	20	3	4	2	0	1	0	0	0	0	0	126	0	210	49	4	10	2	0	1	2	1	0	0	0	279
10:45	0	95	19	1	7	1	0	2	5	0	0	0	0	130	0	85	20	1	2	0	0	1	0	4	0	0	0	113	0	180	39	2	9	1	0	3	5	4	0	0	0	243
11:00	0	100	21	2	7	0	0	0	2	0	0	0	0	132	0	90	31	1	3	1	1	0	0	0	0	0	0	127	0	190	52	3	10	1	1	0	2	0	0	0	0	259
11:15	0	87	23	1	6	0	0	1	1	0	0	0	0	119	0	83	21	2	2	2	0	1	0	1	0	0	0	112	0	170	44	3	8	2	0	2	1	1	0	0	0	231
11:30	0	115	31	2	2	2	0	2	3	1	0	0	0	158	0	102	19	1	5	0	1	3	0	2	0	0	0	133	0	217	50	3	7	2	1	5	3	3	0	0	0	291
11:45	1	102	34	1	6	3	0	0	3	1	0	0	0	151	0	97	16	2	4	0	0	1	0	0	0	0	0	120	1	199	50	3	10	3	0	1	3	1	0	0	0	271

Prepared by National Data & Surveying Services

CLASSIFICATION

E Olympic Blvd W/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_010

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	113	27	2	4	1	1	0	1	0	0	0	0	149	0	124	29	1	1	1	0	0	0	0	0	0	0	156	0	237	56	3	5	2	1	0	1	0	0	0	0	305
12:15	0	108	25	1	7	2	0	0	0	0	0	0	0	143	0	88	25	2	1	0	0	1	1	0	0	0	0	118	0	196	50	3	8	2	0	1	1	0	0	0	0	261
12:30	0	140	32	2	8	1	0	0	0	0	0	0	0	183	0	114	30	1	7	0	0	1	0	2	0	0	0	155	0	254	62	3	15	1	0	1	0	2	0	0	0	338
12:45	1	120	21	1	9	1	0	0	1	0	0	0	0	154	1	114	23	2	3	0	0	0	0	1	0	0	0	144	2	234	44	3	12	1	0	0	1	1	0	0	0	298
13:00	0	135	29	2	8	0	0	2	1	1	0	0	0	178	0	113	18	1	3	1	0	0	0	0	0	0	0	136	0	248	47	3	11	1	0	2	1	1	0	0	0	314
13:15	0	123	21	1	11	2	0	1	3	0	0	0	0	162	0	109	31	4	4	1	0	1	0	2	0	0	0	152	0	232	52	5	15	3	0	2	3	2	0	0	0	314
13:30	1	119	25	4	4	1	0	0	0	1	0	0	0	155	0	116	28	1	6	1	0	1	0	1	0	0	0	154	1	235	53	5	10	2	0	1	0	2	0	0	0	309
13:45	0	152	36	2	10	1	0	1	1	1	0	0	0	204	0	105	23	3	2	1	0	0	0	1	0	0	0	135	0	257	59	5	12	2	0	1	1	2	0	0	0	339
14:00	0	145	37	2	10	0	0	0	0	1	0	0	0	195	0	125	32	1	6	0	0	0	0	1	0	0	0	165	0	270	69	3	16	0	0	0	0	2	0	0	0	360
14:15	0	142	33	2	7	3	0	0	3	0	0	0	0	190	0	109	21	2	6	0	0	0	0	0	0	0	0	138	0	251	54	4	13	3	0	0	3	0	0	0	0	328
14:30	0	151	32	1	9	1	0	3	0	0	0	0	0	197	1	119	32	2	3	0	1	0	0	1	0	0	0	159	1	270	64	3	12	1	1	3	0	1	0	0	0	356
14:45	1	148	31	3	2	1	0	1	1	0	0	0	0	188	1	111	25	2	3	0	0	0	0	1	0	0	0	143	2	259	56	5	5	1	0	1	1	1	0	0	0	331
15:00	0	195	47	1	5	3	0	1	0	0	0	0	0	252	0	121	17	1	4	0	0	2	0	1	0	0	0	146	0	316	64	2	9	3	0	3	0	1	0	0	0	398
15:15	0	250	49	5	6	2	0	1	1	0	0	0	0	314	2	129	27	2	5	0	0	0	0	0	0	0	0	165	2	379	76	7	11	2	0	1	1	0	0	0	0	479
15:30	0	205	64	4	8	2	0	1	1	0	0	0	0	285	0	117	44	5	4	0	0	0	0	1	0	0	0	171	0	322	108	9	12	2	0	1	1	1	0	0	0	456
15:45	0	253	65	3	6	0	0	0	2	0	0	0	0	329	0	124	30	1	4	0	0	0	0	1	0	0	0	160	0	377	95	4	10	0	0	0	2	1	0	0	0	489
16:00	0	241	58	3	10	3	0	0	1	0	0	0	0	316	0	114	17	3	1	0	0	0	0	0	0	0	0	135	0	355	75	6	11	3	0	0	1	0	0	0	0	451
16:15	0	255	56	1	7	1	0	1	1	0	0	0	0	322	1	108	21	3	1	1	0	0	0	0	0	0	0	135	1	363	77	4	8	2	0	1	1	0	0	0	0	457
16:30	1	234	72	3	6	1	0	0	0	0	0	0	0	317	1	119	30	1	1	0	0	0	0	1	0	0	0	153	2	353	102	4	7	1	0	0	0	1	0	0	0	470
16:45	1	287	55	2	5	0	0	0	0	0	0	0	0	350	1	129	20	2	3	1	0	1	0	0	0	0	0	157	2	416	75	4	8	1	0	1	0	0	0	0	0	507
17:00	0	251	43	1	7	0	0	0	0	0	0	0	0	302	1	107	30	1	2	0	0	0	0	1	0	0	0	142	1	358	73	2	9	0	0	0	0	1	0	0	0	444
17:15	0	271	47	2	10	0	0	1	2	0	0	0	0	333	1	131	21	3	0	0	0	0	0	1	0	0	0	157	1	402	68	5	10	0	0	1	2	1	0	0	0	490
17:30	0	272	50	3	6	0	0	0	1	0	0	0	0	332	1	128	24	2	1	0	0	1	0	0	0	0	0	157	1	400	74	5	7	0	0	1	1	0	0	0	0	489
17:45	0	252	56	0	6	1	0	1	1	1	0	0	0	318	0	133	23	1	2	0	0	0	1	1	0	0	0	161	0	385	79	1	8	1	0	1	2	2	0	0	0	479
18:00	0	254	55	4	6	0	0	0	0	0	0	0	0	319	0	117	14	2	1	0	0	0	0	1	0	0	0	135	0	371	69	6	7	0	0	0	0	1	0	0	0	454
18:15	0	260	43	3	6	0	0	2	1	0	0	0	0	315	0	112	23	3	1	0	0	0	2	0	0	0	0	141	0	372	66	6	7	0	0	2	3	0	0	0	0	456
18:30	0	257	47	1	9	0	0	0	1	0	0	0	0	315	0	82	22	1	1	0	0	0	0	0	0	0	0	106	0	339	69	2	10	0	0	0	1	0	0	0	0	421
18:45	1	179	29	2	3	1	0	1	3	0	0	0	0	219	0	92	8	2	0	0	0	1	0	0	0	0	0	103	1	271	37	4	3	1	0	2	3	0	0	0	0	322
19:00	0	163	26	1	1	0	0	0	0	0	0	0	0	191	0	113	12	1	2	0	0	2	0	0	0	0	0	130	0	276	38	2	3	0	0	2	0	0	0	0	0	321
19:15	0	133	18	1	5	0	0	0	0	0	0	0	0	157	0	87	21	1	1	0	0	0	0	0	0	0	0	110	0	220	39	2	6	0	0	0	0	0	0	0	0	267
19:30	0	142	24	1	3	0	0	0	1	1	0	0	0	172	0	81	17	2	0	0	0	0	0	0	0	0	0	100	0	223	41	3	3	0	0	0	1	1	0	0	0	272
19:45	0	93	14	1	2	0	0	0	0	0	0	0	0	110	0	67	9	0	2	0	0	0	0	0	0	0	0	78	0	160	23	1	4	0	0	0	0	0	0	0	0	188
20:00	0	81	11	0	1	1	0	0	0	0	0	0	0	94	0	75	13	0	0	0	0	0	0	2	0	0	0	90	0	156	24	0	1	1	0	0	0	2	0	0	0	184
20:15	0	84	16	1	2	0	0	0	0	0	0	0	0	103	0	83	5	1	0	0	0	0	0	0	0	0	0	89	0	167	21	2	2	0	0	0	0	0	0	0	0	192
20:30	0	79	8	0	0	0	0	0	0	0	0	0	0	87	0	61	10	1	0	0	0	0	0	1	0	0	0	73	0	140	18	1	0	0	0	0	0	1	0	0	0	160
20:45	0	66	11	1	1	0	0	0	1	0	0	0	0	80	0	55	6	1	3	0	0	0	0	0	0	0	0	65	0	121	17	2	4	0	0	0	1	0	0	0	0	145
21:00	0	54	13	0	0	0	0	0	0	0	0	0	0	67	0	71	15	0	0	1	0	0	0	0	0	0	0	87	0	125	28	0	0	1	0	0	0	0	0	0	0	154
21:15	0	56	8	0	1	0	0	0	0	0	0	0	0	65	0	59	9	0	0	1	0	0	0	0	0	0	0	69	0	115	17	0	1	1	0	0	0	0	0	0	0	134
21:30	0	61	7	1	1	0	0	0	1	0	0	0	0	71	0	67	7	1	1	0	0	0	1	0	0	0	0	77	0	128	14	2	2	0	0	0	2	0	0	0	0	148
21:45	0	58	6	0	0	0	0	0	0	0	0	0	0	64	0	58	5	0	1	0	0	0	0	0	0	0	0	64	0	116	11	0	1	0	0	0	0	0	0	0	0	128
22:00	0	51	13	0	0	0	0	0	0	0	0	0	0	64	0	62	7	0	0	1	0	0	0	0	0	0	0	70	0	113	20	0	0	1	0	0	0	0	0	0	0	134
22:15	0	42	5	0	0	0	0	0	0	0	0	0	0	47	0	50	5	0	0	0	0	0	0	0	0	0	0	55	0	92	10	0	0	0	0	0	0	0	0	0	0	102
22:30	0	40	8	1	1	0	0	0	0	0	0	0	0	50	0	43	6	1	0	0	0	1	1	0	0	0	0	52	0	83	14	2	1	0	0	1	1	0	0	0	0	102
22:45	0	26	2	0	0	0	0	1	1	0	0	0	0	30	0	26	2	0	1	0	0	0	0	0	0	0	0	29	0	52	4	0	1	0	0	1	1	0	0	0	0	59
23:00	0	28	5	0	0	0	0	0	0	0	0	0	0	33	0	35	2	0	0	0	0	0	0	0	0	0	0	37	0	63	7	0	0	0	0	0	0	0	0	0	0	70
23:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	24	1	0	0	0	0	0	0	0	0	0	0	25	0	45	2	0	0	0	0	0	0	0	0	0	0	47
23:30	0	24	4	1	2	0	0	0	0	0	0	0	0	31	1	25	3	1	0	0	0	0	0	0	0	0	0	30	1	49	7	2	2	0	0	0	0	0	0	0	0	61
23:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	22	4	0	0	0	0	0	1	0	0	0	0	27	0	40	8	0	0	0	0	0	0	1	0	0	0	49
Totals	15	9,632	2,003	127	326	45	3	25	72	11	0	0	0	12,259	16	7,171	1,547	117	246	27	5	29	21	41	0	0	0	9,220	31	16,803	3,550	244	572	72	8	54	93	52	0	0	0	21,479
% of Totals	0%	79%	16%	1%	3%	0%	0%	0%	1%	0%				100%	0%	78%	17%	1%	3%	0%	0%	0%	0%	0%				100%	0%	78%	17%	1%	3%	0%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

E Olympic Blvd W/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,259	9,220	21,479

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			27	23	50	12:00			149	156	305
0:15			18	18	36	12:15			143	118	261
0:30			19	22	41	12:30			183	155	338
0:45			14	14	28	12:45			154	144	298
1:00			10	19	29	13:00			178	136	314
1:15			17	16	33	13:15			162	152	314
1:30			12	12	24	13:30			155	154	309
1:45			31	21	52	13:45			204	135	339
2:00			17	23	40	14:00			195	165	360
2:15			10	12	22	14:15			190	138	328
2:30			12	16	28	14:30			197	159	356
2:45			19	10	29	14:45			188	143	331
3:00			16	13	29	15:00			252	146	398
3:15			21	13	34	15:15			314	165	479
3:30			27	24	51	15:30			285	171	456
3:45			27	19	46	15:45			329	160	489
4:00			27	16	43	16:00			316	135	451
4:15			37	36	73	16:15			322	135	457
4:30			52	33	85	16:30			317	153	470
4:45			54	46	100	16:45			350	157	507
5:00			40	61	101	17:00			302	142	444
5:15			52	73	125	17:15			333	157	490
5:30			65	81	146	17:30			332	157	489
5:45			77	78	155	17:45			318	161	479
6:00			54	108	162	18:00			319	135	454
6:15			56	88	144	18:15			315	141	456
6:30			69	101	170	18:30			315	106	421
6:45			76	114	190	18:45			219	103	322
7:00			105	139	244	19:00			191	130	321
7:15			89	115	204	19:15			157	110	267
7:30			138	178	316	19:30			172	100	272
7:45			182	175	357	19:45			110	78	188
8:00			172	149	321	20:00			94	90	184
8:15			159	174	333	20:15			103	89	192
8:30			145	167	312	20:30			87	73	160
8:45			111	139	250	20:45			80	65	145
9:00			114	126	240	21:00			67	87	154
9:15			119	117	236	21:15			65	69	134
9:30			124	122	246	21:30			71	77	148
9:45			154	105	259	21:45			64	64	128
10:00			128	129	257	22:00			64	70	134
10:15			124	108	232	22:15			47	55	102
10:30			153	126	279	22:30			50	52	102
10:45			130	113	243	22:45			30	29	59
11:00			132	127	259	23:00			33	37	70
11:15			119	112	231	23:15			22	25	47
11:30			158	133	291	23:30			31	30	61
11:45			151	120	271	23:45			22	27	49
TOTALS	0	0	3663	3784	7447	TOTALS	0	0	8596	5436	14032
SPLIT %	0%	0%	49%	51%	35%	SPLIT %	0%	0%	61%	39%	65%

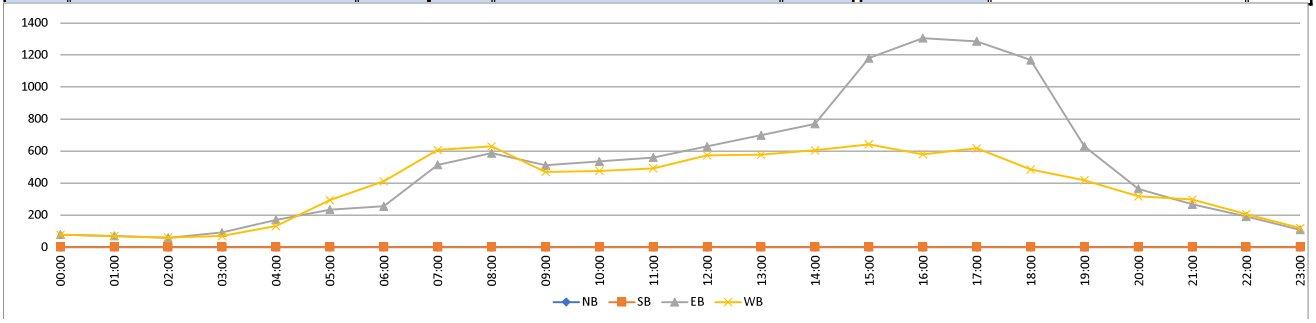
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			78	77	155
01:00	02:00			70	68	138
02:00	03:00			58	61	119
03:00	04:00			91	69	160
04:00	05:00			170	131	301
05:00	06:00			234	293	527
06:00	07:00			255	411	666
07:00	08:00			514	607	1121
08:00	09:00			587	629	1216
09:00	10:00			511	470	981
10:00	11:00			535	476	1011
11:00	12:00			560	492	1052
12:00	13:00			629	573	1202
13:00	14:00			699	577	1276
14:00	15:00			770	605	1375
15:00	16:00			1180	642	1822
16:00	17:00			1305	580	1885
17:00	18:00			1285	617	1902
18:00	19:00			1168	485	1653
19:00	20:00			630	418	1048
20:00	21:00			364	317	681
21:00	22:00			267	297	564
22:00	23:00			191	206	397
23:00	00:00			108	119	227

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3663	3784	7447
Peak Hour			7:45	7:30	7:30
Peak Volume			658	676	1327
Peak Hour Factor			0.904	0.949	0.929
Peak Period	12:00	to	00:00		
Volume			8596	5436	14032
Peak Hour			16:45	15:00	16:45
Peak Volume			1317	642	1930
Peak Hour Factor			0.941	0.939	0.952
Peak Period	07:00	to	09:00		
Volume			1101	1236	2337
Peak Hour			7:45	7:30	7:30
Peak Volume			658	676	1327
Peak Hour Factor			0.904	0.949	0.929
Peak Period	16:00	to	18:00		
Volume			2590	1197	3787
Peak Hour			16:45	17:00	16:45
Peak Volume			1317	617	1930
Peak Hour Factor			0.941	0.958	0.952



Prepared by National Data & Surveying Services

CLASSIFICATION

E Olympic Blvd E/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_011

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	45	3	1	3	0	0	0	0	0	0	0	0	52	0	73	7	2	0	0	0	0	2	1	0	0	0	85	0	118	10	3	3	0	0	0	2	1	0	0	0	137
1:00	0	60	7	1	1	0	0	0	0	1	0	0	0	70	2	56	13	1	1	0	0	0	2	0	0	0	0	75	2	116	20	2	2	0	0	0	2	1	0	0	0	145
2:00	0	42	7	0	1	0	0	0	0	3	0	0	0	53	0	51	8	0	4	0	0	0	2	0	0	0	0	65	0	93	15	0	5	0	0	0	2	3	0	0	0	118
3:00	0	72	8	0	3	0	0	0	1	1	0	0	0	85	0	41	8	1	10	2	0	0	9	1	0	0	0	72	0	113	16	1	13	2	0	0	10	2	0	0	0	157
4:00	0	132	18	0	5	0	0	0	0	5	0	0	0	160	0	118	23	1	14	0	0	1	4	3	0	0	0	164	0	250	41	1	19	0	0	1	4	8	0	0	0	324
5:00	0	168	36	3	7	2	0	0	2	5	0	0	0	223	0	214	67	5	33	1	0	0	6	4	0	0	0	330	0	382	103	8	40	3	0	0	8	9	0	0	0	553
6:00	2	141	40	7	10	1	0	0	0	2	0	0	0	203	0	295	98	7	30	2	0	1	3	5	0	0	0	441	2	436	138	14	40	3	0	1	3	7	0	0	0	644
7:00	2	338	67	7	11	5	0	2	2	5	0	0	0	439	1	447	108	8	27	3	0	5	5	1	0	0	0	605	3	785	175	15	38	8	0	7	7	6	0	0	0	1044
8:00	0	430	86	14	7	0	0	1	3	1	0	0	0	542	1	456	100	7	15	0	0	7	3	0	0	0	0	589	1	886	186	21	22	0	0	8	6	1	0	0	0	1131
9:00	0	305	62	7	14	1	0	1	4	3	0	0	0	397	0	378	77	7	23	4	0	2	12	3	0	0	0	506	0	683	139	14	37	5	0	3	16	6	0	0	0	903
10:00	0	346	83	6	29	1	0	4	7	2	0	0	0	478	1	333	99	6	18	1	0	6	7	9	0	0	0	480	1	679	182	12	47	2	0	10	14	11	0	0	0	958
11:00	0	359	96	6	19	5	0	8	4	2	0	0	0	499	0	381	60	6	18	4	0	8	0	4	0	0	0	481	0	740	156	12	37	9	0	16	4	6	0	0	0	980
12:00	1	407	83	6	26	6	0	0	2	4	0	0	0	535	1	437	95	7	11	4	0	5	2	6	0	0	0	568	2	844	178	13	37	10	0	5	4	10	0	0	0	1103
13:00	1	474	88	9	27	1	0	5	2	9	0	0	0	616	0	455	95	9	16	5	0	5	1	4	0	0	0	590	1	929	183	18	43	6	0	10	3	13	0	0	0	1206
14:00	0	516	127	8	34	2	0	6	0	4	0	0	0	697	2	461	95	7	15	0	0	1	4	5	0	0	0	590	2	977	222	15	49	2	0	7	4	9	0	0	0	1287
15:00	1	792	201	10	28	4	0	2	3	0	0	0	0	1041	1	475	90	9	16	0	0	2	5	6	0	0	0	604	2	1267	291	19	44	4	0	4	8	6	0	0	0	1645
16:00	1	990	221	7	31	3	0	3	1	2	0	0	0	1259	1	477	84	8	6	0	0	1	2	0	0	0	0	579	2	1467	305	15	37	3	0	4	3	2	0	0	0	1838
17:00	1	996	175	5	31	1	0	2	6	3	0	0	0	1220	3	503	95	7	5	1	0	2	5	3	0	0	0	624	4	1499	270	12	36	2	0	4	11	6	0	0	0	1844
18:00	2	866	154	4	28	0	0	2	2	7	0	0	0	1065	0	351	56	6	4	0	0	0	4	2	0	0	0	423	2	1217	210	10	32	0	0	2	6	9	0	0	0	1488
19:00	0	463	71	3	12	0	0	0	0	6	0	0	0	555	0	312	48	5	2	0	0	0	6	1	0	0	0	374	0	775	119	8	14	0	0	0	6	7	0	0	0	929
20:00	1	264	41	1	4	2	0	0	2	2	0	0	0	317	0	286	33	3	2	0	0	0	2	5	0	0	0	331	1	550	74	4	6	2	0	0	4	7	0	0	0	648
21:00	0	204	22	1	4	0	0	1	3	0	0	0	0	235	0	263	35	1	1	2	0	0	4	2	0	0	0	308	0	467	57	2	5	2	0	1	7	2	0	0	0	543
22:00	0	121	21	1	1	0	0	0	1	3	0	0	0	148	1	173	21	1	1	1	0	1	2	1	0	0	0	202	1	294	42	2	2	1	0	1	3	4	0	0	0	350
23:00	0	65	12	1	3	0	0	0	0	0	0	0	0	81	0	119	7	2	2	0	0	1	0	3	0	0	0	134	0	184	19	3	5	0	0	1	0	3	0	0	0	215
Totals	12	8,596	1,729	108	339	34	0	37	45	70	0	0	0	10,970	14	7,155	1,422	116	274	30	0	48	92	69	0	0	0	9,220	26	15,751	3,151	224	613	64	0	85	137	139	0	0	0	20,190
% of Totals	0%	78%	16%	1%	3%	0%		0%	0%	1%				100%	0%	78%	15%	1%	3%	0%		1%	1%	1%				100%	0%	78%	16%	1%	3%	0%		0%	1%	1%				100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



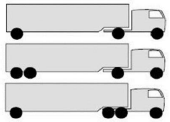
#5 2-Axle, 6-Tire Single Units



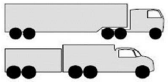
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	4	2438	513	52	110	15	0	16	23	30	0	0	0	3201	5	2843	668	51	193	17	0	30	55	31	0	0	0	3893	9	5281	1181	103	303	32	0	46	78	61	0	0	0	7094
%	0%	22%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	29%	0%	31%	7%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	42%	0%	26%	6%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	35%
Peak Hour	5:45	7:45	11:30	7:45	10:15	11:30	0:00	10:45	10:00	5:30	0:00	0:00	0:00	7:45	0:45	7:30	7:00	7:15	5:30	11:15	0:00	10:45	9:00	10:00	0:00	0:00	0:00	7:30	7:30	7:45	7:45	7:45	10:15	11:15	0:00	10:45	9:00	5:30	0:00	0:00	0:00	7:30
Peak Volume	2	478	104	14	31	8	0	9	7	6	0	0	0	593	2	506	108	10	40	6	0	10	12	9	0	0	0	660	4	973	192	23	54	13	0	19	16	11	0	0	0	1240
12:00 - 24:00	8	6158	1216	56	229	19	0	21	22	40	0	0	0	7769	9	4312	754	65	81	13	0	18	37	38	0	0	0	5327	17	10470	1970	121	310	32	0	39	59	78	0	0	0	13096
%	0%	56%	11%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	71%	0%	47%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	58%	0%	52%	10%	1%	2%	0%	0%	0%	0%	0%	0%	0%	0%	65%
Peak Hour	12:45	16:45	15:45	15:15	13:45	12:00	12:00	14:00	17:00	18:45	12:00	12:00	12:00	16:45	16:30	17:00	13:15	15:30	13:15	13:00	12:00	12:15	18:45	14:15	12:00	12:00	12:00	17:00	16:30	16:45	15:45	15:15	13:45	12:00	12:00	12:30	17:00	12:45	12:00	12:00	12:00	16:45
Peak Volume	2	1035	236	12	40	6	0	6	6	10	0	0	0	1268	3	503	103	11	20	5	0	6	7	8	0	0	0	624	5	1528	328	21	55	10	0	11	11	14	0	0	0	1871
07:00 - 09:00	2	768	153	21	18	5	0	3	5	6	0	0	0	981	2	903	208	15	42	3	0	12	8	1	0	0	0	1194	4	1671	361	36	60	8	0	15	13	7	0	0	0	2175
%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%
Peak Hour	7:00	7:45	7:30	7:45	7:00	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:45	7:30	7:30	7:00	7:15	7:00	7:00	7:00	7:30	7:15	7:00	7:00	7:00	7:00	7:30	7:30	7:45	7:45	7:45	7:00	7:00	7:00	7:30	7:15	7:00	7:00	7:00	7:00	7:30
Peak Volume	2	478	86	14	11	5	0	2	4	5	0	0	0	593	2	506	108	10	27	3	0	8	6	1	0	0	0	660	4	973	192	23	38	8	0	9	10	6	0	0	0	1240
16:00 - 18:00	2	1986	396	12	62	4	0	5	7	5	0	0	0	2479	4	980	179	15	11	1	0	3	7	3	0	0	0	1203	6	2966	575	27	73	5	0	8	14	8	0	0	0	3682
%	0%	18%	4%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	23%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:15	16:45	16:00	16:00	16:45	16:00	16:00	16:00	17:00	17:00	16:00	16:00	16:00	16:45	16:30	17:00	16:15	16:00	16:15	16:45	16:00	16:45	17:00	17:00	16:00	16:00	16:00	17:00	16:30	16:45	16:00	16:00	16:45	16:00	16:00	16:00	17:00	17:00	16:00	16:00	16:00	16:45
Peak Volume	2	1035	221	7	33	3	0	3	6	3	0	0	0	1268	3	503	95	8	10	1	0	3	5	3	0	0	0	624	5	1528	305	15	42	3	0	4	11	6	0	0	0	1871

Prepared by National Data & Surveying Services

CLASSIFICATION

E Olympic Blvd E/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_011

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	20	0	0	2	0	0	0	0	0	0	0	0	22	0	27	2	0	0	0	0	0	1	0	0	0	0	30	0	47	2	0	2	0	0	0	1	0	0	0	0	52
0:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	11	3	1	0	0	0	0	1	0	0	0	0	16	0	23	4	1	0	0	0	0	1	0	0	0	0	29
0:30	0	10	1	1	0	0	0	0	0	0	0	0	0	12	0	23	1	1	0	0	0	0	0	0	0	0	0	25	0	33	2	2	0	0	0	0	0	0	0	0	0	37
0:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	0	12	1	0	0	0	0	0	0	1	0	0	0	14	0	15	2	0	1	0	0	0	0	1	0	0	0	19
1:00	0	13	0	0	0	0	0	0	0	1	0	0	0	14	1	13	4	0	1	0	0	0	0	0	0	0	0	19	1	26	4	0	1	0	0	0	0	1	0	0	0	33
1:15	0	10	4	0	1	0	0	0	0	0	0	0	0	15	0	12	3	0	0	0	0	0	0	0	0	0	0	15	0	22	7	0	1	0	0	0	0	0	0	0	0	30
1:30	0	8	3	1	0	0	0	0	0	0	0	0	0	12	1	12	2	0	0	0	0	0	1	0	0	0	0	16	1	20	5	1	0	0	0	0	1	0	0	0	0	28
1:45	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	19	4	1	0	0	0	0	1	0	0	0	0	25	0	48	4	1	0	0	0	0	1	0	0	0	0	54
2:00	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	28	6	0	1	0	0	0	0	0	0	0	0	35
2:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	11	3	0	1	0	0	0	1	0	0	0	0	16	0	22	4	0	1	0	0	0	1	0	0	0	0	28
2:30	0	7	3	0	0	0	0	0	0	2	0	0	0	12	0	15	1	0	1	0	0	0	0	0	0	0	0	17	0	22	4	0	1	0	0	0	0	2	0	0	0	29
2:45	0	13	1	0	0	0	0	0	0	1	0	0	0	15	0	8	0	0	2	0	0	0	1	0	0	0	0	11	0	21	1	0	2	0	0	0	1	1	0	0	0	26
3:00	0	11	4	0	0	0	0	0	0	0	0	0	0	15	0	7	2	0	2	0	0	0	2	0	0	0	0	13	0	18	6	0	2	0	0	0	2	0	0	0	0	28
3:15	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	6	2	0	3	0	0	0	3	0	0	0	0	14	0	25	2	0	4	0	0	0	3	0	0	0	0	34
3:30	0	16	3	0	0	0	0	0	0	1	0	0	0	20	0	19	0	0	3	1	0	0	3	0	0	0	0	26	0	35	3	0	3	1	0	0	3	1	0	0	0	46
3:45	0	26	1	0	2	0	0	0	1	0	0	0	0	30	0	9	4	1	2	1	0	0	1	1	0	0	0	19	0	35	5	1	4	1	0	0	2	1	0	0	0	49
4:00	0	15	3	0	1	0	0	0	0	2	0	0	0	21	0	12	2	0	4	0	0	0	1	0	0	0	0	19	0	27	5	0	5	0	0	0	1	2	0	0	0	40
4:15	0	26	4	0	2	0	0	0	0	1	0	0	0	33	0	25	7	0	4	0	0	0	2	3	0	0	0	41	0	51	11	0	6	0	0	0	2	4	0	0	0	74
4:30	0	44	7	0	0	0	0	0	0	1	0	0	0	52	0	35	5	0	3	0	0	0	1	0	0	0	0	44	0	79	12	0	3	0	0	0	1	1	0	0	0	96
4:45	0	47	4	0	2	0	0	0	0	1	0	0	0	54	0	46	9	1	3	0	0	1	0	0	0	0	0	60	0	93	13	1	5	0	0	1	0	1	0	0	0	114
5:00	0	22	7	1	1	0	0	0	2	1	0	0	0	34	0	47	13	1	4	0	0	0	1	2	0	0	0	68	0	69	20	2	5	0	0	0	3	3	0	0	0	102
5:15	0	35	10	0	5	1	0	0	0	0	0	0	0	51	0	56	14	1	2	0	0	0	1	0	0	0	0	74	0	91	24	1	7	1	0	0	1	0	0	0	0	125
5:30	0	58	11	1	0	1	0	0	0	2	0	0	0	73	0	57	22	1	13	0	0	0	4	2	0	0	0	99	0	115	33	2	13	1	0	0	4	4	0	0	0	172
5:45	0	53	8	1	1	0	0	0	0	2	0	0	0	65	0	54	18	2	14	1	0	0	0	0	0	0	0	89	0	107	26	3	15	1	0	0	0	2	0	0	0	154
6:00	0	32	6	0	2	0	0	0	0	1	0	0	0	41	0	80	23	1	3	0	0	0	1	0	0	0	0	108	0	112	29	1	5	0	0	0	1	1	0	0	0	149
6:15	1	23	14	1	3	1	0	0	0	1	0	0	0	44	0	65	31	2	10	0	0	0	1	3	0	0	0	112	1	88	45	3	13	1	0	0	1	4	0	0	0	156
6:30	1	40	4	4	3	0	0	0	0	0	0	0	0	52	0	67	26	1	4	0	0	0	0	1	0	0	0	99	1	107	30	5	7	0	0	0	0	1	0	0	0	151
6:45	0	46	16	2	2	0	0	0	0	0	0	0	0	66	0	83	18	3	13	2	0	1	1	1	0	0	0	122	0	129	34	5	15	2	0	1	1	1	0	0	0	188
7:00	0	66	12	2	4	2	0	1	0	2	0	0	0	89	0	95	29	2	7	0	0	1	1	0	0	0	0	135	0	161	41	4	11	2	0	2	1	2	0	0	0	224
7:15	0	57	9	1	0	1	0	0	0	0	0	0	0	68	0	96	19	1	6	0	0	0	3	1	0	0	0	126	0	153	28	2	6	1	0	0	3	1	0	0	0	194
7:30	1	94	22	3	4	2	0	1	0	1	0	0	0	128	0	123	30	2	9	2	0	3	0	0	0	0	0	169	1	217	52	5	13	4	0	4	0	1	0	0	0	297
7:45	1	121	24	1	3	0	0	0	2	2	0	0	0	154	1	133	30	3	5	1	0	1	1	0	0	0	0	175	2	254	54	4	8	1	0	1	3	2	0	0	0	329
8:00	0	128	23	5	1	0	0	0	2	0	0	0	0	159	0	108	17	4	6	0	0	1	2	0	0	0	0	138	0	236	40	9	7	0	0	1	4	0	0	0	0	297
8:15	0	118	17	3	1	0	0	0	0	0	0	0	0	139	1	142	28	1	3	0	0	3	0	0	0	0	0	178	1	260	45	4	4	0	0	3	0	0	0	0	0	317
8:30	0	111	22	5	2	0	0	1	0	0	0	0	0	141	0	112	31	1	4	0	0	2	1	0	0	0	0	151	0	223	53	6	6	0	0	3	1	0	0	0	0	292
8:45	0	73	24	1	3	0	0	0	1	1	0	0	0	103	0	94	24	1	2	0	0	1	0	0	0	0	0	122	0	167	48	2	5	0	0	1	1	1	0	0	0	225
9:00	0	64	9	2	2	1	0	1	1	0	0	0	0	80	0	98	21	1	5	1	0	0	1	0	0	0	0	127	0	162	30	3	7	2	0	1	2	0	0	0	0	207
9:15	0	68	19	2	2	0	0	0	0	0	0	0	0	91	0	98	19	2	8	0	0	0	7	0	0	0	0	134	0	166	38	4	10	0	0	0	7	0	0	0	0	225
9:30	0	82	17	2	6	0	0	0	2	1	0	0	0	110	0	99	18	3	1	1	0	1	1	1	0	0	0	125	0	181	35	5	7	1	0	1	3	2	0	0	0	235
9:45	0	91	17	1	4	0	0	0	1	2	0	0	0	116	0	83	19	1	9	2	0	1	3	2	0	0	0	120	0	174	36	2	13	2	0	1	4	4	0	0	0	236
10:00	0	83	24	2	2	0	0	0	1	0	0	0	0	112	0	85	28	1	0	0	0	1	1	5	0	0	0	121	0	168	52	3	2	0	0	1	2	5	0	0	0	233
10:15	0	86	23	1	13	1	0	0	1	0	0	0	0	125	0	90	26	2	9	0	0	1	2	0	0	0	0	130	0	176	49	3	22	1	0	1	3	0	0	0	0	255
10:30	0	104	19	1	5	0	0	2	3	0	0	0	0	134	1	98	19	2	4	1	0	1	2	1	0	0	0	129	1	202	38	3	9	1	0	3	5	1	0	0	0	263
10:45	0	73	17	2	9	0	0	2	2	2	0	0	0	107	0	60	26	1	5	0	0	3	2	3	0	0	0	100	0	133	43	3	14	0	0	5	4	5	0	0	0	207
11:00	0	82	18	2	4	0	0	2	1	0	0	0	0	109	0	106	17	1	5	1	0	1	0	1	0	0	0	132	0	188	35	3	9	1	0	3	1	1	0	0	0	241
11:15	0	82	19	1	5	1	0	2	1	0	0	0	0	111	0	92	14	2	6	1	0	3	0	2	0	0	0	120	0	174	33	3	11	2	0	5	1	2	0	0	0	231
11:30	0	101	32	2	5	2	0	3	0	1	0	0	0	146	0	89	16	1	1	1	0	3	0	1	0	0	0	112	0	190	48	3	6	3	0	6	0	2	0	0	0	258
11:45	0	94	27	1	5	2	0	1	2	1	0	0	0	133	0	94	13	2	6	1	0	1	0	0	0	0	0	117	0	188	40	3	11	3	0	2	2	1	0	0	0	250

Prepared by National Data & Surveying Services

CLASSIFICATION

E Olympic Blvd E/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_011

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	105	24	2	5	2	0	0	2	0	0	0	0	140	0	106	25	1	2	3	0	0	1	1	0	0	0	139	0	211	49	3	7	5	0	0	3	1	0	0	0	279
12:15	0	94	21	1	7	2	0	0	0	0	0	0	0	125	0	109	24	3	3	0	0	3	0	3	0	0	0	145	0	203	45	4	10	2	0	3	0	3	0	0	0	270
12:30	0	117	25	1	6	1	0	0	0	2	0	0	0	152	0	121	20	1	3	1	0	2	1	0	0	0	0	149	0	238	45	2	9	2	0	2	1	2	0	0	0	301
12:45	1	91	13	2	8	1	0	0	0	2	0	0	0	118	1	101	26	2	3	0	0	0	0	2	0	0	0	135	2	192	39	4	11	1	0	0	0	4	0	0	0	253
13:00	0	118	24	1	5	0	0	3	0	3	0	0	0	154	0	106	20	1	3	1	0	1	0	0	0	0	0	132	0	224	44	2	8	1	0	4	0	3	0	0	0	286
13:15	0	111	18	2	7	1	0	2	1	2	0	0	0	144	0	113	33	5	3	1	0	3	1	2	0	0	0	161	0	224	51	7	10	2	0	5	2	4	0	0	0	305
13:30	1	114	24	5	5	0	0	0	0	2	0	0	0	151	0	119	22	2	8	2	0	0	0	1	0	0	0	154	1	233	46	7	13	2	0	0	0	3	0	0	0	305
13:45	0	131	22	1	10	0	0	0	1	2	0	0	0	167	0	117	20	1	2	1	0	1	0	1	0	0	0	143	0	248	42	2	12	1	0	1	1	3	0	0	0	310
14:00	0	123	37	2	8	0	0	1	0	1	0	0	0	172	0	117	28	2	7	0	0	0	1	1	0	0	0	156	0	240	65	4	15	0	0	1	1	2	0	0	0	328
14:15	0	129	25	2	11	2	0	2	0	2	0	0	0	173	1	119	16	1	3	0	0	0	1	2	0	0	0	143	1	248	41	3	14	2	0	2	1	4	0	0	0	316
14:30	0	143	32	1	11	0	0	0	0	0	0	0	0	187	0	108	28	3	3	0	0	1	1	1	0	0	0	145	0	251	60	4	14	0	0	1	1	1	0	0	0	332
14:45	0	121	33	3	4	0	0	3	0	1	0	0	0	165	1	117	23	1	2	0	0	0	1	1	0	0	0	146	1	238	56	4	6	0	0	3	1	2	0	0	0	311
15:00	1	175	34	1	5	2	0	1	0	0	0	0	0	219	0	122	20	2	7	0	0	2	1	4	0	0	0	158	1	297	54	3	12	2	0	3	1	4	0	0	0	377
15:15	0	216	45	3	6	2	0	1	1	0	0	0	0	274	1	121	22	1	4	0	0	0	2	0	0	0	0	151	1	337	67	4	10	2	0	1	3	0	0	0	0	425
15:30	0	184	55	4	10	0	0	0	1	0	0	0	0	254	0	101	28	5	2	0	0	0	2	1	0	0	0	139	0	285	83	9	12	0	0	0	3	1	0	0	0	393
15:45	0	217	67	2	7	0	0	0	1	0	0	0	0	294	0	131	20	1	3	0	0	0	0	1	0	0	0	156	0	348	87	3	10	0	0	0	1	1	0	0	0	450
16:00	0	244	59	3	12	1	0	1	1	2	0	0	0	323	0	114	16	2	0	0	0	0	0	0	0	0	0	132	0	358	75	5	12	1	0	1	1	2	0	0	0	455
16:15	0	246	50	1	7	0	0	2	0	0	0	0	0	306	0	109	28	3	1	0	0	0	1	0	0	0	0	142	0	355	78	4	8	0	0	2	1	0	0	0	0	448
16:30	0	212	60	2	5	1	0	0	0	0	0	0	0	280	1	133	28	1	1	0	0	0	1	0	0	0	0	165	1	345	88	3	6	1	0	0	1	0	0	0	0	445
16:45	1	288	52	1	7	1	0	0	0	0	0	0	0	350	0	121	12	2	4	0	0	1	0	0	0	0	0	140	1	409	64	3	11	1	0	1	0	0	0	0	0	490
17:00	1	233	43	1	7	0	0	0	1	1	0	0	0	287	1	115	27	2	4	0	0	0	2	0	0	0	0	151	2	348	70	3	11	0	0	0	3	1	0	0	0	438
17:15	0	266	44	2	11	1	0	1	4	0	0	0	0	329	1	128	23	2	1	0	0	1	0	1	0	0	0	157	1	394	67	4	12	1	0	2	4	1	0	0	0	486
17:30	0	248	43	2	8	0	0	0	0	1	0	0	0	302	0	129	20	2	0	1	0	1	1	1	0	0	0	155	0	377	63	4	8	1	0	1	1	2	0	0	0	457
17:45	0	249	45	0	5	0	0	1	1	1	0	0	0	302	1	131	25	1	0	0	0	0	2	1	0	0	0	161	1	380	70	1	5	0	0	1	3	2	0	0	0	463
18:00	0	227	48	2	10	0	0	0	0	0	0	0	0	287	0	109	14	2	1	0	0	0	1	1	0	0	0	128	0	336	62	4	11	0	0	0	1	1	0	0	0	415
18:15	0	235	40	1	6	0	0	2	1	0	0	0	0	285	0	93	14	2	2	0	0	0	2	0	0	0	0	113	0	328	54	3	8	0	0	2	3	0	0	0	0	398
18:30	1	254	42	1	7	0	0	0	1	1	0	0	0	307	0	76	17	1	1	0	0	0	0	1	0	0	0	96	1	330	59	2	8	0	0	0	1	2	0	0	0	403
18:45	1	150	24	0	5	0	0	0	0	6	0	0	0	186	0	73	11	1	0	0	0	0	1	0	0	0	0	86	1	223	35	1	5	0	0	0	1	6	0	0	0	272
19:00	0	147	24	1	1	0	0	0	0	1	0	0	0	174	0	107	13	1	0	0	0	0	3	0	0	0	0	124	0	254	37	2	1	0	0	0	3	1	0	0	0	298
19:15	0	123	15	0	6	0	0	0	0	0	0	0	0	144	0	81	16	2	1	0	0	0	1	0	0	0	0	101	0	204	31	2	7	0	0	0	1	0	0	0	0	245
19:30	0	113	21	1	3	0	0	0	0	3	0	0	0	141	0	66	11	1	0	0	0	0	2	1	0	0	0	81	0	179	32	2	3	0	0	0	2	4	0	0	0	222
19:45	0	80	11	1	2	0	0	0	0	2	0	0	0	96	0	58	8	1	1	0	0	0	0	0	0	0	0	68	0	138	19	2	3	0	0	0	0	2	0	0	0	164
20:00	0	71	9	0	2	1	0	0	0	0	0	0	0	83	0	80	10	0	1	0	0	0	2	2	0	0	0	95	0	151	19	0	3	1	0	0	2	2	0	0	0	178
20:15	0	66	15	0	2	1	0	0	2	0	0	0	0	86	0	66	5	1	0	0	0	0	0	0	0	0	0	72	0	132	20	1	2	1	0	0	2	0	0	0	0	158
20:30	1	64	11	0	0	0	0	0	0	0	0	0	0	76	0	72	10	1	0	0	0	0	0	3	0	0	0	86	1	136	21	1	0	0	0	0	0	3	0	0	0	162
20:45	0	63	6	1	0	0	0	0	0	2	0	0	0	72	0	68	8	1	1	0	0	0	0	0	0	0	0	78	0	131	14	2	1	0	0	0	0	2	0	0	0	150
21:00	0	46	7	0	1	0	0	1	0	0	0	0	0	55	0	70	13	0	0	1	0	0	0	2	0	0	0	86	0	116	20	0	1	1	0	1	0	2	0	0	0	141
21:15	0	45	5	0	2	0	0	0	0	0	0	0	0	52	0	67	6	0	0	0	0	0	2	0	0	0	0	75	0	112	11	0	2	0	0	0	2	0	0	0	0	127
21:30	0	53	6	1	1	0	0	0	2	0	0	0	0	63	0	70	6	1	1	1	0	0	1	0	0	0	0	80	0	123	12	2	2	1	0	0	3	0	0	0	0	143
21:45	0	60	4	0	0	0	0	0	1	0	0	0	0	65	0	56	10	0	0	0	0	0	1	0	0	0	0	67	0	116	14	0	0	0	0	0	2	0	0	0	0	132
22:00	0	37	8	0	0	0	0	0	0	1	0	0	0	46	0	57	6	0	0	1	0	0	0	0	0	0	0	64	0	94	14	0	0	1	0	0	0	1	0	0	0	110
22:15	0	34	4	0	0	0	0	0	1	0	0	0	0	39	1	50	10	0	0	0	0	1	0	1	0	0	0	63	1	84	14	0	0	0	0	1	1	1	0	0	0	102
22:30	0	22	4	1	1	0	0	0	0	0	0	0	0	28	0	38	4	1	0	0	0	0	1	0	0	0	0	44	0	60	8	2	1	0	0	0	1	0	0	0	0	72
22:45	0	28	5	0	0	0	0	0	0	2	0	0	0	35	0	28	1	0	1	0	0	0	1	0	0	0	0	31	0	56	6	0	1	0	0	0	1	2	0	0	0	66
23:00	0	14	4	0	1	0	0	0	0	0	0	0	0	19	0	37	1	0	0	0	0	1	0	1	0	0	0	40	0	51	5	0	1	0	0	1	0	1	0	0	0	59
23:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	45	4	0	0	0	0	0	0	0	0	0	0	49
23:30	0	19	3	1	2	0	0	0	0	0	0	0	0	25	0	35	1	2	2	0	0	0	0	1	0	0	0	41	0	54	4	3	4	0	0	0	0	1	0	0	0	66
23:45	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	23	3	0	0	0	0	0	1	0	0	0	0	27	0	34	6	0	0	0	0	0	1	0	0	0	0	41
Totals	**12**	**8,596**	**1,729**	**108**	**339**	**34**	**0**	**37**	**45**	**70**	**0**	**0**	**0**	**10,970**	**14**	**7,155**	**1,422**	**116**	**274**	**30**	**0**	**48**	**92**	**69**	**0**	**0**	**0**	**9,220**	**26**	**15,751**	**3,151**	**224**	**613**	**64**	**0**	**85**	**137**	**139**	**0**	**0**	**0**	**20,190**
% of Totals	0%	78%	16%	1%	3%	0%		0%	0%	1%				100%	0%	78%	15%	1%	3%	0%		1%	1%	1%				100%	0%	78%	16%	1%	3%	0%		0%	1%	1%				100%

Prepared by National Data & Surveying Services

VOLUME

E Olympic Blvd E/O S Atlantic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,970	9,220	20,190

DAILY TOTALS

15-Minutes Interval

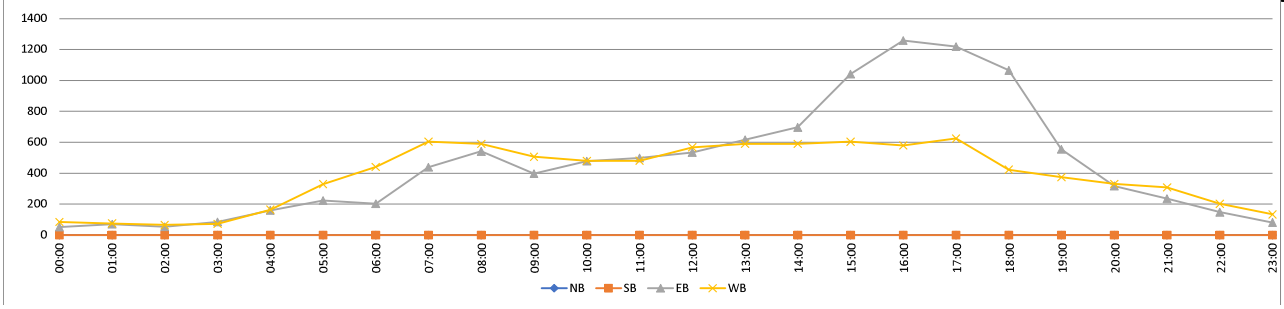
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			22	30	52	12:00			140	139	279
0:15			13	16	29	12:15			125	145	270
0:30			12	25	37	12:30			152	149	301
0:45			5	14	19	12:45			118	135	253
1:00			14	19	33	13:00			154	132	286
1:15			15	15	30	13:15			144	161	305
1:30			12	16	28	13:30			151	154	305
1:45			29	25	54	13:45			167	143	310
2:00			14	21	35	14:00			172	156	328
2:15			12	16	28	14:15			173	143	316
2:30			12	17	29	14:30			187	145	332
2:45			15	11	26	14:45			165	146	311
3:00			15	13	28	15:00			219	158	377
3:15			20	14	34	15:15			274	151	425
3:30			20	26	46	15:30			254	139	393
3:45			30	19	49	15:45			294	156	450
4:00			21	19	40	16:00			323	132	455
4:15			33	41	74	16:15			306	142	448
4:30			52	44	96	16:30			280	165	445
4:45			54	60	114	16:45			350	140	490
5:00			34	68	102	17:00			287	151	438
5:15			51	74	125	17:15			329	157	486
5:30			73	99	172	17:30			302	155	457
5:45			65	89	154	17:45			302	161	463
6:00			41	108	149	18:00			287	128	415
6:15			44	112	156	18:15			285	113	398
6:30			52	99	151	18:30			307	96	403
6:45			66	122	188	18:45			186	86	272
7:00			89	135	224	19:00			174	124	298
7:15			68	126	194	19:15			144	101	245
7:30			128	169	297	19:30			141	81	222
7:45			154	175	329	19:45			96	68	164
8:00			159	138	297	20:00			83	95	178
8:15			139	178	317	20:15			86	72	158
8:30			141	151	292	20:30			76	86	162
8:45			103	122	225	20:45			72	78	150
9:00			80	127	207	21:00			55	86	141
9:15			91	134	225	21:15			52	75	127
9:30			110	125	235	21:30			63	80	143
9:45			116	120	236	21:45			65	67	132
10:00			112	121	233	22:00			46	64	110
10:15			125	130	255	22:15			39	63	102
10:30			134	129	263	22:30			28	44	72
10:45			107	100	207	22:45			35	31	66
11:00			109	132	241	23:00			19	40	59
11:15			111	120	231	23:15			23	26	49
11:30			146	112	258	23:30			25	41	66
11:45			133	117	250	23:45			14	27	41
TOTALS	0	0	3201	3893	7094	TOTALS	0	0	7769	5327	13096
SPLIT %	0%	0%	45%	55%	35%	SPLIT %	0%	0%	59%	41%	65%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			52	85	137
01:00	02:00			70	75	145
02:00	03:00			53	65	118
03:00	04:00			85	72	157
04:00	05:00			160	164	324
05:00	06:00			223	330	553
06:00	07:00			203	441	644
07:00	08:00			439	605	1044
08:00	09:00			542	589	1131
09:00	10:00			397	506	903
10:00	11:00			478	480	958
11:00	12:00			499	481	980
12:00	13:00			535	568	1103
13:00	14:00			616	590	1206
14:00	15:00			697	590	1287
15:00	16:00			1041	604	1645
16:00	17:00			1259	579	1838
17:00	18:00			1220	624	1844
18:00	19:00			1065	423	1488
19:00	20:00			555	374	929
20:00	21:00			317	331	648
21:00	22:00			235	308	543
22:00	23:00			148	202	350
23:00	00:00			81	134	215

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			3201	3893	7094
Peak Hour			7:45	7:30	7:30
Peak Volume			593	660	1240
Peak Hour Factor			0.932	0.927	0.942
Peak Period	12:00	to	00:00		
Volume			7769	5327	13096
Peak Hour			16:45	17:00	16:45
Peak Volume			1268	624	1871
Peak Hour Factor			0.906	0.969	0.955
Peak Period	07:00	to	09:00		
Volume			981	1194	2175
Peak Hour			7:45	7:30	7:30
Peak Volume			593	660	1240
Peak Hour Factor			0.932	0.927	0.942
Peak Period	16:00	to	18:00		
Volume			2479	1203	3682
Peak Hour			16:45	17:00	16:45
Peak Volume			1268	624	1871
Peak Hour Factor			0.906	0.969	0.955



Prepared by National Data & Surveying Services

CLASSIFICATION

Smithway St Bet Hoefner Ave & S Tubeway Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_012

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:00	0	5	1	0	1	1	0	0	0	0	0	0	0	8	0	3	0	0	0	1	0	0	0	0	0	0	0	4	0	8	1	0	1	2	0	0	0	0	0	0	0	12
2:00	0	2	2	0	0	1	0	1	0	0	0	0	0	6	1	3	1	0	0	0	0	0	0	0	0	0	0	5	1	5	3	0	0	1	0	1	0	0	0	0	0	11
3:00	0	8	2	1	0	0	0	1	1	0	0	0	0	13	0	9	3	1	0	0	0	0	0	0	0	0	0	13	0	17	5	2	0	0	0	1	1	0	0	0	0	26
4:00	0	39	9	1	1	0	0	1	0	0	0	0	0	51	0	28	4	0	0	0	0	1	0	0	0	0	0	33	0	67	13	1	1	0	0	1	1	0	0	0	0	84
5:00	0	94	10	4	2	1	0	2	0	0	0	0	0	113	0	43	9	0	1	1	0	0	3	0	0	0	0	57	0	137	19	4	3	2	0	2	3	0	0	0	0	170
6:00	0	46	14	3	1	2	0	1	0	0	0	0	0	67	0	52	9	1	0	1	0	0	0	0	0	0	0	63	0	98	23	4	1	3	0	1	0	0	0	0	0	130
7:00	1	80	15	1	2	0	0	2	2	0	0	0	0	103	0	95	16	6	2	1	0	0	3	0	0	0	0	123	1	175	31	7	4	1	0	2	5	0	0	0	0	226
8:00	1	86	13	3	3	1	0	2	3	0	0	0	0	112	0	78	14	5	2	1	0	3	3	0	0	0	0	106	1	164	27	8	5	2	0	5	6	0	0	0	0	218
9:00	0	65	18	6	5	4	0	1	5	0	0	0	0	104	0	98	26	1	4	3	0	0	7	0	0	0	0	139	0	163	44	7	9	7	0	1	12	0	0	0	0	243
10:00	0	68	14	3	6	3	0	1	6	0	0	0	0	101	0	103	15	6	7	2	0	1	6	0	0	0	0	140	0	171	29	9	13	5	0	2	12	0	0	0	0	241
11:00	0	88	28	3	5	2	0	1	6	0	0	0	0	133	3	92	16	0	9	4	0	1	6	0	0	0	0	131	3	180	44	3	14	6	0	2	12	0	0	0	0	264
12:00	0	119	19	7	5	0	0	1	4	0	0	0	0	155	2	129	24	4	8	5	0	2	3	0	0	0	0	177	2	248	43	11	13	5	0	3	7	0	0	0	0	332
13:00	0	136	28	7	8	1	0	4	3	0	0	0	0	187	0	145	16	5	8	2	0	0	8	0	0	0	0	184	0	281	44	12	16	3	0	4	11	0	0	0	0	371
14:00	0	152	30	7	6	2	0	3	3	0	0	0	0	203	0	171	28	7	1	2	0	0	1	0	0	0	0	210	0	323	58	14	7	4	0	3	4	0	0	0	0	413
15:00	0	171	27	5	6	0	0	1	2	0	0	0	0	212	0	125	22	5	1	0	0	5	1	0	0	0	0	159	0	296	49	10	7	0	0	6	3	0	0	0	0	371
16:00	0	174	24	1	4	0	0	1	2	0	0	0	0	206	1	177	38	2	8	0	0	2	2	0	0	0	0	230	1	351	62	3	12	0	0	3	4	0	0	0	0	436
17:00	0	205	28	2	3	0	0	2	0	0	0	0	0	240	0	121	8	1	3	0	0	0	2	0	0	0	0	135	0	326	36	3	6	0	0	2	2	0	0	0	0	375
18:00	0	97	12	2	4	0	0	1	2	0	0	0	0	118	0	83	11	0	1	1	0	0	2	0	0	0	0	98	0	180	23	2	5	1	0	1	4	0	0	0	0	216
19:00	0	71	7	2	0	1	0	0	0	0	0	0	0	81	1	35	3	0	0	0	0	0	0	0	0	0	0	39	1	106	10	2	0	1	0	0	0	0	0	0	0	120
20:00	0	53	7	1	1	0	0	0	0	0	0	0	0	62	1	31	4	1	0	1	0	0	0	0	0	0	0	38	1	84	11	2	1	1	0	0	0	0	0	0	0	100
21:00	1	64	9	0	1	0	0	1	0	0	0	0	0	76	0	28	1	0	1	1	0	0	2	0	0	0	0	33	1	92	10	0	2	1	0	1	2	0	0	0	0	109
22:00	0	24	3	0	0	0	0	0	0	0	0	0	0	27	1	16	2	1	0	0	0	0	1	0	0	0	0	21	1	40	5	1	0	0	0	0	1	0	0	0	0	48
23:00	0	12	1	0	0	0	0	1	3	0	0	0	0	17	0	19	1	0	1	0	0	0	1	0	0	0	0	22	0	31	2	0	1	0	0	1	4	0	0	0	0	39
Totals	3	1,862	322	59	64	19	0	28	42	0	0	0	0	2,399	10	1,688	271	46	57	26	0	14	52	0	0	0	0	2,164	13	3,550	593	105	121	45	0	42	94	0	0	0	0	4,563
% of Totals	0%	78%	13%	2%	3%	1%		1%	2%					100%	0%	78%	13%	2%	3%	1%		1%	2%					100%	0%	78%	13%	2%	3%	1%		1%	2%					100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



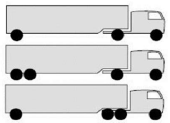
#5 2-Axle, 6-Tire Single Units



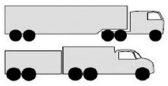
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	2	584	127	25	26	15	0	13	23	0	0	0	0	815	4	608	113	20	25	14	0	5	29	0	0	0	0	818	6	1192	240	45	51	29	0	18	52	0	0	0	0	1633
%	0%	24%	5%	1%	1%	1%	0%	1%	1%	0%	0%	0%	0%	34%	0%	28%	5%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%	38%	0%	26%	5%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%	36%
Peak Hour	6:15	11:45	11:00	8:45	9:30	9:15	0:00	6:45	10:30	0:00	0:00	0:00	0:00	11:45	11:45	11:45	9:00	7:00	11:15	8:45	0:00	7:45	9:15	0:00	0:00	0:00	0:00	11:45	11:45	11:45	9:00	10:15	11:15	8:45	0:00	8:00	9:15	0:00	0:00	0:00	0:00	11:45
Peak Volume	1	110	28	6	8	5	0	3	7	0	0	0	0	148	4	121	26	6	11	4	0	3	9	0	0	0	0	166	4	231	44	10	17	8	0	5	15	0	0	0	0	314
12:00 - 24:00	1	1278	195	34	38	4	0	15	19	0	0	0	0	1584	6	1080	158	26	32	12	0	9	23	0	0	0	0	1346	7	2358	353	60	70	16	0	24	42	0	0	0	0	2930
%	0%	53%	8%	1%	2%	0%	0%	1%	1%	0%	0%	0%	0%	66%	0%	50%	7%	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%	62%	0%	52%	8%	1%	2%	0%	0%	1%	1%	0%	0%	0%	0%	64%
Peak Hour	20:15	16:30	16:15	14:45	13:15	14:00	12:00	13:00	12:15	12:00	12:00	12:00	12:00	16:30	12:00	16:00	15:45	12:45	12:00	12:00	12:00	14:45	12:30	12:00	12:00	12:00	12:00	16:00	12:00	16:30	15:45	12:45	13:15	12:30	12:00	14:45	12:30	12:00	12:00	12:00	12:00	16:15
Peak Volume	1	225	33	9	10	2	0	4	5	0	0	0	0	263	2	177	43	8	8	5	0	5	8	0	0	0	0	230	2	393	71	16	17	6	0	7	11	0	0	0	0	468
07:00 - 09:00	2	166	28	4	5	1	0	4	5	0	0	0	0	215	0	173	30	11	4	2	0	3	6	0	0	0	0	229	2	339	58	15	9	3	0	7	11	0	0	0	0	444
%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%
Peak Hour	7:00	7:30	7:00	7:30	7:45	7:30	7:00	7:00	8:00	7:00	7:00	7:00	7:00	8:00	7:00	7:30	7:30	7:00	7:15	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:30	7:30	7:45	7:30	7:00	8:00	8:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	86	15	3	3	1	0	2	3	0	0	0	0	112	0	98	22	6	3	1	0	3	3	0	0	0	0	134	1	184	33	9	6	2	0	5	6	0	0	0	0	240
16:00 - 18:00	0	379	52	3	7	0	0	3	2	0	0	0	0	446	1	298	46	3	11	0	0	2	4	0	0	0	0	365	1	677	98	6	18	0	0	5	6	0	0	0	0	811
%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	14%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:00	16:30	16:15	16:30	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15
Peak Volume	0	225	33	3	4	0	0	2	2	0	0	0	0	263	1	177	38	2	8	0	0	2	3	0	0	0	0	230	1	393	62	4	12	0	0	3	4	0	0	0	0	468

Prepared by National Data & Surveying Services

CLASSIFICATION

Smithway St Bet Hoefner Ave & S Tubeway Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_012

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:15	0	1	0	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	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	1	0	0	1	1	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	1	2	0	0	0	0	0	0	0	4
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	1	0	0	0	0	1	0	0	0	0	0	3	1	2	1	0	0	0	0	0	0	0	0	0	0	4	1	3	2	0	0	0	0	1	0	0	0	0	0	7
2:45	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:15	0	1	1	0	0	0	0	1	1	0	0	0	0	4	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	1	1	0	0	0	1	1	0	0	0	0	6
3:30	0	3	0	1	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	1	1	0	0	0	0	0	0	0	0	0	7
3:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:30	0	8	1	1	0	0	0	1	0	0	0	0	0	11	0	8	1	0	0	0	0	0	1	0	0	0	0	10	0	16	2	1	0	0	0	1	1	0	0	0	0	21
4:45	0	26	7	0	0	0	0	0	0	0	0	0	0	33	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	45	9	0	0	0	0	0	0	0	0	0	0	54
5:00	0	31	1	0	1	0	0	1	0	0	0	0	0	34	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	39	2	0	1	0	0	1	0	0	0	0	0	43
5:15	0	22	3	2	0	0	0	0	0	0	0	0	0	27	0	9	3	0	1	0	0	0	2	0	0	0	0	15	0	31	6	2	1	0	0	0	2	0	0	0	0	42
5:30	0	23	2	1	1	1	0	0	0	0	0	0	0	28	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	32	4	1	1	1	0	0	0	0	0	0	0	39
5:45	0	18	4	1	0	0	0	1	0	0	0	0	0	24	0	17	3	0	0	1	0	0	1	0	0	0	0	22	0	35	7	1	0	1	0	1	1	0	0	0	0	46
6:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	13	3	1	0	0	0	0	0	0	0	0	0	17	0	26	5	1	0	0	0	0	0	0	0	0	0	32
6:15	0	12	2	0	0	2	0	0	0	0	0	0	0	16	0	11	2	0	0	1	0	0	0	0	0	0	0	14	0	23	4	0	0	3	0	0	0	0	0	0	0	30
6:30	0	11	2	1	0	0	0	0	0	0	0	0	0	14	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	19	3	1	0	0	0	0	0	0	0	0	0	23
6:45	0	10	8	2	1	0	0	1	0	0	0	0	0	22	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0	30	11	2	1	0	0	1	0	0	0	0	0	45
7:00	1	16	7	0	1	0	0	1	1	0	0	0	0	27	0	13	2	1	0	0	0	0	1	0	0	0	0	17	1	29	9	1	1	0	0	1	2	0	0	0	0	44
7:15	0	18	5	0	0	0	0	0	0	0	0	0	0	23	0	24	4	1	1	0	0	0	1	0	0	0	0	31	0	42	9	1	1	0	0	0	1	0	0	0	0	54
7:30	0	29	1	0	0	0	0	1	1	0	0	0	0	32	0	18	5	1	0	0	0	0	0	0	0	0	0	24	0	47	6	1	0	0	0	1	1	0	0	0	0	56
7:45	0	17	2	1	1	0	0	0	0	0	0	0	0	21	0	40	5	3	1	1	0	0	1	0	0	0	0	51	0	57	7	4	2	1	0	0	1	0	0	0	0	72
8:00	1	20	2	1	0	0	0	0	0	0	0	0	0	24	0	15	6	1	1	0	0	1	1	0	0	0	0	25	1	35	8	2	1	0	0	1	1	0	0	0	0	49
8:15	0	20	6	1	0	1	0	0	1	0	0	0	0	29	0	25	6	1	1	0	0	0	1	0	0	0	0	34	0	45	12	2	1	1	0	0	2	0	0	0	0	63
8:30	0	25	2	0	2	0	0	0	0	0	0	0	0	29	0	17	0	1	0	0	0	2	0	0	0	0	0	20	0	42	2	1	2	0	0	2	0	0	0	0	0	49
8:45	0	21	3	1	1	0	0	2	2	0	0	0	0	30	0	21	2	2	0	1	0	0	1	0	0	0	0	27	0	42	5	3	1	1	0	2	3	0	0	0	0	57
9:00	0	21	6	2	2	0	0	1	1	0	0	0	0	33	0	17	8	0	0	2	0	0	0	0	0	0	0	27	0	38	14	2	2	2	0	1	1	0	0	0	0	60
9:15	0	17	3	1	1	3	0	0	2	0	0	0	0	27	0	28	8	1	1	0	0	0	3	0	0	0	0	41	0	45	11	2	2	3	0	0	5	0	0	0	0	68
9:30	0	9	6	2	0	1	0	0	1	0	0	0	0	19	0	15	6	0	1	1	0	0	2	0	0	0	0	25	0	24	12	2	1	2	0	0	3	0	0	0	0	44
9:45	0	18	3	1	2	0	0	0	1	0	0	0	0	25	0	38	4	0	2	0	0	0	2	0	0	0	0	46	0	56	7	1	4	0	0	0	3	0	0	0	0	71
10:00	0	16	5	0	4	1	0	0	2	0	0	0	0	28	0	25	3	1	2	0	0	1	2	0	0	0	0	34	0	41	8	1	6	1	0	1	4	0	0	0	0	62
10:15	0	16	3	1	2	1	0	0	1	0	0	0	0	24	0	19	1	1	3	1	0	0	0	0	0	0	0	25	0	35	4	2	5	2	0	0	1	0	0	0	0	49
10:30	0	13	4	1	0	1	0	1	1	0	0	0	0	21	0	27	4	1	1	1	0	0	3	0	0	0	0	37	0	40	8	2	1	2	0	1	4	0	0	0	0	58
10:45	0	23	2	1	0	0	0	0	2	0	0	0	0	28	0	32	7	3	1	0	0	0	1	0	0	0	0	44	0	55	9	4	1	0	0	0	3	0	0	0	0	72
11:00	0	22	7	2	1	0	0	0	1	0	0	0	0	33	1	25	4	0	2	1	0	0	1	0	0	0	0	34	1	47	11	2	3	1	0	0	2	0	0	0	0	67
11:15	0	15	8	1	2	1	0	1	3	0	0	0	0	31	0	24	6	0	3	2	0	0	0	0	0	0	0	35	0	39	14	1	5	3	0	1	3	0	0	0	0	66
11:30	0	29	4	0	0	0	0	0	1	0	0	0	0	34	0	19	2	0	2	0	0	0	3	0	0	0	0	26	0	48	6	0	2	0	0	0	4	0	0	0	0	60
11:45	0	22	9	0	2	1	0	0	1	0	0	0	0	35	2	24	4	0	2	1	0	1	2	0	0	0	0	36	2	46	13	0	4	2	0	1	3	0	0	0	0	71

Prepared by National Data & Surveying Services

CLASSIFICATION

Smithway St Bet Hoefner Ave & S Tubeway Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_012

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	30	3	0	2	0	0	0	1	0	0	0	0	36	1	27	3	0	4	0	0	1	0	0	0	0	0	36	1	57	6	0	6	0	0	1	1	0	0	0	0	72
12:15	0	25	5	3	0	0	0	0	2	0	0	0	0	35	0	27	4	0	1	1	0	0	0	0	0	0	0	33	0	52	9	3	1	1	0	0	2	0	0	0	0	68
12:30	0	33	5	2	1	0	0	0	1	0	0	0	0	42	1	43	7	1	3	2	0	1	3	0	0	0	0	61	1	76	12	3	4	2	0	1	4	0	0	0	0	103
12:45	0	31	6	2	2	0	0	1	0	0	0	0	0	42	0	32	10	3	0	2	0	0	0	0	0	0	0	47	0	63	16	5	2	2	0	1	0	0	0	0	0	89
13:00	0	28	7	1	0	0	0	1	2	0	0	0	0	39	0	34	3	2	1	0	0	0	2	0	0	0	0	42	0	62	10	3	1	0	0	1	4	0	0	0	0	81
13:15	0	39	6	2	2	1	0	0	0	0	0	0	0	50	0	36	6	1	2	1	0	0	3	0	0	0	0	49	0	75	12	3	4	2	0	0	3	0	0	0	0	99
13:30	0	37	11	3	4	0	0	1	1	0	0	0	0	57	0	38	4	2	4	0	0	0	1	0	0	0	0	49	0	75	15	5	8	0	0	1	2	0	0	0	0	106
13:45	0	32	4	1	2	0	0	2	0	0	0	0	0	41	0	37	3	0	1	1	0	0	2	0	0	0	0	44	0	69	7	1	3	1	0	2	2	0	0	0	0	85
14:00	0	53	7	0	2	0	0	0	1	0	0	0	0	63	0	38	5	1	0	1	0	0	0	0	0	0	0	45	0	91	12	1	2	1	0	0	1	0	0	0	0	108
14:15	0	31	10	1	0	1	0	0	1	0	0	0	0	44	0	47	4	3	1	0	0	0	0	0	0	0	0	55	0	78	14	4	1	1	0	0	1	0	0	0	0	99
14:30	0	36	5	2	1	0	0	2	1	0	0	0	0	47	0	53	10	2	0	1	0	0	0	0	0	0	0	66	0	89	15	4	1	1	0	2	1	0	0	0	0	113
14:45	0	32	8	4	3	1	0	1	0	0	0	0	0	49	0	33	9	1	0	0	0	0	1	0	0	0	0	44	0	65	17	5	3	1	0	1	1	0	0	0	0	93
15:00	0	36	9	1	1	0	0	0	1	0	0	0	0	48	0	29	4	0	0	0	0	1	0	0	0	0	0	34	0	65	13	1	1	0	0	1	1	0	0	0	0	82
15:15	0	35	4	1	0	0	0	0	1	0	0	0	0	41	0	33	7	3	0	0	0	2	1	0	0	0	0	46	0	68	11	4	0	0	0	2	2	0	0	0	0	87
15:30	0	53	8	3	4	0	0	1	0	0	0	0	0	69	0	42	2	1	1	0	0	2	0	0	0	0	0	48	0	95	10	4	5	0	0	3	0	0	0	0	0	117
15:45	0	47	6	0	1	0	0	0	0	0	0	0	0	54	0	21	9	1	0	0	0	0	0	0	0	0	0	31	0	68	15	1	1	0	0	0	0	0	0	0	0	85
16:00	0	38	4	0	1	0	0	1	1	0	0	0	0	45	0	42	14	2	3	0	0	1	1	0	0	0	0	63	0	80	18	2	4	0	0	2	2	0	0	0	0	108
16:15	0	40	10	0	1	0	0	0	0	0	0	0	0	51	0	42	6	0	3	0	0	1	0	0	0	0	0	52	0	82	16	0	4	0	0	1	0	0	0	0	0	103
16:30	0	55	8	1	1	0	0	0	1	0	0	0	0	66	0	46	14	0	2	0	0	0	0	0	0	0	0	62	0	101	22	1	3	0	0	0	1	0	0	0	0	128
16:45	0	41	2	0	1	0	0	0	0	0	0	0	0	44	1	47	4	0	0	0	0	0	1	0	0	0	0	53	1	88	6	0	1	0	0	0	1	0	0	0	0	97
17:00	0	76	13	1	1	0	0	1	0	0	0	0	0	92	0	42	3	1	1	0	0	0	1	0	0	0	0	48	0	118	16	2	2	0	0	1	1	0	0	0	0	140
17:15	0	53	6	1	1	0	0	0	0	0	0	0	0	61	0	33	1	0	1	0	0	0	0	0	0	0	0	35	0	86	7	1	2	0	0	0	0	0	0	0	0	96
17:30	0	44	5	0	1	0	0	1	0	0	0	0	0	51	0	28	3	0	1	0	0	0	1	0	0	0	0	33	0	72	8	0	2	0	0	1	1	0	0	0	0	84
17:45	0	32	4	0	0	0	0	0	0	0	0	0	0	36	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	50	5	0	0	0	0	0	0	0	0	0	0	55
18:00	0	39	4	1	0	0	0	0	0	0	0	0	0	44	0	27	5	0	0	1	0	0	0	0	0	0	0	33	0	66	9	1	0	1	0	0	0	0	0	0	0	77
18:15	0	23	4	1	1	0	0	0	1	0	0	0	0	30	0	21	0	0	1	0	0	0	1	0	0	0	0	23	0	44	4	1	2	0	0	0	2	0	0	0	0	53
18:30	0	21	3	0	2	0	0	0	1	0	0	0	0	27	0	25	5	0	0	0	0	0	1	0	0	0	0	31	0	46	8	0	2	0	0	0	2	0	0	0	0	58
18:45	0	14	1	0	1	0	0	1	0	0	0	0	0	17	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	24	2	0	1	0	0	1	0	0	0	0	0	28
19:00	0	19	5	0	0	0	0	0	0	0	0	0	0	24	1	11	0	0	0	0	0	0	0	0	0	0	0	12	1	30	5	0	0	0	0	0	0	0	0	0	0	36
19:15	0	21	1	0	0	1	0	0	0	0	0	0	0	23	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	30	1	0	0	1	0	0	0	0	0	0	0	32
19:30	0	15	1	2	0	0	0	0	0	0	0	0	0	18	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	24	2	2	0	0	0	0	0	0	0	0	0	28
19:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	22	2	0	0	0	0	0	0	0	0	0	0	24
20:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	20	2	0	0	0	0	0	0	0	0	0	0	22
20:15	0	14	3	0	0	0	0	0	0	0	0	0	0	17	1	6	2	0	0	1	0	0	0	0	0	0	0	10	1	20	5	0	0	1	0	0	0	0	0	0	0	27
20:30	0	10	1	0	1	0	0	0	0	0	0	0	0	12	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	17	1	1	1	0	0	0	0	0	0	0	0	20
20:45	0	19	2	1	0	0	0	0	0	0	0	0	0	22	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	27	3	1	0	0	0	0	0	0	0	0	0	31
21:00	1	25	4	0	1	0	0	1	0	0	0	0	0	32	0	7	0	0	0	1	0	0	0	0	0	0	0	8	1	32	4	0	1	1	0	1	0	0	0	0	0	40
21:15	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0	6	0	0	0	0	0	0	1	0	0	0	0	7	0	16	3	0	0	0	0	0	1	0	0	0	0	20
21:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	28	2	0	0	0	0	0	0	0	0	0	0	30
21:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	4	0	0	1	0	0	0	1	0	0	0	0	6	0	16	1	0	1	0	0	0	1	0	0	0	0	19
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	1	1	0	0	0	0	0	1	0	0	0	0	3	0	9	2	0	0	0	0	0	1	0	0	0	0	12
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	4	0	1	0	0	0	0	0	0	0	0	0	5
22:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12	1	3	0	0	0	0	0	0	0	0	0	0	0	4	1	13	2	0	0	0	0	0	0	0	0	0	0	16
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	14	1	0	0	0	0	0	0	0	0	0	0	15
23:00	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	0	0	1	0	0	0	0	6
23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	3	0	0	0	0	0	0	1	0	0	0	0	4	0	8	0	0	0	0	0	0	1	0	0	0	0	9
23:30	0	3	1	0	0	0	0	1	1	0	0	0	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	1	1	0	0	0	0	13
23:45	0	2	0	0	0	0	0	0	1	0	0	0	0	3	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	9	0	0	1	0	0	0	1	0	0	0	0	11
Totals	3	1,862	322	59	64	19	0	28	42	0	0	0	0	2,399	10	1,688	271	46	57	26	0	14	52	0	0	0	0	2,164	13	3,550	593	105	121	45	0	42	94	0	0	0	0	4,563
% of Totals	0%	78%	13%	2%	3%	1%		1%	2%					100%	0%	78%	13%	2%	3%	1%		1%	2%					100%	0%	78%	13%	2%	3%	1%		1%	2%					100%

Prepared by National Data & Surveying Services

VOLUME

Smithway St Bet Hoefner Ave & S Tubeway Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,399	2,164	4,563

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			2	2	4	12:00			36	36	72
0:15			1	0	1	12:15			35	33	68
0:30			1	1	2	12:30			42	61	103
0:45			0	1	1	12:45			42	47	89
1:00			3	1	4	13:00			39	42	81
1:15			0	0	0	13:15			50	49	99
1:30			3	1	4	13:30			57	49	106
1:45			2	2	4	13:45			41	44	85
2:00			2	0	2	14:00			63	45	108
2:15			0	1	1	14:15			44	55	99
2:30			3	4	7	14:30			47	66	113
2:45			1	0	1	14:45			49	44	93
3:00			1	5	6	15:00			48	34	82
3:15			4	2	6	15:15			41	46	87
3:30			4	3	7	15:30			69	48	117
3:45			4	3	7	15:45			54	31	85
4:00			2	2	4	16:00			45	63	108
4:15			5	0	5	16:15			51	52	103
4:30			11	10	21	16:30			66	62	128
4:45			33	21	54	16:45			44	53	97
5:00			34	9	43	17:00			92	48	140
5:15			27	15	42	17:15			61	35	96
5:30			28	11	39	17:30			51	33	84
5:45			24	22	46	17:45			36	19	55
6:00			15	17	32	18:00			44	33	77
6:15			16	14	30	18:15			30	23	53
6:30			14	9	23	18:30			27	31	58
6:45			22	23	45	18:45			17	11	28
7:00			27	17	44	19:00			24	12	36
7:15			23	31	54	19:15			23	9	32
7:30			32	24	56	19:30			18	10	28
7:45			21	51	72	19:45			16	8	24
8:00			24	25	49	20:00			11	11	22
8:15			29	34	63	20:15			17	10	27
8:30			29	20	49	20:30			12	8	20
8:45			30	27	57	20:45			22	9	31
9:00			33	27	60	21:00			32	8	40
9:15			27	41	68	21:15			13	7	20
9:30			19	25	44	21:30			18	12	30
9:45			25	46	71	21:45			13	6	19
10:00			28	34	62	22:00			9	3	12
10:15			24	25	49	22:15			2	3	5
10:30			21	37	58	22:30			12	4	16
10:45			28	44	72	22:45			4	11	15
11:00			33	34	67	23:00			3	3	6
11:15			31	35	66	23:15			5	4	9
11:30			34	26	60	23:30			6	7	13
11:45			35	36	71	23:45			3	8	11
TOTALS	0	0	815	818	1633	TOTALS	0	0	1584	1346	2930
SPLIT %	0%	0%	50%	50%	36%	SPLIT %	0%	0%	54%	46%	64%

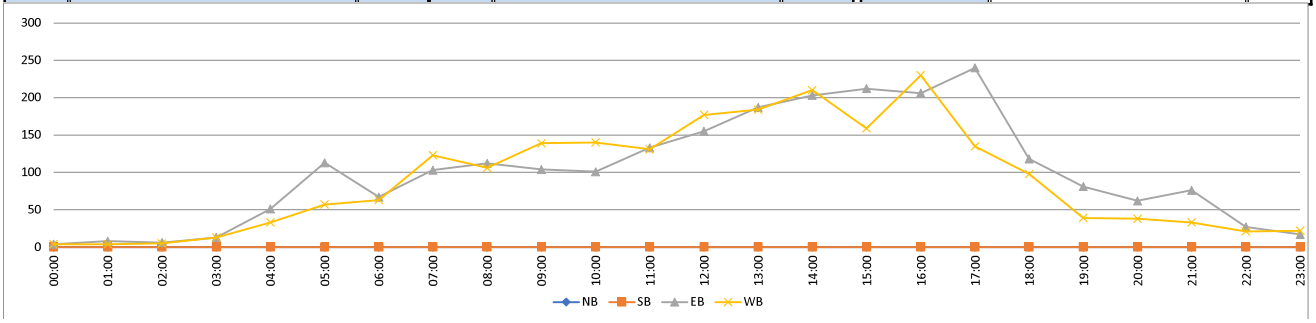
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			4	4	8
01:00	02:00			8	4	12
02:00	03:00			6	5	11
03:00	04:00			13	13	26
04:00	05:00			51	33	84
05:00	06:00			113	57	170
06:00	07:00			67	63	130
07:00	08:00			103	123	226
08:00	09:00			112	106	218
09:00	10:00			104	139	243
10:00	11:00			101	140	241
11:00	12:00			133	131	264
12:00	13:00			155	177	332
13:00	14:00			187	184	371
14:00	15:00			203	210	413
15:00	16:00			212	159	371
16:00	17:00			206	230	436
17:00	18:00			240	135	375
18:00	19:00			118	98	216
19:00	20:00			81	39	120
20:00	21:00			62	38	100
21:00	22:00			76	33	109
22:00	23:00			27	21	48
23:00	00:00			17	22	39

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			815	818	1633
Peak Hour			11:00	10:30	10:45
Peak Volume			133	150	265
Peak Hour Factor			0.950	0.852	0.920
Peak Period	12:00	to	00:00		
Volume			1584	1346	2930
Peak Hour			16:30	16:00	16:15
Peak Volume			263	230	468
Peak Hour Factor			0.715	0.913	0.836
Peak Period	07:00	to	09:00		
Volume			215	229	444
Peak Hour			8:00	7:30	7:30
Peak Volume			112	134	240
Peak Hour Factor			0.933	0.657	0.833
Peak Period	16:00	to	18:00		
Volume			446	365	811
Peak Hour			16:30	16:00	16:15
Peak Volume			263	230	468
Peak Hour Factor			0.715	0.913	0.836



Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd W/O Gayhart St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_013

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	98	12	4	2	6	0	0	19	0	1	1	0	143	0	103	9	2	4	5	0	1	16	0	6	3	0	149	0	201	21	6	6	11	0	1	35	0	7	4	0	292
1:00	2	77	13	0	9	5	0	1	14	0	1	0	0	122	0	67	13	0	6	5	0	1	15	0	2	1	0	110	2	144	26	0	15	10	0	2	29	0	3	1	0	232
2:00	0	97	12	0	1	10	0	0	8	0	0	0	0	128	0	77	23	0	10	5	0	0	15	0	0	0	0	130	0	174	35	0	11	15	0	0	23	0	0	0	0	258
3:00	0	127	29	1	5	5	0	1	14	0	1	0	0	183	2	112	40	0	11	19	0	1	16	0	0	0	0	201	2	239	69	1	16	24	0	2	30	0	1	0	0	384
4:00	1	273	49	4	7	10	0	1	19	0	2	0	0	366	2	190	66	1	27	8	0	1	23	0	0	0	0	318	3	463	115	5	34	18	0	2	42	0	2	0	0	684
5:00	0	353	65	5	30	17	0	2	23	0	1	1	0	497	1	398	151	1	42	38	0	12	37	0	0	1	0	681	1	751	216	6	72	55	0	14	60	0	1	2	0	1178
6:00	0	404	90	2	30	9	0	1	24	0	0	0	0	560	0	674	171	4	55	30	0	3	31	1	0	0	0	969	0	1078	261	6	85	39	0	4	55	1	0	0	0	1529
7:00	1	586	108	1	34	8	1	2	27	2	3	2	0	775	2	940	189	3	42	15	0	11	34	0	0	0	0	1236	3	1526	297	4	76	23	1	13	61	2	3	2	0	2011
8:00	0	629	128	1	47	12	0	3	25	0	0	1	0	846	1	832	186	4	64	15	0	4	33	0	0	0	0	1139	1	1461	314	5	111	27	0	7	58	0	0	1	0	1985
9:00	0	463	110	2	47	14	0	3	39	0	3	1	0	682	0	547	126	2	61	19	0	9	51	3	0	1	0	819	0	1010	236	4	108	33	0	12	90	3	3	2	0	1501
10:00	1	419	105	4	48	15	0	4	35	0	0	0	0	631	3	506	140	1	68	15	1	8	44	0	0	1	0	787	4	925	245	5	116	30	1	12	79	0	0	1	0	1418
11:00	0	436	115	0	47	17	1	6	44	0	0	0	0	666	1	477	131	2	58	17	0	10	46	1	0	0	0	743	1	913	246	2	105	34	1	16	90	1	0	0	0	1409
12:00	0	470	151	1	57	9	0	5	40	0	0	0	0	733	0	546	129	5	39	17	0	2	39	0	0	0	0	777	0	1016	280	6	96	26	0	7	79	0	0	0	0	1510
13:00	1	578	157	4	59	17	0	7	35	1	0	0	0	859	0	622	157	13	77	17	0	3	45	0	0	0	0	934	1	1200	314	17	136	34	0	10	80	1	0	0	0	1793
14:00	2	706	190	1	67	20	0	4	41	1	0	0	0	1032	2	662	155	2	47	21	0	6	45	0	0	0	0	940	4	1368	345	3	114	41	0	10	86	1	0	0	0	1972
15:00	0	665	158	5	49	18	0	2	31	0	0	0	0	928	0	738	142	5	53	15	0	10	30	0	0	0	0	993	0	1403	300	10	102	33	0	12	61	0	0	0	0	1921
16:00	1	811	179	5	41	22	1	2	32	0	0	0	0	1094	3	752	141	2	38	15	1	6	32	1	0	0	0	991	4	1563	320	7	79	37	2	8	64	1	0	0	0	2085
17:00	0	857	154	3	38	11	0	12	23	1	1	0	0	1100	3	883	123	4	24	14	0	5	31	0	0	0	0	1087	3	1740	277	7	62	25	0	17	54	1	1	0	0	2187
18:00	1	740	126	3	26	9	0	6	16	0	0	0	0	927	2	584	98	5	23	9	0	2	20	0	0	0	0	743	3	1324	224	8	49	18	0	8	36	0	0	0	0	1670
19:00	2	560	97	4	17	8	1	5	36	1	0	0	0	731	0	380	52	2	22	9	1	1	24	0	0	0	0	491	2	940	149	6	39	17	2	6	60	1	0	0	0	1222
20:00	2	351	41	5	11	6	0	2	22	0	0	1	0	441	1	298	42	5	4	4	0	0	18	0	0	0	0	372	3	649	83	10	15	10	0	2	40	0	0	1	0	813
21:00	1	280	32	4	7	2	0	3	23	0	0	0	0	352	0	225	31	5	5	8	0	1	12	1	2	0	0	290	1	505	63	9	12	10	0	4	35	1	2	0	0	642
22:00	1	182	26	1	7	5	0	2	19	0	0	1	0	244	1	196	33	2	5	5	0	1	17	1	6	1	0	268	2	378	59	3	12	10	0	3	36	1	6	2	0	512
23:00	1	128	21	4	7	1	0	1	20	1	1	0	0	185	0	133	22	5	4	7	0	1	9	0	5	2	0	188	1	261	43	9	11	8	0	2	29	1	6	2	0	373
Totals	17	10,290	2,168	64	693	256	4	75	629	7	14	8	0	14,225	24	10,942	2,370	75	789	332	3	99	683	8	21	10	0	15,356	41	21,232	4,538	139	1,482	588	7	174	1,312	15	35	18	0	29,581
% of Totals	0%	72%	15%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	71%	15%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	15%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



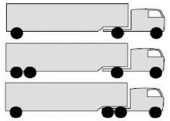
#5 2-Axle, 6-Tire Single Units



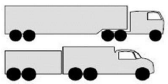
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
00:00 - 12:00	5	3962	836	24	307	128	2	24	291	2	12	6	0	5599	12	4923	1245	20	448	191	1	61	361	5	8	7	0	7282	17	8885	2081	44	755	319	3	85	652	7	20	13	0	12881
%	0%	28%	6%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	39%	0%	32%	8%	0%	3%	1%	0%	0%	2%	0%	0%	0%	0%	47%	0%	30%	7%	0%	3%	1%	0%	0%	2%	0%	0%	0%	0%	44%
Peak Hour	0:15	7:30	11:45	4:15	8:30	10:30	6:30	11:15	11:30	6:15	7:00	6:30	0:00	7:30	4:15	7:15	7:30	6:45	8:45	5:00	9:15	5:00	9:15	9:00	0:00	0:00	0:00	7:15	4:15	7:15	7:30	4:15	8:45	5:00	6:30	11:00	8:45	6:15	0:00	0:00	0:00	7:30
Peak Volume	2	691	140	6	55	22	1	9	46	2	3	2	0	884	3	962	192	5	71	38	1	12	52	3	6	3	0	1263	4	1620	314	7	126	55	1	16	90	3	7	4	0	2123
12:00 - 24:00	12	6328	1332	40	386	128	2	51	338	5	2	2	0	8626	12	6019	1125	55	341	141	2	38	322	3	13	3	0	8074	24	12347	2457	95	727	269	4	89	660	8	15	5	0	16700
%	0%	44%	9%	0%	3%	1%	0%	0%	2%	0%	0%	0%	0%	61%	0%	39%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	53%	0%	42%	8%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	56%
Peak Hour	13:45	17:15	14:15	15:15	13:30	15:45	16:00	16:45	13:45	13:45	16:45	19:45	12:00	17:15	17:30	16:30	13:30	12:45	13:00	14:00	15:30	15:00	12:30	16:00	22:00	22:15	12:00	16:30	17:30	17:00	14:00	12:45	13:00	14:00	16:00	17:00	12:15	13:45	22:00	22:15	12:00	17:00
Peak Volume	2	877	194	8	71	25	1	13	44	2	1	1	0	1108	4	894	161	14	77	21	1	10	48	1	6	2	0	1118	5	1740	345	17	136	41	2	17	86	2	6	3	0	2187
07:00 - 09:00	1	1215	236	2	81	20	1	5	52	2	3	3	0	1621	3	1772	375	7	106	30	0	15	67	0	0	0	0	2375	4	2987	611	9	187	50	1	20	119	2	3	3	0	3996
%	0%	9%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	10%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:30	7:45	7:15	8:00	7:45	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:15	7:30	8:00	8:00	7:15	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:15	7:00	7:15	7:30	7:15	8:00	7:30	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	691	128	2	47	12	1	3	27	2	3	2	0	884	2	962	192	4	64	18	0	11	39	0	0	0	0	1263	3	1620	314	5	111	29	1	13	63	2	3	2	0	2123
16:00 - 18:00	1	1668	333	8	79	33	1	14	55	1	1	0	0	2194	6	1635	264	6	62	29	1	11	63	1	0	0	0	2078	7	3303	597	14	141	62	2	25	118	2	1	0	0	4272
%	0%	12%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:45	16:00	17:00	16:45	16:00	16:00	16:15	16:00	16:30	16:00	17:00	16:00	16:15	16:00	16:15	16:45	16:00	16:00	16:00	16:00	16:30	16:00	17:00	16:00	16:00	16:00	16:00	16:00	17:00	16:00	16:00	16:45	16:00	16:00	17:00
Peak Volume	1	857	179	5	41	22	1	13	32	1	1	0	0	1103	3	894	141	4	38	19	1	8	35	1	0	0	0	1118	4	1740	320	7	79	37	2	17	64	1	1	0	0	2187

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd W/O Gayhart St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_013

15-MINUTE BREAKDOWN

Time	EASTBOUND														WESTBOUND														TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	19	5	1	0	1	0	0	5	0	0	0	0	31	0	30	3	2	3	2	0	0	0	0	3	0	0	43	0	49	8	3	3	3	0	0	5	0	3	0	0	74
0:15	0	19	1	3	0	1	0	0	10	0	1	0	0	35	0	26	2	0	0	0	0	0	5	0	0	2	0	35	0	45	3	3	0	1	0	0	15	0	1	2	0	70
0:30	0	27	4	0	0	1	0	0	2	0	0	0	0	34	0	29	3	0	1	1	0	0	7	0	0	1	0	42	0	56	7	0	1	2	0	0	9	0	0	1	0	76
0:45	0	33	2	0	2	3	0	0	2	0	0	1	0	43	0	18	1	0	0	2	0	1	4	0	3	0	0	29	0	51	3	0	2	5	0	1	6	0	3	1	0	72
1:00	2	12	3	0	0	2	0	0	6	0	1	0	0	26	0	20	2	0	0	0	0	0	2	0	1	0	0	25	2	32	5	0	0	2	0	0	8	0	2	0	0	51
1:15	0	27	2	0	1	0	0	1	3	0	0	0	0	34	0	21	3	0	1	1	0	0	2	0	0	0	0	28	0	48	5	0	2	1	0	1	5	0	0	0	0	62
1:30	0	16	4	0	6	0	0	0	1	0	0	0	0	27	0	17	5	0	1	2	0	0	8	0	0	1	0	34	0	33	9	0	7	2	0	0	9	0	0	1	0	61
1:45	0	22	4	0	2	3	0	0	4	0	0	0	0	35	0	9	3	0	4	2	0	1	3	0	1	0	0	23	0	31	7	0	6	5	0	1	7	0	1	0	0	58
2:00	0	18	0	0	0	2	0	0	3	0	0	0	0	23	0	26	3	0	1	0	0	0	5	0	0	0	0	35	0	44	3	0	1	2	0	0	8	0	0	0	0	58
2:15	0	24	1	0	0	0	0	0	1	0	0	0	0	26	0	10	6	0	1	1	0	0	2	0	0	0	0	20	0	34	7	0	1	1	0	0	3	0	0	0	0	46
2:30	0	19	5	0	1	3	0	0	3	0	0	0	0	31	0	15	5	0	5	3	0	0	4	0	0	0	0	32	0	34	10	0	6	6	0	0	7	0	0	0	0	63
2:45	0	36	6	0	0	5	0	0	1	0	0	0	0	48	0	26	9	0	3	1	0	0	4	0	0	0	0	43	0	62	15	0	3	6	0	0	5	0	0	0	0	91
3:00	0	24	5	0	1	1	0	0	3	0	0	0	0	34	1	30	9	0	0	11	0	0	4	0	0	0	0	55	1	54	14	0	1	12	0	0	7	0	0	0	0	89
3:15	0	22	5	0	1	1	0	0	3	0	0	0	0	32	0	24	8	0	7	4	0	0	3	0	0	0	0	46	0	46	13	0	8	5	0	0	6	0	0	0	0	78
3:30	0	30	7	1	2	2	0	1	6	0	0	0	0	49	1	27	10	0	1	2	0	1	4	0	0	0	0	46	1	57	17	1	3	4	0	2	10	0	0	0	0	95
3:45	0	51	12	0	1	1	0	0	2	0	1	0	0	68	0	31	13	0	3	2	0	0	5	0	0	0	0	54	0	82	25	0	4	3	0	0	7	0	1	0	0	122
4:00	0	35	8	1	1	2	0	0	4	0	1	0	0	52	0	24	10	0	5	1	0	0	3	0	0	0	0	43	0	59	18	1	6	3	0	0	7	0	1	0	0	95
4:15	0	36	10	2	4	3	0	0	5	0	0	0	0	60	0	40	17	0	5	0	0	0	8	0	0	0	0	70	0	76	27	2	9	3	0	0	13	0	0	0	0	130
4:30	0	80	13	0	1	3	0	1	5	0	0	0	0	103	1	58	19	1	10	3	0	1	9	0	0	0	0	102	1	138	32	1	11	6	0	2	14	0	0	0	0	205
4:45	1	122	18	1	1	2	0	0	5	0	1	0	0	151	1	68	20	0	7	4	0	0	3	0	0	0	0	103	2	190	38	1	8	6	0	0	8	0	1	0	0	254
5:00	0	63	18	3	3	4	0	0	5	0	0	0	0	96	1	80	30	0	5	10	0	1	7	0	0	0	0	134	1	143	48	3	8	14	0	1	12	0	0	0	0	230
5:15	0	79	9	1	8	4	0	0	8	0	0	1	0	110	0	97	34	1	10	6	0	1	12	0	0	0	0	161	0	176	43	2	18	10	0	1	20	0	0	1	0	271
5:30	0	82	19	0	5	2	0	0	4	0	0	0	0	112	0	103	44	0	12	10	0	7	6	0	0	0	0	182	0	185	63	0	17	12	0	7	10	0	0	0	0	294
5:45	0	129	19	1	14	7	0	2	6	0	1	0	0	179	0	118	43	0	15	12	0	3	12	0	0	1	0	204	0	247	62	1	29	19	0	5	18	0	1	1	0	383
6:00	0	84	21	2	6	1	0	1	7	0	0	0	0	122	0	135	43	2	9	8	0	1	9	0	0	0	0	207	0	219	64	4	15	9	0	2	16	0	0	0	0	329
6:15	0	82	20	0	6	4	0	0	6	0	0	0	0	118	0	154	47	0	18	7	0	1	5	0	0	0	0	232	0	236	67	0	24	11	0	1	11	0	0	0	0	350
6:30	0	100	23	0	5	2	0	0	5	0	0	0	0	135	0	178	41	0	14	7	0	0	9	1	0	0	0	250	0	278	64	0	19	9	0	0	14	1	0	0	0	385
6:45	0	138	26	0	13	2	0	0	6	0	0	0	0	185	0	207	40	2	14	8	0	1	8	0	0	0	0	280	0	345	66	2	27	10	0	1	14	0	0	0	0	465
7:00	0	109	23	0	10	4	0	0	8	2	0	1	0	157	1	212	52	2	7	1	0	3	7	0	0	0	0	285	1	321	75	2	17	5	0	3	15	2	0	1	0	442
7:15	1	129	31	0	8	1	1	1	9	0	1	1	0	183	0	234	46	0	7	3	0	2	7	0	0	0	0	299	1	363	77	0	15	4	1	3	16	0	1	1	0	482
7:30	0	181	31	1	6	2	0	1	1	0	1	0	0	224	1	235	48	1	12	7	0	4	8	0	0	0	0	316	1	416	79	2	18	9	0	5	9	0	1	0	0	540
7:45	0	167	23	0	10	1	0	0	9	0	1	0	0	211	0	259	43	0	16	4	0	2	12	0	0	0	0	336	0	426	66	0	26	5	0	2	21	0	1	0	0	547
8:00	0	181	32	1	7	5	0	1	5	0	0	0	0	232	0	234	51	2	16	4	0	1	4	0	0	0	0	312	0	415	83	3	23	9	0	2	9	0	0	0	0	544
8:15	0	162	36	0	10	3	0	1	4	0	0	1	0	217	0	197	50	0	13	3	0	0	12	0	0	0	0	275	0	359	86	0	23	6	0	1	16	0	0	1	0	492
8:30	0	149	37	0	16	3	0	1	6	0	0	0	0	212	1	220	35	1	16	2	0	1	11	0	0	0	0	287	1	369	72	1	32	5	0	2	17	0	0	0	0	499
8:45	0	137	23	0	14	1	0	0	10	0	0	0	0	185	0	181	50	1	19	6	0	2	6	0	0	0	0	265	0	318	73	1	33	7	0	2	16	0	0	0	0	450
9:00	0	98	15	2	8	3	0	0	10	0	1	0	0	137	0	132	29	0	12	5	0	4	12	0	0	1	0	195	0	230	44	2	20	8	0	4	22	0	1	1	0	332
9:15	0	143	34	0	17	7	0	1	8	0	0	1	0	211	0	136	31	1	18	3	0	3	13	1	0	0	0	206	0	279	65	1	35	10	0	4	21	1	0	1	0	417
9:30	0	117	36	0	16	1	0	2	14	0	1	0	0	187	0	150	37	1	22	6	0	2	17	0	0	0	0	235	0	267	73	1	38	7	0	4	31	0	1	0	0	422
9:45	0	105	25	0	6	3	0	0	7	0	1	0	0	147	0	129	29	0	9	5	0	0	9	2	0	0	0	183	0	234	54	0	15	8	0	0	16	2	1	0	0	330
10:00	0	86	27	2	10	2	0	1	8	0	0	0	0	136	0	129	35	0	20	7	1	3	13	0	0	0	0	208	0	215	62	2	30	9	1	4	21	0	0	0	0	344
10:15	0	110	18	1	13	2	0	0	8	0	0	0	0	152	0	111	30	0	15	1	0	2	7	0	0	0	0	166	0	221	48	1	28	3	0	2	15	0	0	0	0	318
10:30	1	111	29	0	11	5	0	1	9	0	0	0	0	167	1	154	40	1	14	2	0	2	12	0	0	0	0	226	2	265	69	1	25	7	0	3	21	0	0	0	0	393
10:45	0	112	31	1	14	6	0	2	10	0	0	0	0	176	2	112	35	0	19	5	0	1	12	0	0	1	0	187	2	224	66	1	33	11	0	3	22	0	0	1	0	363
11:00	0	108	28	0	12	5	0	0	11	0	0	0	0	164	0	125	44	1	19	4	0	3	10	0	0	0	0	206	0	233	72	1	31	9	0	3	21	0	0	0	0	370
11:15	0	94	35	0	9	6	0	1	8	0	0	0	0	153	0	112	27	0	13	6	0	4	15	0	0	0	0	177	0	206	62	0	22	12	0	5	23	0	0	0	0	330
11:30	0	137	31	0	17	3	0	1	14	0	0	0	0	203	0	121	31	1	7	3	0	3	7	0	0	0	0	173	0	258	62	1	24	6	0	4	21	0	0	0	0	376
11:45	0	97	21	0	9	3	1	4	11	0	0	0	0	146	1	119	29	0	19	4	0	0	14	1	0	0	0	187	1	216	50	0	28	7	1	4	25	1	0	0	0	333

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd W/O Gayhart St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_013

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	121	37	0	6	2	0	3	10	0	0	0	0	179	0	135	28	1	11	4	0	0	11	0	0	0	0	190	0	256	65	1	17	6	0	3	21	0	0	0	0	369
12:15	0	116	49	1	15	2	0	1	11	0	0	0	0	195	0	130	32	1	9	4	0	0	9	0	0	0	0	185	0	246	81	2	24	6	0	1	20	0	0	0	0	380
12:30	0	103	33	0	22	1	0	0	6	0	0	0	0	165	0	160	37	0	11	7	0	1	12	0	0	0	0	228	0	263	70	0	33	8	0	1	18	0	0	0	0	393
12:45	0	130	32	0	14	4	0	1	13	0	0	0	0	194	0	121	32	3	8	2	0	1	7	0	0	0	0	174	0	251	64	3	22	6	0	2	20	0	0	0	0	368
13:00	1	136	43	2	14	3	0	2	11	0	0	0	0	212	0	141	40	5	25	1	0	1	17	0	0	0	0	230	1	277	83	7	39	4	0	3	28	0	0	0	0	442
13:15	0	134	28	0	14	6	0	4	8	0	0	0	0	194	0	133	29	4	16	5	0	1	12	0	0	0	0	200	0	267	57	4	30	11	0	5	20	0	0	0	0	394
13:30	0	138	44	1	16	3	0	0	6	0	0	0	0	208	0	205	52	2	20	8	0	1	11	0	0	0	0	299	0	343	96	3	36	11	0	1	17	0	0	0	0	507
13:45	0	170	42	1	15	5	0	1	10	1	0	0	0	245	0	143	36	2	16	3	0	0	5	0	0	0	0	205	0	313	78	3	31	8	0	1	15	1	0	0	0	450
14:00	1	159	36	1	15	4	0	2	13	0	0	0	0	231	1	165	39	0	13	4	0	3	7	0	0	0	0	232	2	324	75	1	28	8	0	5	20	0	0	0	0	463
14:15	0	177	50	0	25	3	0	1	13	0	0	0	0	269	0	156	34	0	8	5	0	1	10	0	0	0	0	214	0	333	84	0	33	8	0	2	23	0	0	0	0	483
14:30	1	177	57	0	12	6	0	1	8	1	0	0	0	263	1	179	45	0	14	6	0	1	15	0	0	0	0	261	2	356	102	0	26	12	0	2	23	1	0	0	0	524
14:45	0	193	47	0	15	7	0	0	7	0	0	0	0	269	0	162	37	2	12	6	0	1	13	0	0	0	0	233	0	355	84	2	27	13	0	1	20	0	0	0	0	502
15:00	0	169	40	1	12	3	0	0	7	0	0	0	0	232	0	188	35	1	16	2	0	2	9	0	0	0	0	253	0	357	75	2	28	5	0	2	16	0	0	0	0	485
15:15	0	168	37	2	13	4	0	0	7	0	0	0	0	231	0	139	25	0	11	5	0	1	7	0	0	0	0	188	0	307	62	2	24	9	0	1	14	0	0	0	0	419
15:30	0	165	39	0	13	5	0	0	10	0	0	0	0	232	0	228	43	1	9	4	0	5	9	0	0	0	0	299	0	393	82	1	22	9	0	5	19	0	0	0	0	531
15:45	0	163	42	2	11	6	0	2	7	0	0	0	0	233	0	183	39	3	17	4	0	2	5	0	0	0	0	253	0	346	81	5	28	10	0	4	12	0	0	0	0	486
16:00	0	177	50	4	15	6	0	1	8	0	0	0	0	261	0	174	48	1	10	3	0	0	6	0	0	0	0	242	0	351	98	5	25	9	0	1	14	0	0	0	0	503
16:15	0	236	45	1	11	3	0	0	14	0	0	0	0	310	0	169	31	0	8	4	1	3	9	0	0	0	0	225	0	405	76	1	19	7	1	3	23	0	0	0	0	535
16:30	1	209	37	0	6	10	0	0	4	0	0	0	0	267	3	234	33	1	12	3	0	3	7	0	0	0	0	296	4	443	70	1	18	13	0	3	11	0	0	0	0	563
16:45	0	189	47	0	9	3	1	1	6	0	0	0	0	256	0	175	29	0	8	5	0	0	10	1	0	0	0	228	0	364	76	0	17	8	1	1	16	1	0	0	0	484
17:00	0	207	43	1	10	1	0	4	4	0	0	0	0	270	0	264	40	0	5	7	0	2	8	0	0	0	0	326	0	471	83	1	15	8	0	6	12	0	0	0	0	596
17:15	0	208	33	1	10	3	0	3	7	0	0	0	0	265	0	221	28	2	9	1	0	0	7	0	0	0	0	268	0	429	61	3	19	4	0	3	14	0	0	0	0	533
17:30	0	214	34	0	4	4	0	5	5	0	1	0	0	267	2	206	34	0	6	4	0	1	10	0	0	0	0	263	2	420	68	0	10	8	0	6	15	0	1	0	0	530
17:45	0	228	44	1	14	3	0	0	7	1	0	0	0	298	1	192	21	2	4	2	0	2	6	0	0	0	0	230	1	420	65	3	18	5	0	2	13	1	0	0	0	528
18:00	1	227	32	1	8	3	0	2	4	0	0	0	0	278	0	167	29	2	2	5	0	1	6	0	0	0	0	212	1	394	61	3	10	8	0	3	10	0	0	0	0	490
18:15	0	171	33	1	9	3	0	0	4	0	0	0	0	221	1	158	24	1	5	2	0	1	8	0	0	0	0	200	1	329	57	2	14	5	0	1	12	0	0	0	0	421
18:30	0	189	31	0	3	1	0	2	3	0	0	0	0	229	1	144	22	1	9	2	0	0	2	0	0	0	0	181	1	333	53	1	12	3	0	2	5	0	0	0	0	410
18:45	0	153	30	1	6	2	0	2	5	0	0	0	0	199	0	115	23	1	7	0	0	0	4	0	0	0	0	150	0	268	53	2	13	2	0	2	9	0	0	0	0	349
19:00	1	165	22	0	6	2	0	2	7	0	0	0	0	205	0	95	14	1	5	1	0	0	9	0	0	0	0	125	1	260	36	1	11	3	0	2	16	0	0	0	0	330
19:15	0	158	33	1	6	3	1	3	13	0	0	0	0	218	0	114	14	1	6	3	1	1	3	0	0	0	0	143	0	272	47	2	12	6	2	4	16	0	0	0	0	361
19:30	0	126	27	1	1	1	0	0	11	1	0	0	0	168	0	103	11	0	5	2	0	0	7	0	0	0	0	128	0	229	38	1	6	3	0	0	18	1	0	0	0	296
19:45	1	111	15	2	4	2	0	0	5	0	0	0	0	140	0	68	13	0	6	3	0	0	5	0	0	0	0	95	1	179	28	2	10	5	0	0	10	0	0	0	0	235
20:00	0	104	11	3	5	0	0	2	7	0	0	0	0	132	0	73	12	1	3	1	0	0	5	0	0	0	0	95	0	177	23	4	8	1	0	2	12	0	0	0	0	227
20:15	0	90	9	0	1	1	0	0	4	0	0	0	0	105	1	71	9	1	1	2	0	0	5	0	0	0	0	90	1	161	18	1	2	3	0	0	9	0	0	0	0	195
20:30	1	84	10	2	3	3	0	0	7	0	0	1	0	111	0	85	12	1	0	0	0	0	3	0	0	0	0	101	1	169	22	3	3	3	0	0	10	0	0	1	0	212
20:45	1	73	11	0	2	2	0	0	4	0	0	0	0	93	0	69	9	2	0	1	0	0	5	0	0	0	0	86	1	142	20	2	2	3	0	0	9	0	0	0	0	179
21:00	0	77	10	1	6	0	0	1	3	0	0	0	0	98	0	59	12	0	0	0	0	0	4	0	1	0	0	76	0	136	22	1	6	0	0	1	7	0	1	0	0	174
21:15	0	66	10	1	0	1	0	0	9	0	0	0	0	87	0	55	4	2	1	3	0	1	1	1	0	0	0	68	0	121	14	3	1	4	0	1	10	1	0	0	0	155
21:30	1	70	7	2	1	0	0	1	6	0	0	0	0	88	0	54	7	2	1	1	0	0	3	0	0	0	0	68	1	124	14	4	2	1	0	1	9	0	0	0	0	156
21:45	0	67	5	0	0	1	0	1	5	0	0	0	0	79	0	57	8	1	3	4	0	0	4	0	1	0	0	78	0	124	13	1	3	5	0	1	9	0	1	0	0	157
22:00	1	56	6	0	2	2	0	2	3	0	0	0	0	72	0	61	9	2	3	3	0	1	4	0	3	0	0	86	1	117	15	2	5	5	0	3	7	0	3	0	0	158
22:15	0	45	8	1	1	1	0	0	5	0	0	0	0	61	0	51	9	0	1	0	0	0	5	1	0	1	0	68	0	96	17	1	2	1	0	0	10	1	0	1	0	129
22:30	0	51	6	0	2	1	0	0	6	0	0	0	0	66	0	46	8	0	0	1	0	0	7	0	1	0	0	63	0	97	14	0	2	2	0	0	13	0	1	0	0	129
22:45	0	30	6	0	2	1	0	0	5	0	0	1	0	45	1	38	7	0	1	1	0	0	1	0	2	0	0	51	1	68	13	0	3	2	0	0	6	0	2	1	0	96
23:00	0	21	6	0	1	0	0	0	5	0	0	0	0	33	0	41	5	1	0	2	0	1	2	0	0	1	0	53	0	62	11	1	1	2	0	1	7	0	0	1	0	86
23:15	0	35	4	2	2	0	0	0	4	0	0	0	0	47	0	45	4	1	3	4	0	0	2	0	1	1	0	61	0	80	8	3	5	4	0	0	6	0	1	1	0	108
23:30	0	39	5	0	1	0	0	0	3	1	0	0	0	49	0	25	7	2	1	0	0	0	3	0	2	0	0	40	0	64	12	2	2	0	0	0	6	1	2	0	0	89
23:45	1	33	6	2	3	1	0	1	8	0	1	0	0	56	0	22	6	1	0	1	0	0	2	0	2	0	0	34	1	55	12	3	3	2	0	1	10	0	3	0	0	90
Totals	**17**	**10,290**	**2,168**	**64**	**693**	**256**	**4**	**75**	**629**	**7**	**14**	**8**	**0**	**14,225**	**24**	**10,942**	**2,370**	**75**	**789**	**332**	**3**	**99**	**683**	**8**	**21**	**10**	**0**	**15,356**	**41**	**21,232**	**4,538**	**139**	**1,482**	**588**	**7**	**174**	**1,312**	**15**	**35**	**18**	**0**	**29,581**
% of Totals	0%	72%	15%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	71%	15%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	15%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

E Washington Blvd W/O Gayhart St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,225	15,356	29,581

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			31	43	74	12:00			179	190	369
0:15			35	35	70	12:15			195	185	380
0:30			34	42	76	12:30			165	228	393
0:45			43	29	72	12:45			194	174	368
1:00			26	25	51	13:00			212	230	442
1:15			34	28	62	13:15			194	200	394
1:30			27	34	61	13:30			208	299	507
1:45			35	23	58	13:45			245	205	450
2:00			23	35	58	14:00			231	232	463
2:15			26	20	46	14:15			269	214	483
2:30			31	32	63	14:30			263	261	524
2:45			48	43	91	14:45			269	233	502
3:00			34	55	89	15:00			232	253	485
3:15			32	46	78	15:15			231	188	419
3:30			49	46	95	15:30			232	299	531
3:45			68	54	122	15:45			233	253	486
4:00			52	43	95	16:00			261	242	503
4:15			60	70	130	16:15			310	225	535
4:30			103	102	205	16:30			267	296	563
4:45			151	103	254	16:45			256	228	484
5:00			96	134	230	17:00			270	326	596
5:15			110	161	271	17:15			265	268	533
5:30			112	182	294	17:30			267	263	530
5:45			179	204	383	17:45			298	230	528
6:00			122	207	329	18:00			278	212	490
6:15			118	232	350	18:15			221	200	421
6:30			135	250	385	18:30			229	181	410
6:45			185	280	465	18:45			199	150	349
7:00			157	285	442	19:00			205	125	330
7:15			183	299	482	19:15			218	143	361
7:30			224	316	540	19:30			168	128	296
7:45			211	336	547	19:45			140	95	235
8:00			232	312	544	20:00			132	95	227
8:15			217	275	492	20:15			105	90	195
8:30			212	287	499	20:30			111	101	212
8:45			185	265	450	20:45			93	86	179
9:00			137	195	332	21:00			98	76	174
9:15			211	206	417	21:15			87	68	155
9:30			187	235	422	21:30			88	68	156
9:45			147	183	330	21:45			79	78	157
10:00			136	208	344	22:00			72	86	158
10:15			152	166	318	22:15			61	68	129
10:30			167	226	393	22:30			66	63	129
10:45			176	187	363	22:45			45	51	96
11:00			164	206	370	23:00			33	53	86
11:15			153	177	330	23:15			47	61	108
11:30			203	173	376	23:30			49	40	89
11:45			146	187	333	23:45			56	34	90
TOTALS	0	0	5599	7282	12881	TOTALS	0	0	8626	8074	16700
SPLIT %	0%	0%	43%	57%	44%	SPLIT %	0%	0%	52%	48%	56%

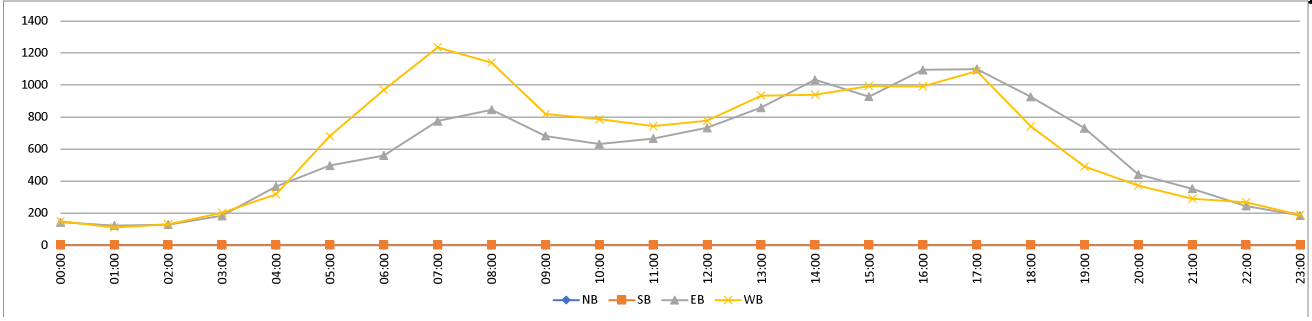
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			143	149	292
01:00	02:00			122	110	232
02:00	03:00			128	130	258
03:00	04:00			183	201	384
04:00	05:00			366	318	684
05:00	06:00			497	681	1178
06:00	07:00			560	969	1529
07:00	08:00			775	1236	2011
08:00	09:00			846	1139	1985
09:00	10:00			682	819	1501
10:00	11:00			631	787	1418
11:00	12:00			666	743	1409
12:00	13:00			733	777	1510
13:00	14:00			859	934	1793
14:00	15:00			1032	940	1972
15:00	16:00			928	993	1921
16:00	17:00			1094	991	2085
17:00	18:00			1100	1087	2187
18:00	19:00			927	743	1670
19:00	20:00			731	491	1222
20:00	21:00			441	372	813
21:00	22:00			352	290	642
22:00	23:00			244	268	512
23:00	00:00			185	188	373

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5599	7282	12881
Peak Hour			7:30	7:15	7:30
Peak Volume			884	1263	2123
Peak Hour Factor			0.953	0.940	0.970
Peak Period	12:00	to	00:00		
Volume			8626	8074	16700
Peak Hour			17:15	16:30	17:00
Peak Volume			1108	1118	2187
Peak Hour Factor			0.930	0.857	0.917
Peak Period	07:00	to	09:00		
Volume			1621	2375	3996
Peak Hour			7:30	7:15	7:30
Peak Volume			884	1263	2123
Peak Hour Factor			0.953	0.940	0.970
Peak Period	16:00	to	18:00		
Volume			2194	2078	4272
Peak Hour			16:15	16:30	17:00
Peak Volume			1103	1118	2187
Peak Hour Factor			0.890	0.857	0.917



Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Gayhart St & Garfield Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_014

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	83	13	4	2	6	0	0	16	0	1	1	0	126	0	91	9	2	3	5	0	2	16	0	6	3	0	137	0	174	22	6	5	11	0	2	32	0	7	4	0	263
1:00	2	82	11	0	6	5	0	0	13	0	1	0	0	120	0	62	12	0	3	5	0	1	14	0	2	1	0	100	2	144	23	0	9	10	0	1	27	0	3	1	0	220
2:00	1	90	13	0	2	10	0	1	5	0	0	0	0	122	1	75	23	0	10	4	0	0	15	0	0	0	0	128	2	165	36	0	12	14	0	1	20	0	0	0	0	250
3:00	1	121	24	1	4	5	0	0	13	0	1	0	0	170	2	104	39	0	8	18	0	1	14	0	0	0	0	186	3	225	63	1	12	23	0	1	27	0	1	0	0	356
4:00	1	211	43	4	3	9	0	0	17	0	2	0	0	290	2	201	68	1	19	9	0	1	29	0	0	0	0	330	3	412	111	5	22	18	0	1	46	0	2	0	0	620
5:00	0	309	56	5	30	16	0	1	19	0	1	1	0	438	1	404	149	1	36	32	1	11	36	0	0	1	0	672	1	713	205	6	66	48	1	12	55	0	1	2	0	1110
6:00	0	316	75	3	27	10	0	0	14	0	0	0	0	445	0	699	168	4	53	29	0	4	27	1	0	0	0	985	0	1015	243	7	80	39	0	4	41	1	0	0	0	1430
7:00	0	516	97	2	29	9	1	1	25	1	3	2	0	686	2	940	184	5	39	13	0	11	27	0	0	0	0	1221	2	1456	281	7	68	22	1	12	52	1	3	2	0	1907
8:00	0	552	118	2	48	14	0	0	25	0	0	1	0	760	1	789	182	5	65	15	0	4	33	1	0	0	0	1095	1	1341	300	7	113	29	0	4	58	1	0	1	0	1855
9:00	0	430	104	3	44	14	0	3	33	0	4	0	0	635	0	570	125	2	56	16	0	10	47	2	0	1	0	829	0	1000	229	5	100	30	0	13	80	2	4	1	0	1464
10:00	2	406	104	3	37	14	0	3	27	1	0	1	0	598	3	493	135	2	54	13	0	7	47	0	0	1	0	755	5	899	239	5	91	27	0	10	74	1	0	2	0	1353
11:00	0	426	108	1	44	18	0	7	38	0	0	0	0	642	1	454	128	5	50	18	0	12	39	1	0	0	0	708	1	880	236	6	94	36	0	19	77	1	0	0	0	1350
12:00	0	461	155	1	57	7	0	3	34	0	0	0	0	718	0	504	111	4	44	13	0	2	30	0	0	0	0	708	0	965	266	5	101	20	0	5	64	0	0	0	0	1426
13:00	1	566	153	4	51	18	0	9	35	1	0	0	0	838	1	576	150	12	60	15	0	5	32	0	0	0	0	851	2	1142	303	16	111	33	0	14	67	1	0	0	0	1689
14:00	1	708	195	3	57	18	0	4	37	0	0	0	0	1023	2	622	155	3	45	23	0	7	32	0	0	0	0	889	3	1330	350	6	102	41	0	11	69	0	0	0	0	1912
15:00	0	697	172	5	42	19	0	4	23	0	0	0	0	962	0	631	136	6	42	18	0	7	21	0	0	0	0	861	0	1328	308	11	84	37	0	11	44	0	0	0	0	1823
16:00	1	825	190	5	34	20	1	4	34	0	0	0	0	1114	2	660	122	2	27	17	0	5	30	0	0	0	0	865	3	1485	312	7	61	37	1	9	64	0	0	0	0	1979
17:00	1	859	152	2	29	9	0	8	21	1	1	0	0	1083	3	770	112	3	16	13	0	4	31	0	0	0	0	952	4	1629	264	5	45	22	0	12	52	1	1	0	0	2035
18:00	0	772	138	4	19	8	0	8	17	0	0	0	0	966	2	553	96	6	10	7	0	0	22	0	0	0	0	696	2	1325	234	10	29	15	0	8	39	0	0	0	0	1662
19:00	4	563	101	4	12	8	0	6	34	0	0	0	0	732	1	355	53	1	8	9	0	1	21	0	0	0	0	449	5	918	154	5	20	17	0	7	55	0	0	0	0	1181
20:00	3	342	45	5	8	5	0	1	21	0	0	1	0	431	0	280	38	5	4	2	0	0	19	0	0	0	0	348	3	622	83	10	12	7	0	1	40	0	0	1	0	779
21:00	2	284	32	4	6	2	0	3	20	1	0	0	0	354	0	209	36	5	2	6	0	1	13	1	2	0	0	275	2	493	68	9	8	8	0	4	33	2	2	0	0	629
22:00	1	184	23	1	5	3	0	2	19	0	0	1	0	239	0	187	24	2	3	4	0	2	14	1	5	1	0	243	1	371	47	3	8	7	0	4	33	1	5	2	0	482
23:00	1	137	21	4	5	1	0	1	20	1	1	0	0	192	0	129	24	4	6	5	0	0	10	0	7	2	0	187	1	266	45	8	11	6	0	1	30	1	8	2	0	379
Totals	22	9,940	2,143	70	601	248	2	69	560	6	15	8	0	13,684	24	10,358	2,279	80	663	309	1	98	619	7	22	10	0	14,470	46	20,298	4,422	150	1,264	557	3	167	1,179	13	37	18	0	28,154
% of Totals	0%	73%	16%	1%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	16%	1%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	16%	1%	4%	2%	0%	1%	4%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



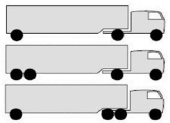
#5 2-Axle, 6-Tire Single Units



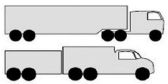
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	7	3542	766	28	276	130	1	16	245	2	13	6	0	5032	13	4882	1222	27	396	177	1	64	344	5	8	7	0	7146	20	8424	1988	55	672	307	2	80	589	7	21	13	0	12178
%	0%	26%	6%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	37%	0%	34%	8%	0%	3%	1%	0%	0%	2%	0%	0%	0%	0%	49%	0%	30%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	43%
Peak Hour	0:15	7:30	11:45	4:15	8:30	10:30	6:30	11:15	11:15	6:15	9:00	6:30	0:00	7:30	2:45	7:00	7:30	6:45	8:00	5:30	4:15	5:30	9:00	9:00	0:00	0:00	0:00	7:15	2:45	7:15	7:30	6:45	8:30	5:30	4:15	11:00	8:45	6:15	0:00	0:00	0:00	7:30
Peak Volume	2	603	146	6	61	21	1	9	39	1	4	2	0	787	3	940	193	6	65	35	1	12	47	2	6	3	0	1229	5	1520	309	9	121	50	1	19	80	2	7	4	0	1994
12:00 - 24:00	15	6398	1377	42	325	118	1	53	315	4	2	2	0	8652	11	5476	1057	53	267	132	0	34	275	2	14	3	0	7324	26	11874	2434	95	592	250	1	87	590	6	16	5	0	15976
%	0%	47%	10%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	63%	0%	38%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	51%	0%	42%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	57%
Peak Hour	19:00	17:15	14:15	15:15	12:15	15:45	16:00	18:30	13:45	13:00	16:45	19:45	12:00	16:00	17:30	16:30	14:00	12:45	12:45	14:00	12:00	14:00	12:45	21:15	22:45	22:45	12:00	16:30	17:30	16:30	14:00	12:45	13:30	14:30	16:00	13:15	12:45	21:15	22:45	22:45	12:00	16:30
Peak Volume	4	900	202	8	62	23	1	12	39	1	1	1	0	1114	4	778	155	13	61	23	0	7	34	2	8	2	0	968	5	1641	350	16	115	44	1	15	72	3	8	3	0	2062
07:00 - 09:00	0	1068	215	4	77	23	1	1	50	1	3	3	0	1446	3	1729	366	10	104	28	0	15	60	1	0	0	0	2316	3	2797	581	14	181	51	1	16	110	2	3	3	0	3762
%	0%	8%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	10%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:45	7:30	8:00	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:00	7:30	7:00	8:00	7:30	7:00	7:00	7:45	7:15	7:00	7:00	7:00	7:15	7:00	7:15	7:30	7:30	8:00	7:30	7:00	7:00	7:45	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	603	122	4	48	14	1	1	25	1	3	2	0	787	2	940	193	5	65	17	0	11	35	1	0	0	0	1229	2	1520	309	8	113	29	1	12	58	1	3	2	0	1994
16:00 - 18:00	2	1684	342	7	63	29	1	12	55	1	1	0	0	2197	5	1430	234	5	43	30	0	9	61	0	0	0	0	1817	7	3114	576	12	106	59	1	21	116	1	1	0	0	4014
%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:45	16:00	17:00	16:45	16:00	16:00	16:00	17:00	16:30	16:00	17:00	16:00	16:15	16:00	16:15	16:45	16:00	16:00	16:00	16:00	16:30	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:15	16:00	17:00	16:45	16:00	16:00	16:30
Peak Volume	1	863	190	5	34	20	1	9	34	1	1	0	0	1114	3	778	122	3	27	20	0	7	34	0	0	0	0	968	4	1641	312	7	61	37	1	12	64	1	1	0	0	2062

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Gayhart St & Garfield Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_014

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	19	5	1	1	1	0	0	5	0	0	0	0	32	0	26	3	2	2	2	0	0	0	0	3	0	0	38	0	45	8	3	3	3	0	0	5	0	3	0	0	70
0:15	0	16	2	3	0	1	0	0	9	0	1	0	0	32	0	23	2	0	0	0	0	0	5	0	0	2	0	32	0	39	4	3	0	1	0	0	14	0	1	2	0	64
0:30	0	20	4	0	0	1	0	0	2	0	0	0	0	27	0	26	3	0	1	1	0	1	7	0	0	1	0	40	0	46	7	0	1	2	0	1	9	0	0	1	0	67
0:45	0	28	2	0	1	3	0	0	0	0	0	1	0	35	0	16	1	0	0	2	0	1	4	0	3	0	0	27	0	44	3	0	1	5	0	1	4	0	3	1	0	62
1:00	2	12	3	0	0	2	0	0	6	0	1	0	0	26	0	20	2	0	0	0	0	0	2	0	1	0	0	25	2	32	5	0	0	2	0	0	8	0	2	0	0	51
1:15	0	30	2	0	1	0	0	0	3	0	0	0	0	36	0	18	4	0	1	1	0	0	2	0	0	0	0	26	0	48	6	0	2	1	0	0	5	0	0	0	0	62
1:30	0	18	2	0	4	0	0	0	0	0	0	0	0	24	0	13	4	0	1	2	0	0	7	0	0	1	0	28	0	31	6	0	5	2	0	0	7	0	0	1	0	52
1:45	0	22	4	0	1	3	0	0	4	0	0	0	0	34	0	11	2	0	1	2	0	1	3	0	1	0	0	21	0	33	6	0	2	5	0	1	7	0	1	0	0	55
2:00	0	18	0	0	0	2	0	0	3	0	0	0	0	23	0	26	4	0	1	0	0	0	4	0	0	0	0	35	0	44	4	0	1	2	0	0	7	0	0	0	0	58
2:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24	0	12	8	0	1	1	0	0	3	0	0	0	0	25	0	35	9	0	1	1	0	0	3	0	0	0	0	49
2:30	0	21	5	0	2	3	0	1	2	0	0	0	0	34	0	14	3	0	5	2	0	0	3	0	0	0	0	27	0	35	8	0	7	5	0	1	5	0	0	0	0	61
2:45	1	28	7	0	0	5	0	0	0	0	0	0	0	41	1	23	8	0	3	1	0	0	5	0	0	0	0	41	2	51	15	0	3	6	0	0	5	0	0	0	0	82
3:00	0	25	4	0	1	1	0	0	3	0	0	0	0	34	1	25	8	0	1	12	0	0	3	0	0	0	0	50	1	50	12	0	2	13	0	0	6	0	0	0	0	84
3:15	0	21	2	0	1	1	0	0	3	0	0	0	0	28	0	21	10	0	5	2	0	0	2	0	0	0	0	40	0	42	12	0	6	3	0	0	5	0	0	0	0	68
3:30	1	26	7	1	2	2	0	0	5	0	0	0	0	44	1	28	10	0	1	2	0	1	4	0	0	0	0	47	2	54	17	1	3	4	0	1	9	0	0	0	0	91
3:45	0	49	11	0	0	1	0	0	2	0	1	0	0	64	0	30	11	0	1	2	0	0	5	0	0	0	0	49	0	79	22	0	1	3	0	0	7	0	1	0	0	113
4:00	0	26	8	1	0	1	0	0	4	0	1	0	0	41	0	25	10	0	6	1	0	0	4	0	0	0	0	46	0	51	18	1	6	2	0	0	8	0	1	0	0	87
4:15	0	29	11	2	1	3	0	0	5	0	0	0	0	51	0	39	16	0	2	0	0	0	8	0	0	0	0	65	0	68	27	2	3	3	0	0	13	0	0	0	0	116
4:30	0	63	10	0	0	3	0	0	5	0	0	0	0	81	1	56	21	1	5	4	0	1	10	0	0	0	0	99	1	119	31	1	5	7	0	1	15	0	0	0	0	180
4:45	1	93	14	1	2	2	0	0	3	0	1	0	0	117	1	81	21	0	6	4	0	0	7	0	0	0	0	120	2	174	35	1	8	6	0	0	10	0	1	0	0	237
5:00	0	58	18	3	3	3	0	0	3	0	0	0	0	88	1	88	25	0	6	7	1	1	6	0	0	0	0	135	1	146	43	3	9	10	1	1	9	0	0	0	0	223
5:15	0	69	9	1	6	4	0	0	6	0	0	1	0	96	0	109	32	1	10	4	0	1	14	0	0	0	0	171	0	178	41	2	16	8	0	1	20	0	0	1	0	267
5:30	0	74	13	0	6	2	0	0	4	0	0	0	0	99	0	99	46	0	11	11	0	7	7	0	0	0	0	181	0	173	59	0	17	13	0	7	11	0	0	0	0	280
5:45	0	108	16	1	15	7	0	1	6	0	1	0	0	155	0	108	46	0	9	10	0	2	9	0	0	1	0	185	0	216	62	1	24	17	0	3	15	0	1	1	0	340
6:00	0	63	17	2	6	2	0	0	7	0	0	0	0	97	0	144	41	2	8	8	0	1	8	0	0	0	0	212	0	207	58	4	14	10	0	1	15	0	0	0	0	309
6:15	0	56	16	0	6	4	0	0	4	0	0	0	0	86	0	159	43	0	19	6	0	2	4	0	0	0	0	233	0	215	59	0	25	10	0	2	8	0	0	0	0	319
6:30	0	82	23	0	5	2	0	0	1	0	0	0	0	113	0	199	48	0	13	8	0	0	8	1	0	0	0	277	0	281	71	0	18	10	0	0	9	1	0	0	0	390
6:45	0	115	19	1	10	2	0	0	2	0	0	0	0	149	0	197	36	2	13	7	0	1	7	0	0	0	0	263	0	312	55	3	23	9	0	1	9	0	0	0	0	412
7:00	0	98	20	0	8	4	0	0	8	1	0	1	0	140	1	223	47	3	9	1	0	3	5	0	0	0	0	292	1	321	67	3	17	5	0	3	13	1	0	1	0	432
7:15	0	110	27	0	8	2	1	0	7	0	1	1	0	157	0	228	40	0	5	3	0	2	6	0	0	0	0	284	0	338	67	0	13	5	1	2	13	0	1	1	0	441
7:30	0	159	28	2	5	2	0	1	2	0	1	0	0	200	1	237	56	1	14	7	0	4	7	0	0	0	0	327	1	396	84	3	19	9	0	5	9	0	1	0	0	527
7:45	0	149	22	0	8	1	0	0	8	0	1	0	0	189	0	252	41	1	11	2	0	2	9	0	0	0	0	318	0	401	63	1	19	3	0	2	17	0	1	0	0	507
8:00	0	166	30	1	9	5	0	0	7	0	0	0	0	218	0	219	50	2	18	4	0	1	5	1	0	0	0	300	0	385	80	3	27	9	0	1	12	1	0	0	0	518
8:15	0	129	36	1	8	4	0	0	1	0	0	1	0	180	0	190	46	0	12	4	0	0	10	0	0	0	0	262	0	319	82	1	20	8	0	0	11	0	0	1	0	442
8:30	0	130	34	0	17	4	0	0	7	0	0	0	0	192	1	209	37	2	15	1	0	1	11	0	0	0	0	277	1	339	71	2	32	5	0	1	18	0	0	0	0	469
8:45	0	127	18	0	14	1	0	0	10	0	0	0	0	170	0	171	49	1	20	6	0	2	7	0	0	0	0	256	0	298	67	1	34	7	0	2	17	0	0	0	0	426
9:00	0	93	14	2	12	1	0	1	7	0	1	0	0	131	0	140	27	0	10	6	0	3	13	0	0	1	0	200	0	233	41	2	22	7	0	4	20	0	1	1	0	331
9:15	0	132	30	0	18	9	0	1	7	0	1	0	0	198	0	146	28	1	15	3	0	3	11	1	0	0	0	208	0	278	58	1	33	12	0	4	18	1	1	0	0	406
9:30	0	101	32	1	9	1	0	1	11	0	1	0	0	157	0	163	42	1	19	5	0	1	14	0	0	0	0	245	0	264	74	2	28	6	0	2	25	0	1	0	0	402
9:45	0	104	28	0	5	3	0	0	8	0	1	0	0	149	0	121	28	0	12	2	0	3	9	1	0	0	0	176	0	225	56	0	17	5	0	3	17	1	1	0	0	325
10:00	1	90	29	1	8	2	0	1	7	0	0	0	0	139	0	122	33	1	15	5	0	2	13	0	0	0	0	191	1	212	62	2	23	7	0	3	20	0	0	0	0	330
10:15	0	107	20	1	8	1	0	0	6	0	0	0	0	143	0	112	31	0	13	1	0	2	7	0	0	0	0	166	0	219	51	1	21	2	0	2	13	0	0	0	0	309
10:30	1	109	25	0	8	5	0	0	6	0	0	1	0	155	1	145	34	1	14	4	0	1	15	0	0	0	0	215	2	254	59	1	22	9	0	1	21	0	0	1	0	370
10:45	0	100	30	1	13	6	0	2	8	1	0	0	0	161	2	114	37	0	12	3	0	2	12	0	0	1	0	183	2	214	67	1	25	9	0	4	20	1	0	1	0	344
11:00	0	109	28	0	13	6	0	0	8	0	0	0	0	164	0	116	38	2	15	5	0	4	7	0	0	0	0	187	0	225	66	2	28	11	0	4	15	0	0	0	0	351
11:15	0	94	31	0	9	4	0	2	8	0	0	0	0	148	0	107	24	0	11	6	0	3	10	0	0	0	0	161	0	201	55	0	20	10	0	5	18	0	0	0	0	309
11:30	0	125	24	1	15	2	0	1	14	0	0	0	0	182	0	116	36	2	7	2	0	3	10	0	0	0	0	176	0	241	60	3	22	4	0	4	24	0	0	0	0	358
11:45	0	98	25	0	7	6	0	4	8	0	0	0	0	148	1	115	30	1	17	5	0	2	12	1	0	0	0	184	1	213	55	1	24	11	0	6	20	1	0	0	0	332

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Gayhart St & Garfield Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_014

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	125	38	0	8	2	0	2	9	0	0	0	0	184	0	117	24	0	11	4	0	0	8	0	0	0	0	164	0	242	62	0	19	6	0	2	17	0	0	0	0	348
12:15	0	101	43	1	15	2	0	0	7	0	0	0	0	169	0	128	30	1	11	1	0	0	11	0	0	0	0	182	0	229	73	2	26	3	0	0	18	0	0	0	0	351
12:30	0	113	40	0	20	1	0	0	7	0	0	0	0	181	0	142	28	0	9	6	0	1	6	0	0	0	0	192	0	255	68	0	29	7	0	1	13	0	0	0	0	373
12:45	0	122	34	0	14	2	0	1	11	0	0	0	0	184	0	117	29	3	13	2	0	1	5	0	0	0	0	170	0	239	63	3	27	4	0	2	16	0	0	0	0	354
13:00	1	129	46	2	13	2	0	2	8	0	0	0	0	203	0	135	42	4	17	2	0	3	9	0	0	0	0	212	1	264	88	6	30	4	0	5	17	0	0	0	0	415
13:15	0	131	30	0	10	8	0	4	11	0	0	0	0	194	0	121	27	4	13	4	0	1	9	0	0	0	0	179	0	252	57	4	23	12	0	5	20	0	0	0	0	373
13:30	0	141	42	1	16	4	0	1	8	0	0	0	0	213	0	182	47	2	18	6	0	1	11	0	0	0	0	267	0	323	89	3	34	10	0	2	19	0	0	0	0	480
13:45	0	165	35	1	12	4	0	2	8	1	0	0	0	228	1	138	34	2	12	3	0	0	3	0	0	0	0	193	1	303	69	3	24	7	0	2	11	1	0	0	0	421
14:00	0	169	39	2	12	3	0	3	10	0	0	0	0	238	0	154	41	0	15	5	0	3	6	0	0	0	0	224	0	323	80	2	27	8	0	6	16	0	0	0	0	462
14:15	0	172	55	0	20	1	0	1	12	0	0	0	0	261	0	152	32	1	10	6	0	2	4	0	0	0	0	207	0	324	87	1	30	7	0	3	16	0	0	0	0	468
14:30	1	178	53	1	14	7	0	0	9	0	0	0	0	263	2	171	42	0	12	5	0	1	11	0	0	0	0	244	3	349	95	1	26	12	0	1	20	0	0	0	0	507
14:45	0	189	48	0	11	7	0	0	6	0	0	0	0	261	0	145	40	2	8	7	0	1	11	0	0	0	0	214	0	334	88	2	19	14	0	1	17	0	0	0	0	475
15:00	0	183	46	1	9	3	0	0	5	0	0	0	0	247	0	152	34	1	9	3	0	1	4	0	0	0	0	204	0	335	80	2	18	6	0	1	9	0	0	0	0	451
15:15	0	167	41	2	13	4	0	1	7	0	0	0	0	235	0	128	25	0	13	8	0	2	7	0	0	0	0	183	0	295	66	2	26	12	0	3	14	0	0	0	0	418
15:30	0	167	40	0	14	6	0	0	8	0	0	0	0	235	0	181	41	2	8	4	0	3	7	0	0	0	0	246	0	348	81	2	22	10	0	3	15	0	0	0	0	481
15:45	0	180	45	2	6	6	0	3	3	0	0	0	0	245	0	170	36	3	12	3	0	1	3	0	0	0	0	228	0	350	81	5	18	9	0	4	6	0	0	0	0	473
16:00	0	196	56	4	14	6	0	1	8	0	0	0	0	285	0	152	49	1	8	4	0	0	7	0	0	0	0	221	0	348	105	5	22	10	0	1	15	0	0	0	0	506
16:15	0	196	49	1	9	4	0	2	14	0	0	0	0	275	0	141	25	0	5	4	0	3	7	0	0	0	0	185	0	337	74	1	14	8	0	5	21	0	0	0	0	460
16:30	1	240	35	0	6	7	0	0	6	0	0	0	0	295	2	208	23	1	9	3	0	2	7	0	0	0	0	255	3	448	58	1	15	10	0	2	13	0	0	0	0	550
16:45	0	193	50	0	5	3	1	1	6	0	0	0	0	259	0	159	25	0	5	6	0	0	9	0	0	0	0	204	0	352	75	0	10	9	1	1	15	0	0	0	0	463
17:00	0	203	44	1	7	1	0	2	5	0	0	0	0	263	0	222	35	0	4	7	0	2	9	0	0	0	0	279	0	425	79	1	11	8	0	4	14	0	0	0	0	542
17:15	0	227	32	1	7	3	0	2	5	0	0	0	0	277	0	189	24	1	8	1	0	0	7	0	0	0	0	230	0	416	56	2	15	4	0	2	12	0	0	0	0	507
17:30	0	213	35	0	3	3	0	4	4	0	1	0	0	263	2	190	30	0	2	3	0	1	9	0	0	0	0	237	2	403	65	0	5	6	0	5	13	0	1	0	0	500
17:45	1	216	41	0	12	2	0	0	7	1	0	0	0	280	1	169	23	2	2	2	0	1	6	0	0	0	0	206	2	385	64	2	14	4	0	1	13	1	0	0	0	486
18:00	0	244	32	2	7	3	0	2	4	0	0	0	0	294	0	160	28	2	2	5	0	0	9	0	0	0	0	206	0	404	60	4	9	8	0	2	13	0	0	0	0	500
18:15	0	175	38	0	7	3	0	0	4	0	0	0	0	227	1	150	25	2	3	2	0	0	8	0	0	0	0	191	1	325	63	2	10	5	0	0	12	0	0	0	0	418
18:30	0	185	34	1	2	1	0	4	4	0	0	0	0	231	1	130	23	1	5	0	0	0	1	0	0	0	0	161	1	315	57	2	7	1	0	4	5	0	0	0	0	392
18:45	0	168	34	1	3	1	0	2	5	0	0	0	0	214	0	113	20	1	0	0	0	0	4	0	0	0	0	138	0	281	54	2	3	1	0	2	9	0	0	0	0	352
19:00	2	158	25	0	3	2	0	3	5	0	0	0	0	198	0	93	15	1	1	1	0	0	7	0	0	0	0	118	2	251	40	1	4	3	0	3	12	0	0	0	0	316
19:15	0	158	34	1	4	3	0	3	14	0	0	0	0	217	1	104	15	0	3	3	0	1	4	0	0	0	0	131	1	262	49	1	7	6	0	4	18	0	0	0	0	348
19:30	1	133	27	1	1	1	0	0	11	0	0	0	0	175	0	90	11	0	2	2	0	0	6	0	0	0	0	111	1	223	38	1	3	3	0	0	17	0	0	0	0	286
19:45	1	114	15	2	4	2	0	0	4	0	0	0	0	142	0	68	12	0	2	3	0	0	4	0	0	0	0	89	1	182	27	2	6	5	0	0	8	0	0	0	0	231
20:00	0	101	12	2	5	0	0	1	7	0	0	0	0	128	0	65	12	1	3	0	0	0	4	0	0	0	0	85	0	166	24	3	8	0	0	1	11	0	0	0	0	213
20:15	0	94	8	1	0	1	0	0	3	0	0	0	0	107	0	67	8	1	1	1	0	0	6	0	0	0	0	84	0	161	16	2	1	2	0	0	9	0	0	0	0	191
20:30	2	79	13	2	2	2	0	0	6	0	0	1	0	107	0	83	10	1	0	0	0	0	5	0	0	0	0	99	2	162	23	3	2	2	0	0	11	0	0	1	0	206
20:45	1	68	12	0	1	2	0	0	5	0	0	0	0	89	0	65	8	2	0	1	0	0	4	0	0	0	0	80	1	133	20	2	1	3	0	0	9	0	0	0	0	169
21:00	0	70	11	1	5	0	0	2	3	0	0	0	0	92	0	58	14	0	0	0	0	0	4	0	1	0	0	77	0	128	25	1	5	0	0	2	7	0	1	0	0	169
21:15	0	69	8	1	0	1	0	0	8	0	0	0	0	87	0	44	5	2	0	2	0	1	2	1	0	0	0	57	0	113	13	3	0	3	0	1	10	1	0	0	0	144
21:30	2	72	8	2	0	0	0	0	6	0	0	0	0	90	0	50	9	2	0	1	0	0	3	0	0	0	0	65	2	122	17	4	0	1	0	0	9	0	0	0	0	155
21:45	0	73	5	0	1	1	0	1	3	1	0	0	0	85	0	57	8	1	2	3	0	0	4	0	1	0	0	76	0	130	13	1	3	4	0	1	7	1	1	0	0	161
22:00	1	57	6	0	1	1	0	2	4	0	0	0	0	72	0	58	6	2	2	2	0	1	4	1	3	0	0	79	1	115	12	2	3	3	0	3	8	1	3	0	0	151
22:15	0	44	6	1	0	1	0	0	3	0	0	0	0	55	0	52	5	0	0	0	0	1	4	0	0	1	0	63	0	96	11	1	0	1	0	1	7	0	0	1	0	118
22:30	0	54	5	0	1	0	0	0	7	0	0	0	0	67	0	43	7	0	0	1	0	0	5	0	0	0	0	56	0	97	12	0	1	1	0	0	12	0	0	0	0	123
22:45	0	29	6	0	3	1	0	0	5	0	0	1	0	45	0	34	6	0	1	1	0	0	1	0	2	0	0	45	0	63	12	0	4	2	0	0	6	0	2	1	0	90
23:00	0	31	7	0	0	0	0	0	6	0	0	0	0	44	0	43	6	0	2	0	0	0	4	0	2	0	0	57	0	74	13	0	2	0	0	0	10	0	2	0	0	101
23:15	0	30	4	2	2	0	0	0	4	0	0	0	0	42	0	39	4	1	3	4	0	0	2	0	1	1	0	55	0	69	8	3	5	4	0	0	6	0	1	1	0	97
23:30	1	45	5	0	1	0	0	0	3	1	0	0	0	56	0	25	7	2	1	0	0	0	3	0	3	1	0	42	1	70	12	2	2	0	0	0	6	1	3	1	0	98
23:45	0	31	5	2	2	1	0	1	7	0	1	0	0	50	0	22	7	1	0	1	0	0	1	0	1	0	0	33	0	53	12	3	2	2	0	1	8	0	2	0	0	83
Totals	22	9,940	2,143	70	601	248	2	69	560	6	15	8	0	13,684	24	10,358	2,279	80	663	309	1	98	619	7	22	10	0	14,470	46	20,298	4,422	150	1,264	557	3	167	1,179	13	37	18	0	28,154
% of Totals	0%	73%	16%	1%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	16%	1%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	16%	1%	4%	2%	0%	1%	4%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

E Washington Blvd Bet Gayhart St & Garfield Ave

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,684	14,470	28,154

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			32	38	70	12:00			184	164	348
0:15			32	32	64	12:15			169	182	351
0:30			27	40	67	12:30			181	192	373
0:45			35	27	62	12:45			184	170	354
1:00			26	25	51	13:00			203	212	415
1:15			36	26	62	13:15			194	179	373
1:30			24	28	52	13:30			213	267	480
1:45			34	21	55	13:45			228	193	421
2:00			23	35	58	14:00			238	224	462
2:15			24	25	49	14:15			261	207	468
2:30			34	27	61	14:30			263	244	507
2:45			41	41	82	14:45			261	214	475
3:00			34	50	84	15:00			247	204	451
3:15			28	40	68	15:15			235	183	418
3:30			44	47	91	15:30			235	246	481
3:45			64	49	113	15:45			245	228	473
4:00			41	46	87	16:00			285	221	506
4:15			51	65	116	16:15			275	185	460
4:30			81	99	180	16:30			295	255	550
4:45			117	120	237	16:45			259	204	463
5:00			88	135	223	17:00			263	279	542
5:15			96	171	267	17:15			277	230	507
5:30			99	181	280	17:30			263	237	500
5:45			155	185	340	17:45			280	206	486
6:00			97	212	309	18:00			294	206	500
6:15			86	233	319	18:15			227	191	418
6:30			113	277	390	18:30			231	161	392
6:45			149	263	412	18:45			214	138	352
7:00			140	292	432	19:00			198	118	316
7:15			157	284	441	19:15			217	131	348
7:30			200	327	527	19:30			175	111	286
7:45			189	318	507	19:45			142	89	231
8:00			218	300	518	20:00			128	85	213
8:15			180	262	442	20:15			107	84	191
8:30			192	277	469	20:30			107	99	206
8:45			170	256	426	20:45			89	80	169
9:00			131	200	331	21:00			92	77	169
9:15			198	208	406	21:15			87	57	144
9:30			157	245	402	21:30			90	65	155
9:45			149	176	325	21:45			85	76	161
10:00			139	191	330	22:00			72	79	151
10:15			143	166	309	22:15			55	63	118
10:30			155	215	370	22:30			67	56	123
10:45			161	183	344	22:45			45	45	90
11:00			164	187	351	23:00			44	57	101
11:15			148	161	309	23:15			42	55	97
11:30			182	176	358	23:30			56	42	98
11:45			148	184	332	23:45			50	33	83
TOTALS	0	0	5032	7146	12178	TOTALS	0	0	8652	7324	15976
SPLIT %	0%	0%	41%	59%	43%	SPLIT %	0%	0%	54%	46%	57%

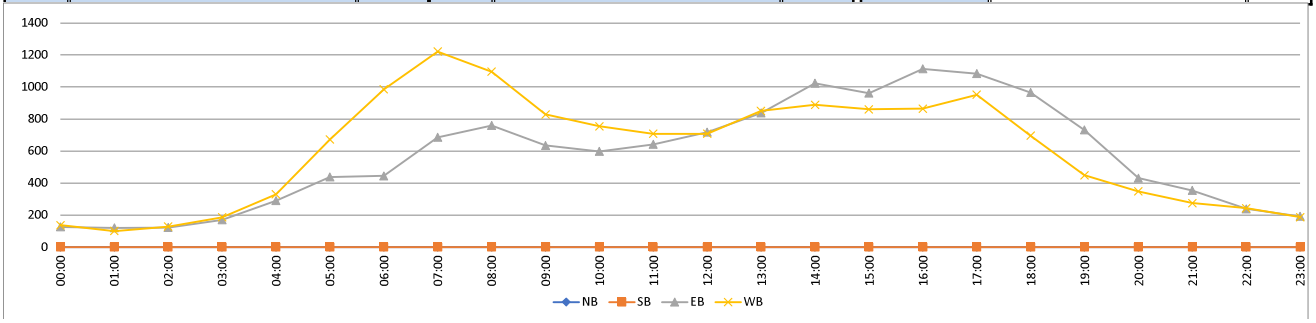
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			126	137	263
01:00	02:00			120	100	220
02:00	03:00			122	128	250
03:00	04:00			170	186	356
04:00	05:00			290	330	620
05:00	06:00			438	672	1110
06:00	07:00			445	985	1430
07:00	08:00			686	1221	1907
08:00	09:00			760	1095	1855
09:00	10:00			635	829	1464
10:00	11:00			598	755	1353
11:00	12:00			642	708	1350
12:00	13:00			718	708	1426
13:00	14:00			838	851	1689
14:00	15:00			1023	889	1912
15:00	16:00			962	861	1823
16:00	17:00			1114	865	1979
17:00	18:00			1083	952	2035
18:00	19:00			966	696	1662
19:00	20:00			732	449	1181
20:00	21:00			431	348	779
21:00	22:00			354	275	629
22:00	23:00			239	243	482
23:00	00:00			192	187	379

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5032	7146	12178
Peak Hour			7:30	7:15	7:30
Peak Volume			787	1229	1994
Peak Hour Factor			0.903	0.940	0.946
Peak Period	12:00	to	00:00		
Volume			8652	7324	15976
Peak Hour			16:00	16:30	16:30
Peak Volume			1114	968	2062
Peak Hour Factor			0.944	0.867	0.937
Peak Period	07:00	to	09:00		
Volume			1446	2316	3762
Peak Hour			7:30	7:15	7:30
Peak Volume			787	1229	1994
Peak Hour Factor			0.903	0.940	0.946
Peak Period	16:00	to	18:00		
Volume			2197	1817	4014
Peak Hour			16:00	16:30	16:30
Peak Volume			1114	968	2062
Peak Hour Factor			0.944	0.867	0.937



Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Garfield Ave & Yates Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_015

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	96	9	0	4	7	0	0	18	0	0	1	0	136	0	74	15	0	6	2	0	2	16	0	2	5	0	122	1	170	24	0	10	9	0	2	34	0	2	6	0	258
1:00	0	77	7	0	2	5	0	0	18	1	0	0	0	110	1	79	21	0	5	9	0	1	18	1	1	1	0	137	1	156	28	0	7	14	0	1	36	2	1	1	0	247
2:00	2	83	19	0	0	6	0	0	7	2	0	1	0	120	1	65	22	0	9	4	0	2	9	0	0	0	0	112	3	148	41	0	9	10	0	2	16	2	0	1	0	232
3:00	0	122	27	0	4	11	0	0	7	2	2	0	0	175	0	86	23	0	9	19	0	0	14	0	0	0	0	151	0	208	50	0	13	30	0	0	21	2	2	0	0	326
4:00	0	204	38	0	5	6	0	0	15	0	3	0	0	271	2	189	53	1	9	11	0	2	26	0	1	1	0	295	2	393	91	1	14	17	0	2	41	0	4	1	0	566
5:00	1	347	61	0	12	8	0	1	10	4	1	2	0	447	3	386	129	1	32	25	0	4	35	1	0	0	0	616	4	733	190	1	44	33	0	5	45	5	1	2	0	1063
6:00	0	349	80	1	19	16	1	3	22	0	2	0	0	493	1	562	160	1	45	31	1	5	25	2	1	0	0	834	1	911	240	2	64	47	2	8	47	2	3	0	0	1327
7:00	0	472	110	1	32	12	0	0	29	0	3	3	0	662	1	795	156	3	45	9	0	8	33	1	0	0	0	1051	1	1267	266	4	77	21	0	8	62	1	3	3	0	1713
8:00	1	532	108	3	47	9	1	1	20	0	3	2	0	727	1	676	131	2	63	18	0	9	31	0	0	0	0	931	2	1208	239	5	110	27	1	10	51	0	3	2	0	1658
9:00	0	407	110	2	50	17	1	3	28	2	4	1	0	625	0	496	136	1	65	15	0	11	36	0	0	1	0	761	0	903	246	3	115	32	1	14	64	2	4	2	0	1386
10:00	0	403	126	2	51	13	0	4	31	3	0	1	0	634	3	427	127	2	51	15	0	26	53	0	0	0	0	704	3	830	253	4	102	28	0	30	84	3	0	1	0	1338
11:00	0	389	143	3	57	21	0	7	39	0	1	0	0	660	0	409	140	1	45	23	0	7	41	0	0	0	0	666	0	798	283	4	102	44	0	14	80	0	1	0	0	1326
12:00	1	451	144	2	52	15	1	8	31	1	1	0	0	707	1	535	141	4	39	15	0	4	43	0	0	0	0	782	2	986	285	6	91	30	1	12	74	1	1	0	0	1489
13:00	2	531	145	4	47	12	1	11	28	0	0	0	0	781	0	581	144	10	49	11	0	5	31	0	0	0	0	831	2	1112	289	14	96	23	1	16	59	0	0	0	0	1612
14:00	6	684	172	5	47	20	5	2	28	1	0	0	0	970	1	592	125	1	40	14	0	1	24	0	0	0	0	798	7	1276	297	6	87	34	5	3	52	1	0	0	0	1768
15:00	1	756	180	3	51	23	0	7	23	1	0	1	0	1046	1	593	125	0	36	18	1	4	26	0	0	0	0	804	2	1349	305	3	87	41	1	11	49	1	0	1	0	1850
16:00	0	939	184	5	30	25	0	5	30	0	0	0	0	1218	0	566	119	2	26	14	0	0	25	0	0	0	0	752	0	1505	303	7	56	39	0	5	55	0	0	0	0	1970
17:00	3	925	151	1	22	23	1	8	19	0	1	0	0	1154	2	660	118	3	15	22	0	2	25	0	0	0	0	847	5	1585	269	4	37	45	1	10	44	0	1	0	0	2001
18:00	0	866	150	4	28	10	0	5	25	0	0	0	0	1088	2	507	96	1	10	9	0	3	19	2	0	0	0	649	2	1373	246	5	38	19	0	8	44	2	0	0	0	1737
19:00	2	600	75	2	10	12	0	1	22	0	0	0	0	724	0	370	57	1	7	9	0	1	11	0	0	0	0	456	2	970	132	3	17	21	0	2	33	0	0	0	0	1180
20:00	1	337	56	1	6	7	0	0	13	2	1	1	0	425	2	336	53	1	12	3	0	1	17	1	1	0	0	427	3	673	109	2	18	10	0	1	30	3	2	1	0	852
21:00	0	277	29	1	7	7	0	1	20	1	0	0	0	343	0	256	41	2	6	6	0	0	17	0	1	0	0	329	0	533	70	3	13	13	0	1	37	1	1	0	0	672
22:00	0	222	25	0	8	3	0	0	16	0	0	1	0	275	0	237	28	0	3	5	0	1	28	0	7	5	0	314	0	459	53	0	11	8	0	1	44	0	7	6	0	589
23:00	1	127	25	0	3	7	0	2	20	0	1	0	0	186	0	154	17	0	6	8	0	0	24	0	6	1	0	216	1	281	42	0	9	15	0	2	44	0	7	1	0	402
Totals	22	10,196	2,174	40	594	295	11	69	519	20	23	14	0	13,977	22	9,631	2,177	37	633	315	2	99	627	8	20	14	0	13,585	44	19,827	4,351	77	1,227	610	13	168	1,146	28	43	28	0	27,562
% of Totals	0%	73%	16%	0%	4%	2%	0%	0%	4%	0%	0%	0%		100%	0%	71%	16%	0%	5%	2%	0%	1%	5%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



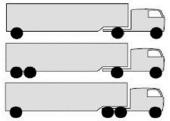
#5 2-Axle, 6-Tire Single Units



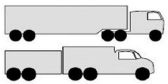
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	5	3481	838	12	283	131	3	19	244	14	19	11	0	5060	13	4244	1113	12	384	181	1	77	337	5	5	8	0	6380	18	7725	1951	24	667	312	4	96	581	19	24	19	0	11440
%	0%	25%	6%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	36%	0%	31%	8%	0%	3%	1%	0%	1%	2%	0%	0%	0%	0%	47%	0%	28%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	42%
Peak Hour	2:00	7:45	11:45	7:30	10:15	11:00	5:45	11:30	11:15	5:00	8:30	6:30	0:00	7:45	4:30	7:15	5:45	6:15	9:30	5:15	5:30	10:15	10:00	5:45	0:00	0:00	0:00	7:15	4:30	7:15	10:45	6:45	9:00	5:30	5:45	10:15	10:30	5:00	6:45	0:00	0:00	7:30
Peak Volume	2	571	158	3	62	21	1	9	43	4	5	3	0	772	4	828	175	3	66	33	1	27	53	3	2	5	0	1077	4	1353	283	5	115	49	2	34	88	5	5	6	0	1810
12:00 - 24:00	17	6715	1336	28	311	164	8	50	275	6	4	3	0	8917	9	5387	1064	25	249	134	1	22	290	3	15	6	0	7205	26	12102	2400	53	560	298	9	72	565	9	19	9	0	16122
%	0%	48%	10%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	64%	0%	40%	8%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	53%	0%	44%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	58%
Peak Hour	13:30	17:30	15:15	13:45	12:30	15:30	13:30	12:45	12:30	14:45	12:00	14:30	12:00	16:00	17:15	16:30	12:45	12:30	13:15	16:45	14:45	13:00	12:00	18:00	22:00	22:00	12:00	13:30	13:30	16:30	15:30	12:45	13:15	16:45	13:30	13:00	12:00	20:00	22:30	22:00	12:00	16:30
Peak Volume	7	970	192	7	53	28	5	11	33	2	1	1	0	1218	3	673	151	11	52	24	1	5	43	2	7	5	0	876	7	1602	320	14	103	45	5	16	74	3	8	6	0	2043
07:00 - 09:00	1	1004	218	4	79	21	1	1	49	0	6	5	0	1389	2	1471	287	5	108	27	0	17	64	1	0	0	0	1982	3	2475	505	9	187	48	1	18	113	1	6	5	0	3371
%	0%	7%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	11%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	9%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	7:15	7:45	7:45	7:30	8:00	7:15	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:15	7:00	7:00	8:00	8:00	7:00	8:00	7:45	7:00	7:00	7:00	7:00	7:15	7:15	7:15	7:00	7:45	8:00	8:00	7:15	8:00	7:45	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	571	113	3	47	13	1	1	29	0	3	3	0	772	1	828	156	3	63	18	0	9	39	1	0	0	0	1077	2	1353	266	5	110	27	1	10	64	1	3	3	0	1810
16:00 - 18:00	3	1864	335	6	52	48	1	13	49	0	1	0	0	2372	2	1226	237	5	41	36	0	2	50	0	0	0	0	1599	5	3090	572	11	93	84	1	15	99	0	1	0	0	3971
%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:30	16:00	16:00	16:00	16:00	16:00	16:30	17:00	16:00	16:00	17:00	16:00	16:00	16:00	16:45	16:30	16:15	16:45	16:00	16:45	16:00	17:00	16:30	16:00	16:00	16:00	16:00	16:30	16:45	16:30	16:00	16:00	16:00	16:45	16:30	17:00	16:00	16:00	17:00	16:00	16:00	16:30
Peak Volume	3	939	184	5	30	25	1	8	30	0	1	0	0	1218	2	673	125	4	26	24	0	2	31	0	0	0	0	871	5	1602	303	7	56	45	1	10	55	0	1	0	0	2043

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Garfield Ave & Yates Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_015

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	25	1	0	1	0	0	0	6	0	0	0	0	33	0	31	4	0	2	1	0	0	3	0	1	2	0	44	0	56	5	0	3	1	0	0	9	0	1	2	0	77
0:15	1	22	5	0	1	2	0	0	6	0	0	0	0	37	0	16	4	0	1	0	0	1	5	0	0	1	0	28	1	38	9	0	2	2	0	1	11	0	0	1	0	65
0:30	0	20	1	0	1	2	0	0	4	0	0	0	0	28	0	18	4	0	3	1	0	1	3	0	0	1	0	31	0	38	5	0	4	3	0	1	7	0	0	1	0	59
0:45	0	29	2	0	1	3	0	0	2	0	0	1	0	38	0	9	3	0	0	0	0	0	5	0	1	1	0	19	0	38	5	0	1	3	0	0	7	0	1	2	0	57
1:00	0	13	2	0	1	1	0	0	5	0	0	0	0	22	0	25	7	0	0	1	0	0	6	0	0	0	0	39	0	38	9	0	1	2	0	0	11	0	0	0	0	61
1:15	0	18	1	0	0	1	0	0	3	0	0	0	0	23	0	12	4	0	3	3	0	0	3	1	0	0	0	26	0	30	5	0	3	4	0	0	6	1	0	0	0	49
1:30	0	21	1	0	1	1	0	0	5	0	0	0	0	29	0	14	6	0	2	3	0	0	1	0	1	0	0	27	0	35	7	0	3	4	0	0	6	0	1	0	0	56
1:45	0	25	3	0	0	2	0	0	5	1	0	0	0	36	1	28	4	0	0	2	0	1	8	0	0	1	0	45	1	53	7	0	0	4	0	1	13	1	0	1	0	81
2:00	0	17	2	0	0	1	0	0	4	0	0	1	0	25	0	18	3	0	0	0	0	2	1	0	0	0	0	24	0	35	5	0	0	1	0	2	5	0	0	1	0	49
2:15	1	23	1	0	0	2	0	0	0	1	0	0	0	28	1	18	6	0	1	1	0	0	4	0	0	0	0	31	2	41	7	0	1	3	0	0	4	1	0	0	0	59
2:30	0	21	2	0	0	0	0	0	1	0	0	0	0	24	0	10	9	0	5	0	0	0	1	0	0	0	0	25	0	31	11	0	5	0	0	0	2	0	0	0	0	49
2:45	1	22	14	0	0	3	0	0	2	1	0	0	0	43	0	19	4	0	3	3	0	0	3	0	0	0	0	32	1	41	18	0	3	6	0	0	5	1	0	0	0	75
3:00	0	24	5	0	1	0	0	0	0	0	0	0	0	30	0	16	5	0	2	5	0	0	5	0	0	0	0	33	0	40	10	0	3	5	0	0	5	0	0	0	0	63
3:15	0	22	6	0	0	1	0	0	1	0	1	0	0	31	0	15	4	0	1	13	0	0	4	0	0	0	0	37	0	37	10	0	1	14	0	0	5	0	1	0	0	68
3:30	0	31	10	0	3	1	0	0	0	2	1	0	0	48	0	27	6	0	2	1	0	0	1	0	0	0	0	37	0	58	16	0	5	2	0	0	1	2	1	0	0	85
3:45	0	45	6	0	0	9	0	0	6	0	0	0	0	66	0	28	8	0	4	0	0	0	4	0	0	0	0	44	0	73	14	0	4	9	0	0	10	0	0	0	0	110
4:00	0	30	6	0	0	2	0	0	5	0	0	0	0	43	0	28	12	0	2	3	0	0	9	0	0	0	0	54	0	58	18	0	2	5	0	0	14	0	0	0	0	97
4:15	0	34	8	0	2	2	0	0	1	0	1	0	0	48	0	33	16	0	2	2	0	0	6	0	1	0	0	60	0	67	24	0	4	4	0	0	7	0	2	0	0	108
4:30	0	48	11	0	1	2	0	0	4	0	2	0	0	68	1	59	16	1	1	4	0	2	8	0	0	0	0	92	1	107	27	1	2	6	0	2	12	0	2	0	0	160
4:45	0	92	13	0	2	0	0	0	5	0	0	0	0	112	1	69	9	0	4	2	0	0	3	0	0	1	0	89	1	161	22	0	6	2	0	0	8	0	0	1	0	201
5:00	0	56	20	0	5	0	0	0	1	2	0	0	0	84	1	77	24	0	7	6	0	1	12	0	0	0	0	128	1	133	44	0	12	6	0	1	13	2	0	0	0	212
5:15	0	71	14	0	1	1	0	0	4	0	1	0	0	92	1	88	22	1	7	4	0	2	7	0	0	0	0	132	1	159	36	1	8	5	0	2	11	0	1	0	0	224
5:30	0	99	17	0	2	3	0	1	1	1	0	2	0	126	0	109	37	0	7	6	0	1	7	0	0	0	0	167	0	208	54	0	9	9	0	2	8	1	0	2	0	293
5:45	1	121	10	0	4	4	0	0	4	1	0	0	0	145	1	112	46	0	11	9	0	0	9	1	0	0	0	189	2	233	56	0	15	13	0	0	13	2	0	0	0	334
6:00	0	86	10	0	7	7	0	2	6	0	0	0	0	118	0	118	37	0	6	14	0	1	7	0	0	0	0	183	0	204	47	0	13	21	0	3	13	0	0	0	0	301
6:15	0	58	9	0	3	3	0	1	3	0	0	0	0	77	1	121	38	0	18	3	1	1	6	0	0	0	0	189	1	179	47	0	21	6	1	2	9	0	0	0	0	266
6:30	0	72	26	0	5	1	1	0	6	0	1	0	0	112	0	158	54	0	9	6	0	2	4	2	0	0	0	235	0	230	80	0	14	7	1	2	10	2	1	0	0	347
6:45	0	133	35	1	4	5	0	0	7	0	1	0	0	186	0	165	31	1	12	8	0	1	8	0	1	0	0	227	0	298	66	2	16	13	0	1	15	0	2	0	0	413
7:00	0	103	32	0	7	2	0	0	6	0	0	1	0	151	0	159	39	2	14	0	0	3	9	0	0	0	0	226	0	262	71	2	21	2	0	3	15	0	0	1	0	377
7:15	0	94	21	0	7	1	0	0	5	0	1	2	0	131	1	207	31	0	11	4	0	1	3	0	0	0	0	258	1	301	52	0	18	5	0	1	8	0	1	2	0	389
7:30	0	114	18	1	8	4	0	0	7	0	2	0	0	154	0	214	47	0	10	3	0	2	11	1	0	0	0	288	0	328	65	1	18	7	0	2	18	1	2	0	0	442
7:45	0	161	39	0	10	5	0	0	11	0	0	0	0	226	0	215	39	1	10	2	0	2	10	0	0	0	0	279	0	376	78	1	20	7	0	2	21	0	0	0	0	505
8:00	1	156	32	0	15	3	1	1	5	0	0	0	0	214	0	192	35	0	14	3	0	1	7	0	0	0	0	252	1	348	67	0	29	6	1	2	12	0	0	0	0	466
8:15	0	127	23	2	7	0	0	0	3	0	1	2	0	165	0	172	31	0	15	3	0	2	9	0	0	0	0	232	0	299	54	2	22	3	0	2	12	0	1	2	0	397
8:30	0	127	19	0	12	2	0	0	6	0	1	0	0	167	0	158	32	2	19	4	0	3	13	0	0	0	0	231	0	285	51	2	31	6	0	3	19	0	1	0	0	398
8:45	0	122	34	1	13	4	0	0	6	0	1	0	0	181	1	154	33	0	15	8	0	3	2	0	0	0	0	216	1	276	67	1	28	12	0	3	8	0	1	0	0	397
9:00	0	120	26	0	12	5	0	0	6	1	1	1	0	172	0	134	40	0	13	4	0	3	11	0	0	0	0	205	0	254	66	0	25	9	0	3	17	1	1	1	0	377
9:15	0	86	32	0	16	2	1	1	8	0	2	0	0	148	0	128	30	1	12	5	0	3	6	0	0	0	0	185	0	214	62	1	28	7	1	4	14	0	2	0	0	333
9:30	0	98	24	2	11	3	0	1	9	1	1	0	0	150	0	123	34	0	22	3	0	4	10	0	0	1	0	197	0	221	58	2	33	6	0	5	19	1	1	1	0	347
9:45	0	103	28	0	11	7	0	1	5	0	0	0	0	155	0	111	32	0	18	3	0	1	9	0	0	0	0	174	0	214	60	0	29	10	0	2	14	0	0	0	0	329
10:00	0	101	29	1	9	5	0	0	7	0	0	0	0	152	1	116	35	1	13	6	0	3	12	0	0	0	0	187	1	217	64	2	22	11	0	3	19	0	0	0	0	339
10:15	0	107	31	0	16	1	0	2	5	1	0	0	0	163	0	110	34	0	13	3	0	11	11	0	0	0	0	182	0	217	65	0	29	4	0	13	16	1	0	0	0	345
10:30	0	91	32	0	17	5	0	0	11	1	0	1	0	158	1	108	22	0	12	4	0	5	18	0	0	0	0	170	1	199	54	0	29	9	0	5	29	1	0	1	0	328
10:45	0	104	34	1	9	2	0	2	8	1	0	0	0	161	1	93	36	1	13	2	0	7	12	0	0	0	0	165	1	197	70	2	22	4	0	9	20	1	0	0	0	326
11:00	0	89	49	1	20	7	0	3	6	0	0	0	0	175	0	96	40	0	10	7	0	4	12	0	0	0	0	169	0	185	89	1	30	14	0	7	18	0	0	0	0	344
11:15	0	86	24	0	12	6	0	0	11	0	0	0	0	139	0	115	41	0	10	6	0	1	10	0	0	0	0	183	0	201	65	0	22	12	0	1	21	0	0	0	0	322
11:30	0	85	27	1	7	3	0	3	11	0	1	0	0	138	0	93	32	1	15	4	0	2	9	0	0	0	0	156	0	178	59	2	22	7	0	5	20	0	1	0	0	294
11:45	0	129	43	1	18	5	0	1	11	0	0	0	0	208	0	105	27	0	10	6	0	0	10	0	0	0	0	158	0	234	70	1	28	11	0	1	21	0	0	0	0	366

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Garfield Ave & Yates Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_015

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	114	38	0	7	3	0	2	10	0	0	0	0	174	0	104	35	0	5	5	0	3	10	0	0	0	0	162	0	218	73	0	12	8	0	5	20	0	0	0	0	336
12:15	0	87	37	1	18	4	1	3	5	0	0	0	0	156	1	126	30	0	12	4	0	1	10	0	0	0	0	184	1	213	67	1	30	8	1	4	15	0	0	0	0	340
12:30	1	140	40	0	16	3	0	1	5	0	1	0	0	207	0	158	33	1	11	4	0	0	12	0	0	0	0	219	1	298	73	1	27	7	0	1	17	0	1	0	0	426
12:45	0	110	29	1	11	5	0	2	11	1	0	0	0	170	0	147	43	3	11	2	0	0	11	0	0	0	0	217	0	257	72	4	22	7	0	2	22	1	0	0	0	387
13:00	1	104	41	1	6	2	0	1	11	0	0	0	0	167	0	137	30	4	10	2	0	0	5	0	0	0	0	188	1	241	71	5	16	4	0	1	16	0	0	0	0	355
13:15	0	138	35	0	20	5	1	3	6	0	0	0	0	208	0	116	31	3	16	4	0	2	13	0	0	0	0	185	0	254	66	3	36	9	1	5	19	0	0	0	0	393
13:30	1	140	28	1	14	1	0	5	3	0	0	0	0	193	0	173	47	1	11	1	0	2	9	0	0	0	0	244	1	313	75	2	25	2	0	7	12	0	0	0	0	437
13:45	0	149	41	2	7	4	0	2	8	0	0	0	0	213	0	155	36	2	12	4	0	1	4	0	0	0	0	214	0	304	77	4	19	8	0	3	12	0	0	0	0	427
14:00	1	177	43	3	10	3	1	1	6	0	0	0	0	245	0	142	31	0	13	2	0	0	7	0	0	0	0	195	1	319	74	3	23	5	1	1	13	0	0	0	0	440
14:15	5	167	49	0	14	9	4	0	5	0	0	0	0	253	0	168	37	0	9	4	0	0	5	0	0	0	0	223	5	335	86	0	23	13	4	0	10	0	0	0	0	476
14:30	0	184	49	2	11	2	0	1	7	0	0	0	0	256	1	139	33	1	10	4	0	0	6	0	0	0	0	194	1	323	82	3	21	6	0	1	13	0	0	0	0	450
14:45	0	156	31	0	12	6	0	0	10	1	0	0	0	216	0	143	24	0	8	4	0	1	6	0	0	0	0	186	0	299	55	0	20	10	0	1	16	1	0	0	0	402
15:00	0	194	41	1	10	5	0	3	7	0	0	0	0	261	0	140	40	0	9	9	0	0	7	0	0	0	0	205	0	334	81	1	19	14	0	3	14	0	0	0	0	466
15:15	0	165	48	1	13	4	0	0	6	0	0	1	0	238	0	148	18	0	12	3	0	4	4	0	0	0	0	189	0	313	66	1	25	7	0	4	10	0	0	1	0	427
15:30	1	201	49	1	13	6	0	2	3	1	0	0	0	277	0	175	43	0	8	5	1	0	9	0	0	0	0	241	1	376	92	1	21	11	1	2	12	1	0	0	0	518
15:45	0	196	42	0	15	8	0	2	7	0	0	0	0	270	1	130	24	0	7	1	0	0	6	0	0	0	0	169	1	326	66	0	22	9	0	2	13	0	0	0	0	439
16:00	0	231	53	3	11	6	0	1	7	0	0	0	0	312	0	151	38	1	9	6	0	0	4	0	0	0	0	209	0	382	91	4	20	12	0	1	11	0	0	0	0	521
16:15	0	220	46	1	6	8	0	1	10	0	0	0	0	292	0	119	25	0	4	2	0	0	5	0	0	0	0	155	0	339	71	1	10	10	0	1	15	0	0	0	0	447
16:30	0	258	46	0	7	5	0	1	5	0	0	0	0	322	0	147	33	0	5	1	0	0	5	0	0	0	0	191	0	405	79	0	12	6	0	1	10	0	0	0	0	513
16:45	0	230	39	1	6	6	0	2	8	0	0	0	0	292	0	149	23	1	8	5	0	0	11	0	0	0	0	197	0	379	62	2	14	11	0	2	19	0	0	0	0	489
17:00	2	218	36	0	8	6	0	1	5	0	0	0	0	276	0	180	44	0	3	8	0	0	6	0	0	0	0	241	2	398	80	0	11	14	0	1	11	0	0	0	0	517
17:15	1	223	43	0	2	6	1	2	4	0	0	0	0	282	1	197	25	1	6	3	0	0	9	0	0	0	0	242	2	420	68	1	8	9	1	2	13	0	0	0	0	524
17:30	0	234	29	0	8	3	0	2	7	0	0	0	0	283	1	140	20	2	4	8	0	1	5	0	0	0	0	181	1	374	49	2	12	11	0	3	12	0	0	0	0	464
17:45	0	250	43	1	4	8	0	3	3	0	1	0	0	313	0	143	29	0	2	3	0	1	5	0	0	0	0	183	0	393	72	1	6	11	0	4	8	0	1	0	0	496
18:00	0	235	32	1	13	3	0	0	8	0	0	0	0	292	1	147	30	1	2	2	0	0	2	0	0	0	0	185	1	382	62	2	15	5	0	0	10	0	0	0	0	477
18:15	0	251	46	1	6	2	0	5	11	0	0	0	0	322	1	132	31	0	4	4	0	1	7	0	0	0	0	180	1	383	77	1	10	6	0	6	18	0	0	0	0	502
18:30	0	209	47	1	6	0	0	0	3	0	0	0	0	266	0	115	18	0	0	2	0	1	4	1	0	0	0	141	0	324	65	1	6	2	0	1	7	1	0	0	0	407
18:45	0	171	25	1	3	5	0	0	3	0	0	0	0	208	0	113	17	0	4	1	0	1	6	1	0	0	0	143	0	284	42	1	7	6	0	1	9	1	0	0	0	351
19:00	0	190	18	1	3	3	0	0	5	0	0	0	0	220	0	90	14	0	0	4	0	1	3	0	0	0	0	112	0	280	32	1	3	7	0	1	8	0	0	0	0	332
19:15	0	156	20	1	3	1	0	1	8	0	0	0	0	190	0	100	14	0	3	3	0	0	3	0	0	0	0	123	0	256	34	1	6	4	0	1	11	0	0	0	0	313
19:30	0	130	13	0	2	5	0	0	3	0	0	0	0	153	0	90	19	1	0	0	0	0	4	0	0	0	0	114	0	220	32	1	2	5	0	0	7	0	0	0	0	267
19:45	2	124	24	0	2	3	0	0	6	0	0	0	0	161	0	90	10	0	4	2	0	0	1	0	0	0	0	107	2	214	34	0	6	5	0	0	7	0	0	0	0	268
20:00	1	100	18	1	3	2	0	0	5	0	0	0	0	130	0	92	11	0	2	1	0	0	2	1	0	0	0	109	1	192	29	1	5	3	0	0	7	1	0	0	0	239
20:15	0	93	19	0	2	4	0	0	1	0	0	0	0	119	2	80	14	1	2	0	0	1	4	0	0	0	0	104	2	173	33	1	4	4	0	1	5	0	0	0	0	223
20:30	0	78	8	0	1	0	0	0	5	1	0	1	0	94	0	91	14	0	1	1	0	0	8	0	0	0	0	115	0	169	22	0	2	1	0	0	13	1	0	1	0	209
20:45	0	66	11	0	0	1	0	0	2	1	1	0	0	82	0	73	14	0	7	1	0	0	3	0	1	0	0	99	0	139	25	0	7	2	0	0	5	1	2	0	0	181
21:00	0	82	8	0	3	2	0	0	8	0	0	0	0	103	0	82	13	1	3	2	0	0	6	0	1	0	0	108	0	164	21	1	6	4	0	0	14	0	1	0	0	211
21:15	0	74	5	1	1	2	0	1	7	0	0	0	0	91	0	66	10	0	1	1	0	0	3	0	0	0	0	81	0	140	15	1	2	3	0	1	10	0	0	0	0	172
21:30	0	73	8	0	3	2	0	0	1	1	0	0	0	88	0	57	12	0	1	1	0	0	3	0	0	0	0	74	0	130	20	0	4	3	0	0	4	1	0	0	0	162
21:45	0	48	8	0	0	1	0	0	4	0	0	0	0	61	0	51	6	1	1	2	0	0	5	0	0	0	0	66	0	99	14	1	1	3	0	0	9	0	0	0	0	127
22:00	0	64	8	0	1	1	0	0	1	0	0	0	0	75	0	68	4	0	2	0	0	1	8	0	4	1	0	88	0	132	12	0	3	1	0	1	9	0	4	1	0	163
22:15	0	52	6	0	3	1	0	0	5	0	0	1	0	68	0	56	9	0	0	1	0	0	8	0	1	1	0	76	0	108	15	0	3	2	0	0	13	0	1	2	0	144
22:30	0	63	6	0	3	1	0	0	3	0	0	0	0	76	0	64	7	0	0	2	0	0	6	0	1	2	0	82	0	127	13	0	3	3	0	0	9	0	1	2	0	158
22:45	0	43	5	0	1	0	0	0	7	0	0	0	0	56	0	49	8	0	1	2	0	0	6	0	1	1	0	68	0	92	13	0	2	2	0	0	13	0	1	1	0	124
23:00	0	36	6	0	1	1	0	2	7	0	0	0	0	53	0	46	4	0	2	2	0	0	5	0	3	0	0	62	0	82	10	0	3	3	0	2	12	0	3	0	0	115
23:15	0	32	3	0	0	0	0	0	5	0	1	0	0	41	0	43	3	0	2	1	0	0	4	0	2	0	0	55	0	75	6	0	2	1	0	0	9	0	3	0	0	96
23:30	1	24	8	0	0	3	0	0	2	0	0	0	0	38	0	35	3	0	2	2	0	0	10	0	1	0	0	53	1	59	11	0	2	5	0	0	12	0	1	0	0	91
23:45	0	35	8	0	2	3	0	0	6	0	0	0	0	54	0	30	7	0	0	3	0	0	5	0	0	1	0	46	0	65	15	0	2	6	0	0	11	0	0	1	0	100
Totals	22	10,196	2,174	40	594	295	11	69	519	20	23	14	0	13,977	22	9,631	2,177	37	633	315	2	99	627	8	20	14	0	13,585	44	19,827	4,351	77	1,227	610	13	168	1,146	28	43	28	0	27,562
% of Totals	0%	73%	16%	0%	4%	2%	0%	0%	4%	0%	0%	0%		100%	0%	71%	16%	0%	5%	2%	0%	1%	5%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

E Washington Blvd Bet Garfield Ave & Yates Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,977	13,585	27,562

15-Minutes Interval

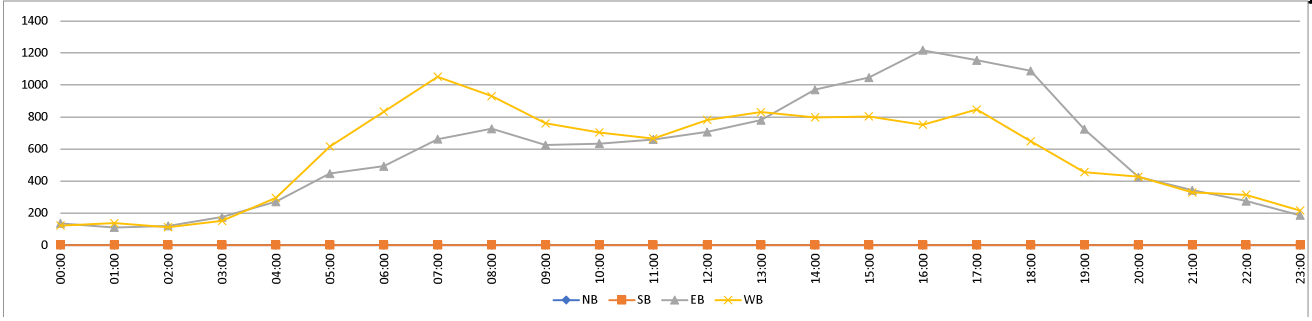
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			33	44	77	12:00			174	162	336
0:15			37	28	65	12:15			156	184	340
0:30			28	31	59	12:30			207	219	426
0:45			38	19	57	12:45			170	217	387
1:00			22	39	61	13:00			167	188	355
1:15			23	26	49	13:15			208	185	393
1:30			29	27	56	13:30			193	244	437
1:45			36	45	81	13:45			213	214	427
2:00			25	24	49	14:00			245	195	440
2:15			28	31	59	14:15			253	223	476
2:30			24	25	49	14:30			256	194	450
2:45			43	32	75	14:45			216	186	402
3:00			30	33	63	15:00			261	205	466
3:15			31	37	68	15:15			238	189	427
3:30			48	37	85	15:30			277	241	518
3:45			66	44	110	15:45			270	169	439
4:00			43	54	97	16:00			312	209	521
4:15			48	60	108	16:15			292	155	447
4:30			68	92	160	16:30			322	191	513
4:45			112	89	201	16:45			292	197	489
5:00			84	128	212	17:00			276	241	517
5:15			92	132	224	17:15			282	242	524
5:30			126	167	293	17:30			283	181	464
5:45			145	189	334	17:45			313	183	496
6:00			118	183	301	18:00			292	185	477
6:15			77	189	266	18:15			322	180	502
6:30			112	235	347	18:30			266	141	407
6:45			186	227	413	18:45			208	143	351
7:00			151	226	377	19:00			220	112	332
7:15			131	258	389	19:15			190	123	313
7:30			154	288	442	19:30			153	114	267
7:45			226	279	505	19:45			161	107	268
8:00			214	252	466	20:00			130	109	239
8:15			165	232	397	20:15			119	104	223
8:30			167	231	398	20:30			94	115	209
8:45			181	216	397	20:45			82	99	181
9:00			172	205	377	21:00			103	108	211
9:15			148	185	333	21:15			91	81	172
9:30			150	197	347	21:30			88	74	162
9:45			155	174	329	21:45			61	66	127
10:00			152	187	339	22:00			75	88	163
10:15			163	182	345	22:15			68	76	144
10:30			158	170	328	22:30			76	82	158
10:45			161	165	326	22:45			56	68	124
11:00			175	169	344	23:00			53	62	115
11:15			139	183	322	23:15			41	55	96
11:30			138	156	294	23:30			38	53	91
11:45			208	158	366	23:45			54	46	100
TOTALS	0	0	5060	6380	11440	TOTALS	0	0	8917	7205	16122
SPLIT %	0%	0%	44%	56%	42%	SPLIT %	0%	0%	55%	45%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			136	122	258
01:00	02:00			110	137	247
02:00	03:00			120	112	232
03:00	04:00			175	151	326
04:00	05:00			271	295	566
05:00	06:00			447	616	1063
06:00	07:00			493	834	1327
07:00	08:00			662	1051	1713
08:00	09:00			727	931	1658
09:00	10:00			625	761	1386
10:00	11:00			634	704	1338
11:00	12:00			660	666	1326
12:00	13:00			707	782	1489
13:00	14:00			781	831	1612
14:00	15:00			970	798	1768
15:00	16:00			1046	804	1850
16:00	17:00			1218	752	1970
17:00	18:00			1154	847	2001
18:00	19:00			1088	649	1737
19:00	20:00			724	456	1180
20:00	21:00			425	427	852
21:00	22:00			343	329	672
22:00	23:00			275	314	589
23:00	00:00			186	216	402

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5060	6380	11440
Peak Hour			7:45	7:15	7:30
Peak Volume			772	1077	1810
Peak Hour Factor			0.854	0.935	0.896
Peak Period	12:00	to	00:00		
Volume			8917	7205	16122
Peak Hour			16:00	13:30	16:30
Peak Volume			1218	876	2043
Peak Hour Factor			0.946	0.898	0.975
Peak Period	07:00	to	09:00		
Volume			1389	1982	3371
Peak Hour			7:45	7:15	7:30
Peak Volume			772	1077	1810
Peak Hour Factor			0.854	0.935	0.896
Peak Period	16:00	to	18:00		
Volume			2372	1599	3971
Peak Hour			16:00	16:30	16:30
Peak Volume			1218	871	2043
Peak Hour Factor			0.946	0.900	0.975



Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Yates Ave & S Vail Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_016

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	112	13	0	4	7	0	2	16	0	1	0	0	156	0	73	17	0	6	3	0	2	21	0	2	5	0	129	1	185	30	0	10	10	0	4	37	0	3	5	0	285
1:00	0	93	9	0	2	5	0	1	17	0	1	1	0	129	1	82	19	0	5	8	0	1	19	0	2	1	0	138	1	175	28	0	7	13	0	2	36	0	3	2	0	267
2:00	2	93	16	0	0	5	0	0	15	0	1	0	0	132	1	66	28	0	6	3	0	1	11	0	0	0	0	116	3	159	44	0	6	8	0	1	26	0	1	0	0	248
3:00	0	119	20	0	6	10	0	0	13	0	1	0	0	169	0	90	25	0	4	19	0	0	13	0	0	0	0	151	0	209	45	0	10	29	0	0	26	0	1	0	0	320
4:00	0	226	33	0	5	8	0	1	16	0	3	0	0	292	2	205	56	1	12	12	0	2	29	0	1	1	0	321	2	431	89	1	17	20	0	3	45	0	4	1	0	613
5:00	1	347	66	0	18	9	0	0	19	0	2	1	0	463	3	403	128	1	36	31	0	7	35	1	0	0	0	645	4	750	194	1	54	40	0	7	54	1	2	1	0	1108
6:00	0	386	90	1	25	18	2	5	29	0	2	0	0	558	2	637	175	4	46	28	1	7	27	1	1	0	0	929	2	1023	265	5	71	46	3	12	56	1	3	0	0	1487
7:00	0	508	112	1	40	14	1	0	30	0	3	3	0	712	1	893	168	3	49	14	0	13	35	1	0	0	0	1177	1	1401	280	4	89	28	1	13	65	1	3	3	0	1889
8:00	1	576	125	6	53	15	0	7	20	0	3	1	0	807	1	794	139	1	60	22	0	12	35	0	0	0	0	1064	2	1370	264	7	113	37	0	19	55	0	3	1	0	1871
9:00	0	429	129	4	67	13	4	3	38	0	3	2	0	692	0	545	151	0	53	16	0	13	40	0	0	1	0	819	0	974	280	4	120	29	4	16	78	0	3	3	0	1511
10:00	0	447	148	2	65	13	0	8	40	1	0	1	0	725	3	452	137	0	58	18	0	30	52	0	0	0	0	750	3	899	285	2	123	31	0	38	92	1	0	1	0	1475
11:00	0	443	160	2	80	16	1	10	42	0	1	0	0	755	1	424	138	0	47	23	0	6	44	0	0	0	0	683	1	867	298	2	127	39	1	16	86	0	1	0	0	1438
12:00	1	499	163	2	57	15	0	8	45	1	0	0	0	791	1	518	145	4	37	15	0	4	44	0	0	0	0	768	2	1017	308	6	94	30	0	12	89	1	0	0	0	1559
13:00	2	619	154	4	52	16	0	10	35	1	0	0	0	893	0	594	151	10	47	11	0	6	30	0	0	0	0	849	2	1213	305	14	99	27	0	16	65	1	0	0	0	1742
14:00	5	773	212	6	50	23	0	3	36	0	0	0	0	1108	3	582	133	2	41	17	0	0	21	0	0	0	0	799	8	1355	345	8	91	40	0	3	57	0	0	0	0	1907
15:00	1	901	211	5	52	22	1	7	36	0	0	1	0	1237	1	577	128	2	29	16	1	3	24	0	0	0	0	781	2	1478	339	7	81	38	2	10	60	0	0	1	0	2018
16:00	2	1181	221	6	38	18	1	15	34	0	0	0	0	1516	0	545	114	1	24	14	0	1	25	0	0	0	0	724	2	1726	335	7	62	32	1	16	59	0	0	0	0	2240
17:00	4	1136	164	2	25	23	0	14	21	1	0	0	0	1390	2	639	113	1	22	22	0	2	24	0	0	0	0	825	6	1775	277	3	47	45	0	16	45	1	0	0	0	2215
18:00	0	999	150	2	40	12	0	14	27	0	0	0	0	1244	2	503	94	3	13	8	0	2	22	2	0	0	0	649	2	1502	244	5	53	20	0	16	49	2	0	0	0	1893
19:00	2	641	84	2	16	7	0	7	25	0	0	0	0	784	1	379	57	1	8	11	0	0	11	0	0	0	0	468	3	1020	141	3	24	18	0	7	36	0	0	0	0	1252
20:00	1	350	72	0	5	4	0	2	14	0	1	1	0	450	2	344	55	1	12	3	0	1	17	1	1	0	0	437	3	694	127	1	17	7	0	3	31	1	2	1	0	887
21:00	1	281	44	1	10	5	0	2	24	0	0	0	0	368	1	286	33	2	7	7	0	1	16	0	1	0	0	354	2	567	77	3	17	12	0	3	40	0	1	0	0	722
22:00	0	217	34	0	6	7	0	4	16	2	0	0	0	286	0	256	28	0	2	7	0	1	22	6	6	3	0	331	0	473	62	0	8	14	0	5	38	8	6	3	0	617
23:00	1	141	29	0	3	7	0	2	17	6	1	0	0	207	1	156	19	0	2	11	0	0	24	5	2	2	0	222	2	297	48	0	5	18	0	2	41	11	3	2	0	429
Totals	25	11,517	2,459	46	719	292	10	125	625	12	23	11	0	15,864	29	10,043	2,251	37	626	339	2	115	641	17	16	13	0	14,129	54	21,560	4,710	83	1,345	631	12	240	1,266	29	39	24	0	29,993
% of Totals	0%	73%	16%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	71%	16%	0%	4%	2%	0%	1%	5%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



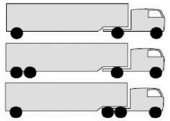
#5 2-Axle, 6-Tire Single Units



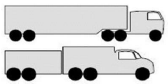
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	5	3779	921	16	365	133	8	37	295	1	21	9	0	5590	15	4664	1181	10	382	197	1	94	361	3	6	8	0	6922	20	8443	2102	26	747	330	9	131	656	4	27	17	0	12512
%	0%	24%	6%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	35%	0%	33%	8%	0%	3%	1%	0%	1%	3%	0%	0%	0%	0%	49%	0%	28%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	42%
Peak Hour	1:30	7:45	11:45	7:30	11:00	5:45	9:00	11:30	11:15	10:00	4:30	6:30	0:00	7:45	4:15	7:15	5:45	6:15	9:30	5:15	5:15	10:00	10:15	5:45	0:45	0:00	0:00	7:15	1:30	7:15	10:30	6:45	9:30	5:45	9:00	10:15	10:30	5:45	0:45	0:00	0:00	7:15
Peak Volume	2	610	170	6	80	19	4	12	50	1	4	3	0	830	4	940	187	5	69	35	1	30	57	2	3	5	0	1209	4	1507	307	7	131	51	4	40	99	2	5	5	0	1989
12:00 - 24:00	20	7738	1538	30	354	159	2	88	330	11	2	2	0	10274	14	5379	1070	27	244	142	1	21	280	14	10	5	0	7207	34	13117	2608	57	598	301	3	109	610	25	12	7	0	17481
%	0%	49%	10%	0%	2%	1%	0%	1%	2%	0%	0%	0%	0%	65%	0%	38%	8%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	51%	0%	44%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	58%
Peak Hour	13:30	16:15	15:30	13:45	12:45	14:15	15:30	17:30	12:00	22:45	20:00	14:30	12:00	16:00	14:00	16:30	12:45	12:30	13:15	16:45	14:30	13:00	12:00	22:30	21:45	21:45	12:00	13:15	14:00	16:30	15:30	12:45	13:15	14:15	15:00	17:30	12:00	22:45	21:45	21:45	12:00	16:30
Peak Volume	6	1196	230	7	59	26	2	19	45	8	1	1	0	1516	3	647	157	11	54	24	1	6	44	9	6	3	0	858	8	1819	362	14	113	48	2	21	89	15	6	3	0	2294
07:00 - 09:00	1	1084	237	7	93	29	1	7	50	0	6	4	0	1519	2	1687	307	4	109	36	0	25	70	1	0	0	0	2241	3	2771	544	11	202	65	1	32	120	1	6	4	0	3760
%	0%	7%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	12%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	9%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:15	7:45	8:00	7:30	8:00	7:15	7:00	8:00	7:00	7:00	7:00	7:00	7:00	7:45	7:00	7:15	7:00	7:00	8:00	8:00	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:15	7:15	7:15	7:00	7:30	8:00	8:00	7:00	8:00	7:30	7:00	7:00	7:00	7:00	7:15
Peak Volume	1	610	125	6	53	16	1	7	30	0	3	3	0	830	1	940	168	3	60	22	0	13	41	1	0	0	0	1209	2	1507	280	7	113	37	1	19	70	1	3	3	0	1989
16:00 - 18:00	6	2317	385	8	63	41	1	29	55	1	0	0	0	2906	2	1184	227	2	46	36	0	3	49	0	0	0	0	1549	8	3501	612	10	109	77	1	32	104	1	0	0	0	4455
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:30	16:15	16:00	16:00	16:00	17:00	16:00	16:15	16:00	16:15	16:00	16:00	16:00	16:00	16:45	16:30	16:30	16:45	16:00	16:45	16:00	16:45	16:30	16:00	16:00	16:00	16:00	16:30	17:00	16:30	16:00	16:00	16:00	16:45	16:00	16:15	16:15	16:15	16:00	16:00	16:00	16:30
Peak Volume	4	1196	221	6	38	23	1	16	34	1	0	0	0	1516	2	647	117	2	24	24	0	2	30	0	0	0	0	838	6	1819	335	7	62	45	1	17	60	1	0	0	0	2294

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Yates Ave & S Vail Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_016

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	27	2	0	1	0	0	1	5	0	0	0	0	36	0	28	6	0	2	1	0	0	3	0	1	2	0	43	0	55	8	0	3	1	0	1	8	0	1	2	0	79
0:15	1	23	6	0	2	1	0	0	7	0	0	0	0	40	0	19	3	0	2	0	0	1	5	0	0	1	0	31	1	42	9	0	4	1	0	1	12	0	0	1	0	71
0:30	0	23	3	0	0	3	0	1	2	0	0	0	0	32	0	17	4	0	2	2	0	1	6	0	0	1	0	33	0	40	7	0	2	5	0	2	8	0	0	1	0	65
0:45	0	39	2	0	1	3	0	0	2	0	1	0	0	48	0	9	4	0	0	0	0	0	7	0	1	1	0	22	0	48	6	0	1	3	0	0	9	0	2	1	0	70
1:00	0	12	3	0	1	1	0	1	3	0	1	1	0	23	0	26	6	0	0	1	0	0	6	0	0	0	0	39	0	38	9	0	1	2	0	1	9	0	1	1	0	62
1:15	0	21	1	0	0	1	0	0	4	0	0	0	0	27	0	12	4	0	3	2	0	0	5	0	0	0	0	26	0	33	5	0	3	3	0	0	9	0	0	0	0	53
1:30	0	27	2	0	1	0	0	0	5	0	0	0	0	35	0	15	5	0	2	3	0	0	0	0	2	0	0	27	0	42	7	0	3	3	0	0	5	0	2	0	0	62
1:45	0	33	3	0	0	3	0	0	5	0	0	0	0	44	1	29	4	0	0	2	0	1	8	0	0	1	0	46	1	62	7	0	0	5	0	1	13	0	0	1	0	90
2:00	0	18	1	0	0	1	0	0	3	0	1	0	0	24	0	19	5	0	0	0	0	1	1	0	0	0	0	26	0	37	6	0	0	1	0	1	4	0	1	0	0	50
2:15	2	28	1	0	0	1	0	0	3	0	0	0	0	35	1	18	5	0	1	1	0	0	4	0	0	0	0	30	3	46	6	0	1	2	0	0	7	0	0	0	0	65
2:30	0	23	2	0	0	0	0	0	5	0	0	0	0	30	0	11	11	0	4	0	0	0	1	0	0	0	0	27	0	34	13	0	4	0	0	0	6	0	0	0	0	57
2:45	0	24	12	0	0	3	0	0	4	0	0	0	0	43	0	18	7	0	1	2	0	0	5	0	0	0	0	33	0	42	19	0	1	5	0	0	9	0	0	0	0	76
3:00	0	27	2	0	2	0	0	0	2	0	0	0	0	33	0	16	5	0	1	6	0	0	4	0	0	0	0	32	0	43	7	0	3	6	0	0	6	0	0	0	0	65
3:15	0	26	5	0	0	1	0	0	1	0	1	0	0	34	0	17	3	0	0	12	0	0	4	0	0	0	0	36	0	43	8	0	0	13	0	0	5	0	1	0	0	70
3:30	0	32	9	0	3	1	0	0	3	0	0	0	0	48	0	31	10	0	0	1	0	0	1	0	0	0	0	43	0	63	19	0	3	2	0	0	4	0	0	0	0	91
3:45	0	34	4	0	1	8	0	0	7	0	0	0	0	54	0	26	7	0	3	0	0	0	4	0	0	0	0	40	0	60	11	0	4	8	0	0	11	0	0	0	0	94
4:00	0	33	5	0	0	2	0	0	7	0	0	0	0	47	0	31	11	0	2	4	0	0	9	0	0	0	0	57	0	64	16	0	2	6	0	0	16	0	0	0	0	104
4:15	0	39	5	0	2	2	0	0	1	0	0	0	0	49	0	41	18	0	2	2	0	0	8	0	1	0	0	72	0	80	23	0	4	4	0	0	9	0	1	0	0	121
4:30	0	55	9	0	2	2	0	0	4	0	3	0	0	75	1	59	17	1	2	4	0	2	7	0	0	0	0	93	1	114	26	1	4	6	0	2	11	0	3	0	0	168
4:45	0	99	14	0	1	2	0	1	4	0	0	0	0	121	1	74	10	0	6	2	0	0	5	0	0	1	0	99	1	173	24	0	7	4	0	1	9	0	0	1	0	220
5:00	0	56	16	0	6	1	0	0	5	0	0	0	0	84	2	84	21	0	7	7	0	2	14	0	0	0	0	137	2	140	37	0	13	8	0	2	19	0	0	0	0	221
5:15	0	72	15	0	2	1	0	0	4	0	1	0	0	95	0	88	24	1	8	5	0	2	7	0	0	0	0	135	0	160	39	1	10	6	0	2	11	0	1	0	0	230
5:30	0	99	19	0	3	3	0	0	5	0	1	1	0	131	0	113	36	0	11	7	0	3	5	0	0	0	0	175	0	212	55	0	14	10	0	3	10	0	1	1	0	306
5:45	1	120	16	0	7	4	0	0	5	0	0	0	0	153	1	118	47	0	10	12	0	0	9	1	0	0	0	198	2	238	63	0	17	16	0	0	14	1	0	0	0	351
6:00	0	95	13	0	7	6	0	0	7	0	1	0	0	129	0	131	41	1	3	11	1	1	7	0	0	0	0	196	0	226	54	1	10	17	1	1	14	0	1	0	0	325
6:15	0	76	18	0	4	4	1	0	8	0	0	0	0	111	2	139	41	0	18	3	0	2	9	0	0	0	0	214	2	215	59	0	22	7	1	2	17	0	0	0	0	325
6:30	0	82	28	0	6	5	1	4	7	0	0	0	0	133	0	193	58	1	9	6	0	2	6	1	0	0	0	276	0	275	86	1	15	11	1	6	13	1	0	0	0	409
6:45	0	133	31	1	8	3	0	1	7	0	1	0	0	185	0	174	35	2	16	8	0	2	5	0	1	0	0	243	0	307	66	3	24	11	0	3	12	0	2	0	0	428
7:00	0	108	33	0	9	2	1	0	7	0	0	1	0	161	0	173	45	2	16	1	0	4	8	0	0	0	0	249	0	281	78	2	25	3	1	4	15	0	0	1	0	410
7:15	0	105	27	0	9	2	0	0	6	0	1	2	0	152	1	251	40	0	10	5	0	3	4	0	0	0	0	314	1	356	67	0	19	7	0	3	10	0	1	2	0	466
7:30	0	130	20	1	11	4	0	0	6	0	2	0	0	174	0	243	51	1	13	3	0	4	16	1	0	0	0	332	0	373	71	2	24	7	0	4	22	1	2	0	0	506
7:45	0	165	32	0	11	6	0	0	11	0	0	0	0	225	0	226	32	0	10	5	0	2	7	0	0	0	0	282	0	391	64	0	21	11	0	2	18	0	0	0	0	507
8:00	1	167	32	1	16	4	0	2	6	0	0	0	0	229	0	220	35	0	13	4	0	2	7	0	0	0	0	281	1	387	67	1	29	8	0	4	13	0	0	0	0	510
8:15	0	143	26	4	6	2	0	1	6	0	1	1	0	190	0	201	36	0	17	3	0	3	11	0	0	0	0	271	0	344	62	4	23	5	0	4	17	0	1	1	0	461
8:30	0	135	25	0	16	3	0	1	5	0	1	0	0	186	0	201	29	1	15	8	0	4	13	0	0	0	0	271	0	336	54	1	31	11	0	5	18	0	1	0	0	457
8:45	0	131	42	1	15	6	0	3	3	0	1	0	0	202	1	172	39	0	15	7	0	3	4	0	0	0	0	241	1	303	81	1	30	13	0	6	7	0	1	0	0	443
9:00	0	131	29	1	17	4	1	0	8	0	1	1	0	193	0	149	44	0	8	4	0	3	12	0	0	0	0	220	0	280	73	1	25	8	1	3	20	0	1	1	0	413
9:15	0	92	34	1	20	2	2	1	9	0	1	0	0	162	0	150	31	0	10	6	0	3	9	0	0	0	0	209	0	242	65	1	30	8	2	4	18	0	1	0	0	371
9:30	0	98	32	2	15	2	0	1	12	0	1	1	0	164	0	118	39	0	19	3	0	6	9	0	0	1	0	195	0	216	71	2	34	5	0	7	21	0	1	2	0	359
9:45	0	108	34	0	15	5	1	1	9	0	0	0	0	173	0	128	37	0	16	3	0	1	10	0	0	0	0	195	0	236	71	0	31	8	1	2	19	0	0	0	0	368
10:00	0	102	33	0	12	4	0	1	5	0	0	0	0	157	2	132	37	0	14	7	0	3	9	0	0	0	0	204	2	234	70	0	26	11	0	4	14	0	0	0	0	361
10:15	0	128	37	1	20	1	0	2	8	0	0	0	0	197	0	102	33	0	20	5	0	13	13	0	0	0	0	186	0	230	70	1	40	6	0	15	21	0	0	0	0	383
10:30	0	105	42	0	21	7	0	2	16	0	0	1	0	194	0	116	25	0	12	4	0	6	19	0	0	0	0	182	0	221	67	0	33	11	0	8	35	0	0	1	0	376
10:45	0	112	36	1	12	1	0	3	11	1	0	0	0	177	1	102	42	0	12	2	0	8	11	0	0	0	0	178	1	214	78	1	24	3	0	11	22	1	0	0	0	355
11:00	0	113	45	1	22	4	0	3	6	0	0	0	0	194	0	103	42	0	12	7	0	3	14	0	0	0	0	181	0	216	87	1	34	11	0	6	20	0	0	0	0	375
11:15	0	110	37	0	21	3	0	0	14	0	0	0	0	185	0	116	38	0	11	7	0	1	8	0	0	0	0	181	0	226	75	0	32	10	0	1	22	0	0	0	0	366
11:30	0	89	32	1	14	5	0	5	11	0	1	0	0	158	0	107	30	0	15	4	0	2	10	0	0	0	0	168	0	196	62	1	29	9	0	7	21	0	1	0	0	326
11:45	0	131	46	0	23	4	1	2	11	0	0	0	0	218	1	98	28	0	9	5	0	0	12	0	0	0	0	153	1	229	74	0	32	9	1	2	23	0	0	0	0	371

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Yates Ave & S Vail Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_016

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	136	40	0	15	2	0	3	14	1	0	0	0	212	0	95	35	0	8	5	0	3	9	0	0	0	0	155	1	231	75	0	23	7	0	6	23	1	0	0	0	367
12:15	0	89	41	1	17	4	0	2	11	0	0	0	0	165	1	134	35	0	13	5	0	1	13	0	0	0	0	202	1	223	76	1	30	9	0	3	24	0	0	0	0	367
12:30	0	149	43	0	13	4	0	1	10	0	0	0	0	220	0	146	33	1	9	3	0	0	12	0	0	0	0	204	0	295	76	1	22	7	0	1	22	0	0	0	0	424
12:45	0	125	39	1	12	5	0	2	10	0	0	0	0	194	0	143	42	3	7	2	0	0	10	0	0	0	0	207	0	268	81	4	19	7	0	2	20	0	0	0	0	401
13:00	1	142	42	1	9	3	0	0	10	1	0	0	0	209	0	142	33	3	8	1	0	1	6	0	0	0	0	194	1	284	75	4	17	4	0	1	16	1	0	0	0	403
13:15	0	148	41	0	23	4	0	1	8	0	0	0	0	225	0	126	37	4	15	5	0	1	11	0	0	0	0	199	0	274	78	4	38	9	0	2	19	0	0	0	0	424
13:30	1	162	31	1	15	3	0	7	4	0	0	0	0	224	0	169	45	1	11	0	0	1	8	0	0	0	0	235	1	331	76	2	26	3	0	8	12	0	0	0	0	459
13:45	0	167	40	2	5	6	0	2	13	0	0	0	0	235	0	157	36	2	13	5	0	3	5	0	0	0	0	221	0	324	76	4	18	11	0	5	18	0	0	0	0	456
14:00	1	195	50	2	16	3	0	1	5	0	0	0	0	273	0	147	33	0	15	3	0	0	5	0	0	0	0	203	1	342	83	2	31	6	0	1	10	0	0	0	0	476
14:15	4	189	60	1	13	9	0	1	9	0	0	0	0	286	1	137	34	1	10	4	0	0	5	0	0	0	0	192	5	326	94	2	23	13	0	1	14	0	0	0	0	478
14:30	0	207	58	2	10	4	0	0	9	0	0	0	0	290	1	143	35	1	9	4	0	0	4	0	0	0	0	197	1	350	93	3	19	8	0	0	13	0	0	0	0	487
14:45	0	182	44	1	11	7	0	1	13	0	0	0	0	259	1	155	31	0	7	6	0	0	7	0	0	0	0	207	1	337	75	1	18	13	0	1	20	0	0	0	0	466
15:00	0	217	52	2	9	6	0	1	9	0	0	0	0	296	0	135	38	1	7	8	0	0	5	0	0	0	0	194	0	352	90	3	16	14	0	1	14	0	0	0	0	490
15:15	0	191	48	1	13	3	0	0	10	0	0	1	0	267	0	138	20	0	9	2	1	3	5	0	0	0	0	178	0	329	68	1	22	5	1	3	15	0	0	1	0	445
15:30	1	247	60	2	16	6	0	3	7	0	0	0	0	342	0	163	42	1	5	5	0	0	8	0	0	0	0	224	1	410	102	3	21	11	0	3	15	0	0	0	0	566
15:45	0	246	51	0	14	7	1	3	10	0	0	0	0	332	1	141	28	0	8	1	0	0	6	0	0	0	0	185	1	387	79	0	22	8	1	3	16	0	0	0	0	517
16:00	1	273	59	3	13	4	0	2	7	0	0	0	0	362	0	140	39	0	7	6	0	0	4	0	0	0	0	196	1	413	98	3	20	10	0	2	11	0	0	0	0	558
16:15	0	301	60	1	10	4	1	5	11	0	0	0	0	393	0	111	23	0	3	2	0	0	5	0	0	0	0	144	0	412	83	1	13	6	1	5	16	0	0	0	0	537
16:30	1	314	54	0	9	4	0	5	7	0	0	0	0	394	0	141	31	0	6	1	0	0	5	0	0	0	0	184	1	455	85	0	15	5	0	5	12	0	0	0	0	578
16:45	0	293	48	2	6	6	0	3	9	0	0	0	0	367	0	153	21	1	8	5	0	1	11	0	0	0	0	200	0	446	69	3	14	11	0	4	20	0	0	0	0	567
17:00	2	288	46	0	6	6	0	3	7	1	0	0	0	359	0	167	38	0	3	8	0	0	5	0	0	0	0	221	2	455	84	0	9	14	0	3	12	1	0	0	0	580
17:15	1	277	41	0	5	6	0	2	4	0	0	0	0	336	1	186	27	0	7	3	0	0	9	0	0	0	0	233	2	463	68	0	12	9	0	2	13	0	0	0	0	569
17:30	0	273	30	0	10	3	0	3	7	0	0	0	0	326	1	139	19	1	6	8	0	1	5	0	0	0	0	180	1	412	49	1	16	11	0	4	12	0	0	0	0	506
17:45	1	298	47	2	4	8	0	6	3	0	0	0	0	369	0	147	29	0	6	3	0	1	5	0	0	0	0	191	1	445	76	2	10	11	0	7	8	0	0	0	0	560
18:00	0	292	34	1	15	3	0	5	6	0	0	0	0	356	1	150	29	2	2	2	0	0	2	0	0	0	0	188	1	442	63	3	17	5	0	5	8	0	0	0	0	544
18:15	0	285	45	1	8	2	0	5	11	0	0	0	0	357	1	124	32	0	6	3	0	0	7	0	0	0	0	173	1	409	77	1	14	5	0	5	18	0	0	0	0	530
18:30	0	239	42	0	9	1	0	2	4	0	0	0	0	297	0	114	18	0	1	2	0	1	4	1	0	0	0	141	0	353	60	0	10	3	0	3	8	1	0	0	0	438
18:45	0	183	29	0	8	6	0	2	6	0	0	0	0	234	0	115	15	1	4	1	0	1	9	1	0	0	0	147	0	298	44	1	12	7	0	3	15	1	0	0	0	381
19:00	0	200	20	1	4	2	0	4	1	0	0	0	0	232	0	89	13	0	1	4	0	0	3	0	0	0	0	110	0	289	33	1	5	6	0	4	4	0	0	0	0	342
19:15	0	171	23	1	3	1	0	1	9	0	0	0	0	209	1	106	17	0	3	3	0	0	3	0	0	0	0	133	1	277	40	1	6	4	0	1	12	0	0	0	0	342
19:30	0	144	15	0	4	4	0	2	5	0	0	0	0	174	0	88	17	1	0	0	0	0	4	0	0	0	0	110	0	232	32	1	4	4	0	2	9	0	0	0	0	284
19:45	2	126	26	0	5	0	0	0	10	0	0	0	0	169	0	96	10	0	4	4	0	0	1	0	0	0	0	115	2	222	36	0	9	4	0	0	11	0	0	0	0	284
20:00	1	100	22	0	3	2	0	0	6	0	0	0	0	134	0	94	12	0	2	2	0	0	2	1	0	0	0	113	1	194	34	0	5	4	0	0	8	1	0	0	0	247
20:15	0	95	21	0	2	1	0	1	1	0	0	0	0	121	2	79	15	1	2	0	0	1	4	0	0	0	0	104	2	174	36	1	4	1	0	2	5	0	0	0	0	225
20:30	0	86	12	0	0	1	0	1	5	0	0	1	0	106	0	95	14	0	2	1	0	0	8	0	0	0	0	120	0	181	26	0	2	2	0	1	13	0	0	1	0	226
20:45	0	69	17	0	0	0	0	0	2	0	1	0	0	89	0	76	14	0	6	0	0	0	3	0	1	0	0	100	0	145	31	0	6	0	0	0	5	0	2	0	0	189
21:00	0	86	12	0	4	2	0	1	8	0	0	0	0	113	0	86	11	1	3	2	0	1	5	0	1	0	0	110	0	172	23	1	7	4	0	2	13	0	1	0	0	223
21:15	1	72	9	1	1	1	0	1	8	0	0	0	0	94	1	72	7	0	1	2	0	0	3	0	0	0	0	86	2	144	16	1	2	3	0	1	11	0	0	0	0	180
21:30	0	76	12	0	4	2	0	0	3	0	0	0	0	97	0	66	10	0	1	1	0	0	3	0	0	0	0	81	0	142	22	0	5	3	0	0	6	0	0	0	0	178
21:45	0	47	11	0	1	0	0	0	5	0	0	0	0	64	0	62	5	1	2	2	0	0	5	0	0	0	0	77	0	109	16	1	3	2	0	0	10	0	0	0	0	141
22:00	0	67	10	0	1	1	0	0	2	0	0	0	0	81	0	70	5	0	1	0	0	1	9	0	4	1	0	91	0	137	15	0	2	1	0	1	11	0	4	1	0	172
22:15	0	51	9	0	4	1	0	1	5	0	0	0	0	71	0	70	6	0	0	3	0	0	4	2	1	0	0	86	0	121	15	0	4	4	0	1	9	2	1	0	0	157
22:30	0	48	10	0	0	0	0	1	6	0	0	0	0	65	0	63	8	0	0	2	0	0	3	2	1	2	0	81	0	111	18	0	0	2	0	1	9	2	1	2	0	146
22:45	0	51	5	0	1	5	0	2	3	2	0	0	0	69	0	53	9	0	1	2	0	0	6	2	0	0	0	73	0	104	14	0	2	7	0	2	9	4	0	0	0	142
23:00	0	41	7	0	1	3	0	1	4	1	1	0	0	59	1	52	5	0	1	3	0	0	3	2	2	1	0	70	1	93	12	0	2	6	0	1	7	3	3	1	0	129
23:15	0	40	4	0	0	0	0	0	8	1	0	0	0	53	0	41	3	0	0	2	0	0	3	3	0	0	0	52	0	81	7	0	0	2	0	0	11	4	0	0	0	105
23:30	1	24	8	0	0	2	0	0	0	4	0	0	0	39	0	35	3	0	1	3	0	0	12	0	0	0	0	54	1	59	11	0	1	5	0	0	12	4	0	0	0	93
23:45	0	36	10	0	2	2	0	1	5	0	0	0	0	56	0	28	8	0	0	3	0	0	6	0	0	1	0	46	0	64	18	0	2	5	0	1	11	0	0	1	0	102
Totals	25	11,517	2,459	46	719	292	10	125	625	12	23	11	0	15,864	29	10,043	2,251	37	626	339	2	115	641	17	16	13	0	14,129	54	21,560	4,710	83	1,345	631	12	240	1,266	29	39	24	0	29,993
% of Totals	0%	73%	16%	0%	5%	2%	0%	1%	4%	0%	0%	0%		100%	0%	71%	16%	0%	4%	2%	0%	1%	5%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

E Washington Blvd Bet Yates Ave & S Vail Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,864	14,129	29,993

15-Minutes Interval

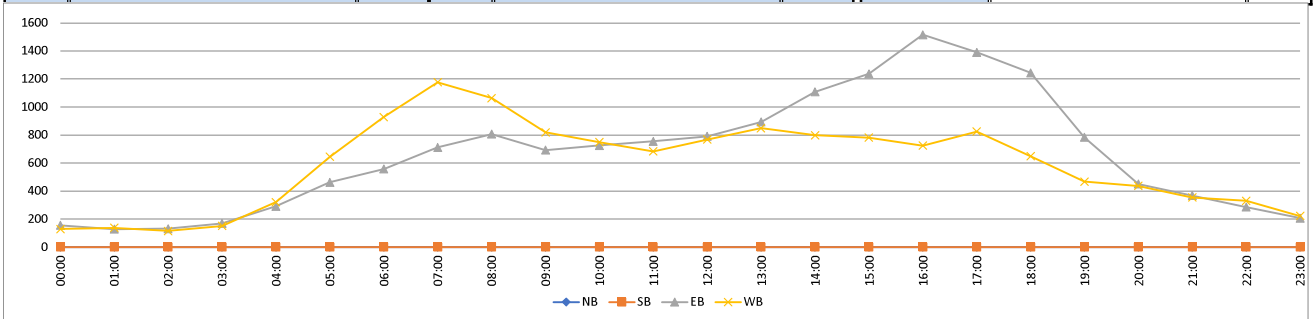
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			36	43	79	12:00			212	155	367
0:15			40	31	71	12:15			165	202	367
0:30			32	33	65	12:30			220	204	424
0:45			48	22	70	12:45			194	207	401
1:00			23	39	62	13:00			209	194	403
1:15			27	26	53	13:15			225	199	424
1:30			35	27	62	13:30			224	235	459
1:45			44	46	90	13:45			235	221	456
2:00			24	26	50	14:00			273	203	476
2:15			35	30	65	14:15			286	192	478
2:30			30	27	57	14:30			290	197	487
2:45			43	33	76	14:45			259	207	466
3:00			33	32	65	15:00			296	194	490
3:15			34	36	70	15:15			267	178	445
3:30			48	43	91	15:30			342	224	566
3:45			54	40	94	15:45			332	185	517
4:00			47	57	104	16:00			362	196	558
4:15			49	72	121	16:15			393	144	537
4:30			75	93	168	16:30			394	184	578
4:45			121	99	220	16:45			367	200	567
5:00			84	137	221	17:00			359	221	580
5:15			95	135	230	17:15			336	233	569
5:30			131	175	306	17:30			326	180	506
5:45			153	198	351	17:45			369	191	560
6:00			129	196	325	18:00			356	188	544
6:15			111	214	325	18:15			357	173	530
6:30			133	276	409	18:30			297	141	438
6:45			185	243	428	18:45			234	147	381
7:00			161	249	410	19:00			232	110	342
7:15			152	314	466	19:15			209	133	342
7:30			174	332	506	19:30			174	110	284
7:45			225	282	507	19:45			169	115	284
8:00			229	281	510	20:00			134	113	247
8:15			190	271	461	20:15			121	104	225
8:30			186	271	457	20:30			106	120	226
8:45			202	241	443	20:45			89	100	189
9:00			193	220	413	21:00			113	110	223
9:15			162	209	371	21:15			94	86	180
9:30			164	195	359	21:30			97	81	178
9:45			173	195	368	21:45			64	77	141
10:00			157	204	361	22:00			81	91	172
10:15			197	186	383	22:15			71	86	157
10:30			194	182	376	22:30			65	81	146
10:45			177	178	355	22:45			69	73	142
11:00			194	181	375	23:00			59	70	129
11:15			185	181	366	23:15			53	52	105
11:30			158	168	326	23:30			39	54	93
11:45			218	153	371	23:45			56	46	102
TOTALS	0	0	5590	6922	12512	TOTALS	0	0	10274	7207	17481
SPLIT %	0%	0%	45%	55%	42%	SPLIT %	0%	0%	59%	41%	58%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			156	129	285
01:00	02:00			129	138	267
02:00	03:00			132	116	248
03:00	04:00			169	151	320
04:00	05:00			292	321	613
05:00	06:00			463	645	1108
06:00	07:00			558	929	1487
07:00	08:00			712	1177	1889
08:00	09:00			807	1064	1871
09:00	10:00			692	819	1511
10:00	11:00			725	750	1475
11:00	12:00			755	683	1438
12:00	13:00			791	768	1559
13:00	14:00			893	849	1742
14:00	15:00			1108	799	1907
15:00	16:00			1237	781	2018
16:00	17:00			1516	724	2240
17:00	18:00			1390	825	2215
18:00	19:00			1244	649	1893
19:00	20:00			784	468	1252
20:00	21:00			450	437	887
21:00	22:00			368	354	722
22:00	23:00			286	331	617
23:00	00:00			207	222	429

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5590	6922	12512
Peak Hour			7:45	7:15	7:15
Peak Volume			830	1209	1989
Peak Hour Factor			0.906	0.910	0.975
Peak Period	12:00	to	00:00		
Volume			10274	7207	17481
Peak Hour			16:00	13:15	16:30
Peak Volume			1516	858	2294
Peak Hour Factor			0.962	0.913	0.989
Peak Period	07:00	to	09:00		
Volume			1519	2241	3760
Peak Hour			7:45	7:15	7:15
Peak Volume			830	1209	1989
Peak Hour Factor			0.906	0.910	0.975
Peak Period	16:00	to	18:00		
Volume			2906	1549	4455
Peak Hour			16:00	16:30	16:30
Peak Volume			1516	838	2294
Peak Hour Factor			0.962	0.899	0.989



Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet S Vail Ave & S Maple Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_017

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	101	8	0	5	4	0	5	11	0	1	0	0	136	0	77	15	0	5	5	0	1	19	0	1	5	0	128	1	178	23	0	10	9	0	6	30	0	2	5	0	264
1:00	0	81	9	0	5	5	0	0	14	0	1	1	0	116	1	73	14	0	6	6	0	1	12	1	2	1	0	117	1	154	23	0	11	11	0	1	26	1	3	2	0	233
2:00	1	81	16	0	2	7	0	0	10	0	1	0	0	118	0	62	23	0	6	5	0	1	13	0	0	0	0	110	1	143	39	0	8	12	0	1	23	0	1	0	0	228
3:00	0	112	28	0	5	11	0	0	7	0	1	0	0	164	0	99	27	0	6	18	0	0	10	0	2	0	0	162	0	211	55	0	11	29	0	0	17	0	3	0	0	326
4:00	1	132	28	0	3	10	0	1	13	0	3	0	0	191	2	218	65	1	6	9	0	2	22	0	0	1	0	326	3	350	93	1	9	19	0	3	35	0	3	1	0	517
5:00	0	237	56	0	15	10	0	2	9	0	2	1	0	332	3	439	149	1	23	24	0	6	28	1	0	0	0	674	3	676	205	1	38	34	0	8	37	1	2	1	0	1006
6:00	0	355	76	0	22	16	3	5	28	0	2	0	0	507	1	687	183	5	40	26	1	5	28	2	1	0	0	979	1	1042	259	5	62	42	4	10	56	2	3	0	0	1486
7:00	2	491	103	0	43	12	1	0	30	0	3	3	0	688	1	1027	179	4	43	17	0	16	35	0	0	0	0	1322	3	1518	282	4	86	29	1	16	65	0	3	3	0	2010
8:00	1	578	136	7	53	18	0	8	28	0	3	1	0	833	1	866	162	2	56	24	0	10	28	0	0	0	0	1149	2	1444	298	9	109	42	0	18	56	0	3	1	0	1982
9:00	0	432	114	3	59	16	4	8	42	0	3	2	0	683	0	542	169	1	47	14	0	12	35	0	0	1	0	821	0	974	283	4	106	30	4	20	77	0	3	3	0	1504
10:00	0	430	151	1	56	11	0	6	38	1	0	1	0	695	2	467	135	3	56	15	0	29	47	0	0	0	0	754	2	897	286	4	112	26	0	35	85	1	0	1	0	1449
11:00	0	443	162	2	69	14	1	12	42	0	1	0	0	746	0	461	136	1	39	21	0	6	36	0	0	0	0	700	0	904	298	3	108	35	1	18	78	0	1	0	0	1446
12:00	1	525	163	2	52	14	0	12	33	0	0	0	0	802	1	537	140	6	38	12	0	3	43	0	0	0	0	780	2	1062	303	8	90	26	0	15	76	0	0	0	0	1582
13:00	2	619	175	4	60	12	0	12	39	0	0	0	0	923	1	581	154	11	36	11	0	9	34	0	0	0	0	837	3	1200	329	15	96	23	0	21	73	0	0	0	0	1760
14:00	6	855	222	2	56	19	0	4	37	0	0	0	0	1201	2	550	142	2	38	19	0	2	9	0	0	0	0	764	8	1405	364	4	94	38	0	6	46	0	0	0	0	1965
15:00	1	951	240	3	58	24	1	10	28	0	0	1	0	1317	1	567	136	3	24	15	0	2	26	0	0	0	0	774	2	1518	376	6	82	39	1	12	54	0	0	1	0	2091
16:00	2	1215	235	4	39	18	1	12	33	0	0	0	0	1559	0	506	111	3	20	16	0	3	27	0	0	0	0	686	2	1721	346	7	59	34	1	15	60	0	0	0	0	2245
17:00	3	1181	201	2	22	24	0	13	17	0	0	0	0	1463	3	605	114	4	17	17	0	2	23	0	0	0	0	785	6	1786	315	6	39	41	0	15	40	0	0	0	0	2248
18:00	0	1111	196	1	26	10	0	15	22	0	0	0	0	1381	2	494	97	3	12	4	0	1	22	1	0	0	0	636	2	1605	293	4	38	14	0	16	44	1	0	0	0	2017
19:00	1	694	95	2	10	9	0	5	21	0	0	0	0	837	0	383	57	1	8	9	0	1	12	0	0	0	0	471	1	1077	152	3	18	18	0	6	33	0	0	0	0	1308
20:00	1	384	66	0	3	4	0	1	11	0	0	1	0	471	3	335	46	1	9	4	1	0	13	0	1	0	0	413	4	719	112	1	12	8	1	1	24	0	1	1	0	884
21:00	1	304	30	1	9	3	0	2	23	0	1	0	0	374	0	289	31	2	3	6	1	1	7	0	1	0	0	341	1	593	61	3	12	9	1	3	30	0	2	0	0	715
22:00	1	232	33	0	3	2	0	4	9	0	1	0	0	285	1	248	25	0	4	7	0	1	19	0	7	3	0	315	2	480	58	0	7	9	0	5	28	0	8	3	0	600
23:00	2	142	27	0	2	5	1	1	16	2	1	0	0	199	0	145	15	0	6	7	0	2	16	0	6	1	0	198	2	287	42	0	8	12	1	3	32	2	7	1	0	397
Totals	27	11,686	2,570	34	677	278	12	138	561	3	24	11	0	16,021	25	10,258	2,325	54	548	311	3	116	564	5	21	12	0	14,242	52	21,944	4,895	88	1,225	589	15	254	1,125	8	45	23	0	30,263
% of Totals	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



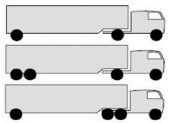
#5 2-Axle, 6-Tire Single Units



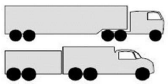
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	6	3473	887	13	337	134	9	47	272	1	21	9	0	5209	11	5018	1257	18	333	184	1	89	313	4	6	8	0	7242	17	8491	2144	31	670	318	10	136	585	5	27	17	0	12451
%	0%	22%	6%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	33%	0%	35%	9%	0%	2%	1%	0%	1%	2%	0%	0%	0%	0%	51%	0%	28%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	41%
Peak Hour	7:15	7:45	11:45	8:00	10:30	8:30	6:15	11:30	10:30	10:00	4:30	6:30	0:00	7:45	4:15	7:15	5:45	6:00	8:00	5:45	5:15	10:00	10:15	5:45	0:45	0:00	0:00	7:15	4:15	7:30	11:45	8:00	10:15	5:45	5:45	10:00	10:30	5:45	6:45	0:00	0:00	7:30
Peak Volume	3	597	170	7	72	20	4	14	49	1	4	3	0	838	4	1050	194	5	56	32	1	29	49	3	2	5	0	1328	5	1606	302	9	118	48	4	35	92	3	5	5	0	2126
12:00 - 24:00	21	8213	1683	21	340	144	3	91	289	2	3	2	0	10812	14	5240	1068	36	215	127	2	27	251	1	15	4	0	7000	35	13453	2751	57	555	271	5	118	540	3	18	6	0	17812
%	0%	51%	11%	0%	2%	1%	0%	1%	2%	0%	0%	0%	0%	67%	0%	37%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	49%	0%	44%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	59%
Peak Hour	13:30	16:30	15:30	13:15	12:45	15:00	15:30	17:30	14:15	22:45	20:15	14:30	12:00	16:00	17:30	16:45	12:45	12:30	13:30	14:15	20:45	13:00	12:00	17:45	22:00	21:45	12:00	12:45	13:30	16:30	15:15	12:45	13:15	14:15	15:30	13:00	12:00	22:45	22:00	21:45	12:00	16:30
Peak Volume	6	1243	251	5	63	24	2	19	40	2	1	1	0	1559	4	614	164	12	39	24	2	9	43	1	7	3	0	871	8	1853	379	15	99	45	2	21	76	2	8	3	0	2357
07:00 - 09:00	3	1069	239	7	96	30	1	8	58	0	6	4	0	1521	2	1893	341	6	99	41	0	26	63	0	0	0	0	2471	5	2962	580	13	195	71	1	34	121	0	6	4	0	3992
%	0%	7%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	13%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	10%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:15	7:45	8:00	8:00	7:45	7:45	7:00	8:00	7:45	7:00	7:00	7:00	7:00	7:45	7:00	7:15	7:00	7:00	8:00	8:00	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:15	7:00	7:30	8:00	8:00	8:00	8:00	7:00	8:00	7:30	7:00	7:00	7:00	7:00	7:30
Peak Volume	3	597	136	7	56	18	1	8	33	0	3	3	0	838	1	1050	179	4	56	24	0	16	36	0	0	0	0	1328	3	1606	298	9	109	42	1	18	68	0	3	3	0	2126
16:00 - 18:00	5	2396	436	6	61	42	1	25	50	0	0	0	0	3022	3	1111	225	7	37	33	0	5	50	0	0	0	0	1471	8	3507	661	13	98	75	1	30	100	0	0	0	0	4493
%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:30	16:30	16:00	16:00	16:00	17:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:45	16:45	16:30	16:45	16:30	16:45	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:30	16:45	16:30	16:00	16:00	16:00	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	4	1243	235	4	39	24	1	14	33	0	0	0	0	1559	3	614	120	4	21	22	0	3	29	0	0	0	0	802	6	1853	346	7	59	44	1	17	60	0	0	0	0	2357

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet S Vail Ave & S Maple Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_017

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	26	2	0	1	1	0	1	4	0	0	0	0	35	0	28	5	0	2	1	0	0	5	0	1	2	0	44	0	54	7	0	3	2	0	1	9	0	1	2	0	79
0:15	1	24	2	0	2	1	0	0	3	0	0	0	0	33	0	17	3	0	2	2	0	1	3	0	0	1	0	29	1	41	5	0	4	3	0	1	6	0	0	1	0	62
0:30	0	20	1	0	1	0	0	4	2	0	0	0	0	28	0	16	3	0	1	2	0	0	4	0	0	1	0	27	0	36	4	0	2	2	0	4	6	0	0	1	0	55
0:45	0	31	3	0	1	2	0	0	2	0	1	0	0	40	0	16	4	0	0	0	0	0	7	0	0	1	0	28	0	47	7	0	1	2	0	0	9	0	1	1	0	68
1:00	0	13	1	0	1	1	0	0	5	0	1	1	0	23	0	17	5	0	0	1	0	0	3	0	0	0	0	26	0	30	6	0	1	2	0	0	8	0	1	1	0	49
1:15	0	16	3	0	3	1	0	0	1	0	0	0	0	24	0	11	2	0	5	3	0	0	3	1	0	0	0	25	0	27	5	0	8	4	0	0	4	1	0	0	0	49
1:30	0	22	1	0	1	0	0	0	3	0	0	0	0	27	0	19	5	0	1	1	0	1	1	0	2	0	0	30	0	41	6	0	2	1	0	1	4	0	2	0	0	57
1:45	0	30	4	0	0	3	0	0	5	0	0	0	0	42	1	26	2	0	0	1	0	0	5	0	0	1	0	36	1	56	6	0	0	4	0	0	10	0	0	1	0	78
2:00	0	15	1	0	0	2	0	0	3	0	1	0	0	22	0	19	4	0	0	1	0	1	1	0	0	0	0	26	0	34	5	0	0	3	0	1	4	0	1	0	0	48
2:15	1	26	2	0	0	1	0	0	3	0	0	0	0	33	0	15	5	0	1	1	0	0	4	0	0	0	0	26	1	41	7	0	1	2	0	0	7	0	0	0	0	59
2:30	0	20	3	0	1	2	0	0	2	0	0	0	0	28	0	11	11	0	3	1	0	0	2	0	0	0	0	28	0	31	14	0	4	3	0	0	4	0	0	0	0	56
2:45	0	20	10	0	1	2	0	0	2	0	0	0	0	35	0	17	3	0	2	2	0	0	6	0	0	0	0	30	0	37	13	0	3	4	0	0	8	0	0	0	0	65
3:00	0	24	6	0	1	2	0	0	4	0	0	0	0	37	0	20	5	0	3	5	0	0	0	0	2	0	0	35	0	44	11	0	4	7	0	0	4	0	2	0	0	72
3:15	0	25	6	0	0	1	0	0	0	0	1	0	0	33	0	14	5	0	1	11	0	0	5	0	0	0	0	36	0	39	11	0	1	12	0	0	5	0	1	0	0	69
3:30	0	34	10	0	4	1	0	0	0	0	0	0	0	49	0	31	10	0	1	1	0	0	2	0	0	0	0	45	0	65	20	0	5	2	0	0	2	0	0	0	0	94
3:45	0	29	6	0	0	7	0	0	3	0	0	0	0	45	0	34	7	0	1	1	0	0	3	0	0	0	0	46	0	63	13	0	1	8	0	0	6	0	0	0	0	91
4:00	0	24	5	0	0	2	0	0	5	0	0	0	0	36	0	34	12	0	1	3	0	0	6	0	0	0	0	56	0	58	17	0	1	5	0	0	11	0	0	0	0	92
4:15	1	28	5	0	1	2	0	0	1	0	0	0	0	38	0	45	16	0	0	2	0	1	6	0	0	0	0	70	1	73	21	0	1	4	0	1	7	0	0	0	0	108
4:30	0	29	8	0	1	2	0	0	3	0	2	0	0	45	1	58	21	1	2	3	0	1	3	0	0	0	0	90	1	87	29	1	3	5	0	1	6	0	2	0	0	135
4:45	0	51	10	0	1	4	0	1	4	0	1	0	0	72	1	81	16	0	3	1	0	0	7	0	0	1	0	110	1	132	26	0	4	5	0	1	11	0	1	1	0	182
5:00	0	40	13	0	3	3	0	0	0	0	0	0	0	59	2	85	22	0	4	7	0	1	9	0	0	0	0	130	2	125	35	0	7	10	0	1	9	0	0	0	0	189
5:15	0	53	15	0	2	2	0	1	1	0	1	0	0	75	0	88	30	1	3	2	0	3	7	0	0	0	0	134	0	141	45	1	5	4	0	4	8	0	1	0	0	209
5:30	0	77	19	0	3	2	0	1	4	0	1	1	0	108	0	126	44	0	8	6	0	2	6	0	0	0	0	192	0	203	63	0	11	8	0	3	10	0	1	1	0	300
5:45	0	67	9	0	7	3	0	0	4	0	0	0	0	90	1	140	53	0	8	9	0	0	6	1	0	0	0	218	1	207	62	0	15	12	0	0	10	1	0	0	0	308
6:00	0	93	12	0	7	3	0	1	6	0	1	0	0	123	0	139	42	2	6	12	1	0	8	0	0	0	0	210	0	232	54	2	13	15	1	1	14	0	1	0	0	333
6:15	0	72	19	0	4	2	2	1	8	0	0	0	0	108	1	146	42	0	18	4	0	2	8	0	0	0	0	221	1	218	61	0	22	6	2	3	16	0	0	0	0	329
6:30	0	75	21	0	4	8	1	1	9	0	0	0	0	119	0	206	57	1	5	7	0	2	7	2	0	0	0	287	0	281	78	1	9	15	1	3	16	2	0	0	0	406
6:45	0	115	24	0	7	3	0	2	5	0	1	0	0	157	0	196	42	2	11	3	0	1	5	0	1	0	0	261	0	311	66	2	18	6	0	3	10	0	2	0	0	418
7:00	0	98	30	0	7	2	1	0	6	0	0	1	0	145	1	203	43	2	13	6	0	4	7	0	0	0	0	279	1	301	73	2	20	8	1	4	13	0	0	1	0	424
7:15	0	100	29	0	9	1	0	0	6	0	1	2	0	148	0	273	48	0	7	5	0	5	7	0	0	0	0	345	0	373	77	0	16	6	0	5	13	0	1	2	0	493
7:30	2	138	21	0	12	4	0	0	7	0	2	0	0	186	0	289	52	1	16	2	0	4	12	0	0	0	0	376	2	427	73	1	28	6	0	4	19	0	2	0	0	562
7:45	0	155	23	0	15	5	0	0	11	0	0	0	0	209	0	262	36	1	7	4	0	3	9	0	0	0	0	322	0	417	59	1	22	9	0	3	20	0	0	0	0	531
8:00	1	156	41	1	16	5	0	2	4	0	0	0	0	226	0	226	36	0	12	5	0	2	4	0	0	0	0	285	1	382	77	1	28	10	0	4	8	0	0	0	0	511
8:15	0	136	27	4	10	1	0	1	10	0	1	1	0	191	0	244	49	0	20	3	0	4	11	0	0	0	0	331	0	380	76	4	30	4	0	5	21	0	1	1	0	522
8:30	0	150	29	1	15	7	0	1	8	0	1	0	0	212	0	214	35	1	13	7	0	2	9	0	0	0	0	281	0	364	64	2	28	14	0	3	17	0	1	0	0	493
8:45	0	136	39	1	12	5	0	4	6	0	1	0	0	204	1	182	42	1	11	9	0	2	4	0	0	0	0	252	1	318	81	2	23	14	0	6	10	0	1	0	0	456
9:00	0	107	29	1	12	5	1	3	13	0	1	1	0	173	0	152	46	0	8	5	0	2	3	0	0	0	0	216	0	259	75	1	20	10	1	5	16	0	1	1	0	389
9:15	0	98	27	1	21	3	2	1	9	0	1	0	0	163	0	147	35	1	14	4	0	3	15	0	0	0	0	219	0	245	62	2	35	7	2	4	24	0	1	0	0	382
9:30	0	111	31	1	17	4	0	2	11	0	1	1	0	179	0	138	42	0	12	3	0	6	9	0	0	1	0	211	0	249	73	1	29	7	0	8	20	0	1	2	0	390
9:45	0	116	27	0	9	4	1	2	9	0	0	0	0	168	0	105	46	0	13	2	0	1	8	0	0	0	0	175	0	221	73	0	22	6	1	3	17	0	0	0	0	343
10:00	0	99	38	0	9	3	0	1	5	0	0	0	0	155	1	132	43	2	12	6	0	4	9	0	0	0	0	209	1	231	81	2	21	9	0	5	14	0	0	0	0	364
10:15	0	111	36	0	14	0	0	1	7	0	0	0	0	169	0	106	26	0	17	2	0	12	13	0	0	0	0	176	0	217	62	0	31	2	0	13	20	0	0	0	0	345
10:30	0	113	40	0	20	5	0	1	14	0	0	1	0	194	0	120	27	0	11	4	0	5	17	0	0	0	0	184	0	233	67	0	31	9	0	6	31	0	0	1	0	378
10:45	0	107	37	1	13	3	0	3	12	1	0	0	0	177	1	109	39	1	16	3	0	8	8	0	0	0	0	185	1	216	76	2	29	6	0	11	20	1	0	0	0	362
11:00	0	103	41	1	18	4	0	3	8	0	0	0	0	178	0	114	37	0	9	6	0	2	11	0	0	0	0	179	0	217	78	1	27	10	0	5	19	0	0	0	0	357
11:15	0	110	37	0	21	3	0	2	15	0	0	0	0	188	0	123	32	0	7	5	0	0	7	0	0	0	0	174	0	233	69	0	28	8	0	2	22	0	0	0	0	362
11:30	0	96	37	1	13	4	0	3	11	0	1	0	0	166	0	120	30	1	12	4	0	4	9	0	0	0	0	180	0	216	67	2	25	8	0	7	20	0	1	0	0	346
11:45	0	134	47	0	17	3	1	4	8	0	0	0	0	214	0	104	37	0	11	6	0	0	9	0	0	0	0	167	0	238	84	0	28	9	1	4	17	0	0	0	0	381

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet S Vail Ave & S Maple Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_017

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	150	39	0	9	1	0	4	10	0	0	0	0	214	0	101	32	0	9	5	0	2	13	0	0	0	0	162	1	251	71	0	18	6	0	6	23	0	0	0	0	376
12:15	0	105	42	1	19	4	0	3	9	0	0	0	0	183	1	153	35	1	14	3	0	0	9	0	0	0	0	216	1	258	77	2	33	7	0	3	18	0	0	0	0	399
12:30	0	143	42	0	13	5	0	3	8	0	0	0	0	214	0	118	28	1	9	2	0	0	13	0	0	0	0	171	0	261	70	1	22	7	0	3	21	0	0	0	0	385
12:45	0	127	40	1	11	4	0	2	6	0	0	0	0	191	0	165	45	4	6	2	0	1	8	0	0	0	0	231	0	292	85	5	17	6	0	3	14	0	0	0	0	422
13:00	1	142	39	0	13	1	0	1	9	0	0	0	0	206	0	153	38	3	8	1	0	3	9	0	0	0	0	215	1	295	77	3	21	2	0	4	18	0	0	0	0	421
13:15	0	139	44	1	17	4	0	2	11	0	0	0	0	218	0	137	42	4	11	4	0	2	9	0	0	0	0	209	0	276	86	5	28	8	0	4	20	0	0	0	0	427
13:30	1	174	41	1	22	4	0	7	6	0	0	0	0	256	0	157	39	1	7	3	0	2	7	0	0	0	0	216	1	331	80	2	29	7	0	9	13	0	0	0	0	472
13:45	0	164	51	2	8	3	0	2	13	0	0	0	0	243	1	134	35	3	10	3	0	2	9	0	0	0	0	197	1	298	86	5	18	6	0	4	22	0	0	0	0	440
14:00	1	206	59	1	14	3	0	0	4	0	0	0	0	288	0	143	33	0	10	4	0	0	2	0	0	0	0	192	1	349	92	1	24	7	0	0	6	0	0	0	0	480
14:15	4	191	59	0	12	7	0	1	12	0	0	0	0	286	1	123	37	1	12	5	0	1	3	0	0	0	0	183	5	314	96	1	24	12	0	2	15	0	0	0	0	469
14:30	0	244	60	0	14	4	0	0	10	0	0	0	0	332	0	152	43	1	7	4	0	1	1	0	0	0	0	209	0	396	103	1	21	8	0	1	11	0	0	0	0	541
14:45	1	214	44	1	16	5	0	3	11	0	0	0	0	295	1	132	29	0	9	6	0	0	3	0	0	0	0	180	2	346	73	1	25	11	0	3	14	0	0	0	0	475
15:00	0	215	55	0	15	5	0	2	7	0	0	0	0	299	0	153	41	1	6	9	0	0	5	0	0	0	0	215	0	368	96	1	21	14	0	2	12	0	0	0	0	514
15:15	0	206	53	2	17	5	0	1	7	0	0	1	0	292	0	145	24	1	10	0	0	1	6	0	0	0	0	187	0	351	77	3	27	5	0	2	13	0	0	1	0	479
15:30	1	252	71	1	15	7	0	4	5	0	0	0	0	356	0	136	38	1	1	4	0	1	8	0	0	0	0	189	1	388	109	2	16	11	0	5	13	0	0	0	0	545
15:45	0	278	61	0	11	7	1	3	9	0	0	0	0	370	1	133	33	0	7	2	0	0	7	0	0	0	0	183	1	411	94	0	18	9	1	3	16	0	0	0	0	553
16:00	1	290	60	1	8	4	0	1	4	0	0	0	0	369	0	129	39	1	5	5	0	0	10	0	0	0	0	189	1	419	99	2	13	9	0	1	14	0	0	0	0	558
16:15	0	291	59	1	11	6	1	3	11	0	0	0	0	383	0	97	17	0	3	3	0	1	6	0	0	0	0	127	0	388	76	1	14	9	1	4	17	0	0	0	0	510
16:30	1	316	67	0	13	3	0	3	7	0	0	0	0	410	0	137	32	2	5	2	0	1	3	0	0	0	0	182	1	453	99	2	18	5	0	4	10	0	0	0	0	592
16:45	0	318	49	2	7	5	0	5	11	0	0	0	0	397	0	143	23	0	7	6	0	1	8	0	0	0	0	188	0	461	72	2	14	11	0	6	19	0	0	0	0	585
17:00	2	284	49	0	4	7	0	3	4	0	0	0	0	353	1	160	39	0	4	6	0	0	2	0	0	0	0	212	3	444	88	0	8	13	0	3	6	0	0	0	0	565
17:15	1	325	53	0	5	6	0	1	4	0	0	0	0	395	0	170	26	1	5	3	0	0	15	0	0	0	0	220	1	495	79	1	10	9	0	1	19	0	0	0	0	615
17:30	0	278	37	0	8	4	0	4	4	0	0	0	0	335	2	141	19	3	3	7	0	1	4	0	0	0	0	180	2	419	56	3	11	11	0	5	8	0	0	0	0	515
17:45	0	294	62	2	5	7	0	5	5	0	0	0	0	380	0	134	30	0	5	1	0	1	2	0	0	0	0	173	0	428	92	2	10	8	0	6	7	0	0	0	0	553
18:00	0	309	40	0	10	5	0	6	7	0	0	0	0	377	1	146	27	1	2	1	0	0	4	0	0	0	0	182	1	455	67	1	12	6	0	6	11	0	0	0	0	559
18:15	0	318	60	1	6	1	0	4	6	0	0	0	0	396	1	116	34	0	5	2	0	0	7	0	0	0	0	165	1	434	94	1	11	3	0	4	13	0	0	0	0	561
18:30	0	287	54	0	4	2	0	3	5	0	0	0	0	355	0	114	20	0	3	0	0	1	3	1	0	0	0	142	0	401	74	0	7	2	0	4	8	1	0	0	0	497
18:45	0	197	42	0	6	2	0	2	4	0	0	0	0	253	0	118	16	2	2	1	0	0	8	0	0	0	0	147	0	315	58	2	8	3	0	2	12	0	0	0	0	400
19:00	0	217	29	1	5	4	0	4	1	0	0	0	0	261	0	91	11	0	3	4	0	1	2	0	0	0	0	112	0	308	40	1	8	8	0	5	3	0	0	0	0	373
19:15	0	194	23	1	2	0	0	0	7	0	0	0	0	227	0	93	16	0	3	1	0	0	2	0	0	0	0	115	0	287	39	1	5	1	0	0	9	0	0	0	0	342
19:30	0	160	18	0	2	3	0	1	5	0	0	0	0	189	0	92	16	1	0	0	0	0	2	0	0	0	0	111	0	252	34	1	2	3	0	1	7	0	0	0	0	300
19:45	1	123	25	0	1	2	0	0	8	0	0	0	0	160	0	107	14	0	2	4	0	0	6	0	0	0	0	133	1	230	39	0	3	6	0	0	14	0	0	0	0	293
20:00	1	107	20	0	3	3	0	0	4	0	0	0	0	138	0	81	11	0	2	2	0	0	1	0	0	0	0	97	1	188	31	0	5	5	0	0	5	0	0	0	0	235
20:15	0	109	21	0	0	0	0	0	4	0	0	0	0	134	2	86	12	1	3	1	0	0	4	0	0	0	0	109	2	195	33	1	3	1	0	0	8	0	0	0	0	243
20:30	0	95	11	0	0	1	0	1	2	0	0	1	0	111	0	83	12	0	0	1	0	0	6	0	0	0	0	102	0	178	23	0	0	2	0	1	8	0	0	1	0	213
20:45	0	73	14	0	0	0	0	0	1	0	0	0	0	88	1	85	11	0	4	0	1	0	2	0	1	0	0	105	1	158	25	0	4	0	1	0	3	0	1	0	0	193
21:00	0	84	8	0	3	1	0	1	4	0	1	0	0	102	0	95	12	1	2	3	0	1	0	0	1	0	0	115	0	179	20	1	5	4	0	2	4	0	2	0	0	217
21:15	1	84	4	1	2	0	0	1	8	0	0	0	0	101	0	69	7	0	0	3	0	0	3	0	0	0	0	82	1	153	11	1	2	3	0	1	11	0	0	0	0	183
21:30	0	85	8	0	2	2	0	0	4	0	0	0	0	101	0	75	8	0	0	0	1	0	3	0	0	0	0	87	0	160	16	0	2	2	1	0	7	0	0	0	0	188
21:45	0	51	10	0	2	0	0	0	7	0	0	0	0	70	0	50	4	1	1	0	0	0	1	0	0	0	0	57	0	101	14	1	3	0	0	0	8	0	0	0	0	127
22:00	1	71	8	0	0	1	0	1	2	0	0	0	0	84	0	66	3	0	2	0	0	1	5	0	4	1	0	82	1	137	11	0	2	1	0	2	7	0	4	1	0	166
22:15	0	53	8	0	3	0	0	1	3	0	1	0	0	69	0	74	8	0	1	1	0	0	7	0	1	0	0	92	0	127	16	0	4	1	0	1	10	0	2	0	0	161
22:30	0	52	8	0	0	1	0	2	2	0	0	0	0	65	0	66	9	0	0	1	0	0	4	0	1	2	0	83	0	118	17	0	0	2	0	2	6	0	1	2	0	148
22:45	0	56	9	0	0	0	0	0	2	0	0	0	0	67	1	42	5	0	1	5	0	0	3	0	1	0	0	58	1	98	14	0	1	5	0	0	5	0	1	0	0	125
23:00	0	36	7	0	0	1	0	0	4	0	0	0	0	48	0	50	5	0	2	2	0	1	2	0	3	0	0	65	0	86	12	0	2	3	0	1	6	0	3	0	0	113
23:15	0	43	4	0	0	1	0	0	8	0	1	0	0	57	0	37	2	0	2	1	0	0	2	0	2	0	0	46	0	80	6	0	2	2	0	0	10	0	3	0	0	103
23:30	1	23	8	0	1	2	1	1	1	2	0	0	0	40	0	36	3	0	2	2	0	0	9	0	1	0	0	53	1	59	11	0	3	4	1	1	10	2	1	0	0	93
23:45	1	40	8	0	1	1	0	0	3	0	0	0	0	54	0	22	5	0	0	2	0	1	3	0	0	1	0	34	1	62	13	0	1	3	0	1	6	0	0	1	0	88
Totals	27	11,686	2,570	34	677	278	12	138	561	3	24	11	0	16,021	25	10,258	2,325	54	548	311	3	116	564	5	21	12	0	14,242	52	21,944	4,895	88	1,225	589	15	254	1,125	8	45	23	0	30,263
% of Totals	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

E Washington Blvd Bet S Vail Ave & S Maple Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	16,021	14,242	30,263

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			35	44	79	12:00			214	162	376
0:15			33	29	62	12:15			183	216	399
0:30			28	27	55	12:30			214	171	385
0:45			40	28	68	12:45			191	231	422
1:00			23	26	49	13:00			206	215	421
1:15			24	25	49	13:15			218	209	427
1:30			27	30	57	13:30			256	216	472
1:45			42	36	78	13:45			243	197	440
2:00			22	26	48	14:00			288	192	480
2:15			33	26	59	14:15			286	183	469
2:30			28	28	56	14:30			332	209	541
2:45			35	30	65	14:45			295	180	475
3:00			37	35	72	15:00			299	215	514
3:15			33	36	69	15:15			292	187	479
3:30			49	45	94	15:30			356	189	545
3:45			45	46	91	15:45			370	183	553
4:00			36	56	92	16:00			369	189	558
4:15			38	70	108	16:15			383	127	510
4:30			45	90	135	16:30			410	182	592
4:45			72	110	182	16:45			397	188	585
5:00			59	130	189	17:00			353	212	565
5:15			75	134	209	17:15			395	220	615
5:30			108	192	300	17:30			335	180	515
5:45			90	218	308	17:45			380	173	553
6:00			123	210	333	18:00			377	182	559
6:15			108	221	329	18:15			396	165	561
6:30			119	287	406	18:30			355	142	497
6:45			157	261	418	18:45			253	147	400
7:00			145	279	424	19:00			261	112	373
7:15			148	345	493	19:15			227	115	342
7:30			186	376	562	19:30			189	111	300
7:45			209	322	531	19:45			160	133	293
8:00			226	285	511	20:00			138	97	235
8:15			191	331	522	20:15			134	109	243
8:30			212	281	493	20:30			111	102	213
8:45			204	252	456	20:45			88	105	193
9:00			173	216	389	21:00			102	115	217
9:15			163	219	382	21:15			101	82	183
9:30			179	211	390	21:30			101	87	188
9:45			168	175	343	21:45			70	57	127
10:00			155	209	364	22:00			84	82	166
10:15			169	176	345	22:15			69	92	161
10:30			194	184	378	22:30			65	83	148
10:45			177	185	362	22:45			67	58	125
11:00			178	179	357	23:00			48	65	113
11:15			188	174	362	23:15			57	46	103
11:30			166	180	346	23:30			40	53	93
11:45			214	167	381	23:45			54	34	88
TOTALS	0	0	5209	7242	12451	TOTALS	0	0	10812	7000	17812
SPLIT %	0%	0%	42%	58%	41%	SPLIT %	0%	0%	61%	39%	59%

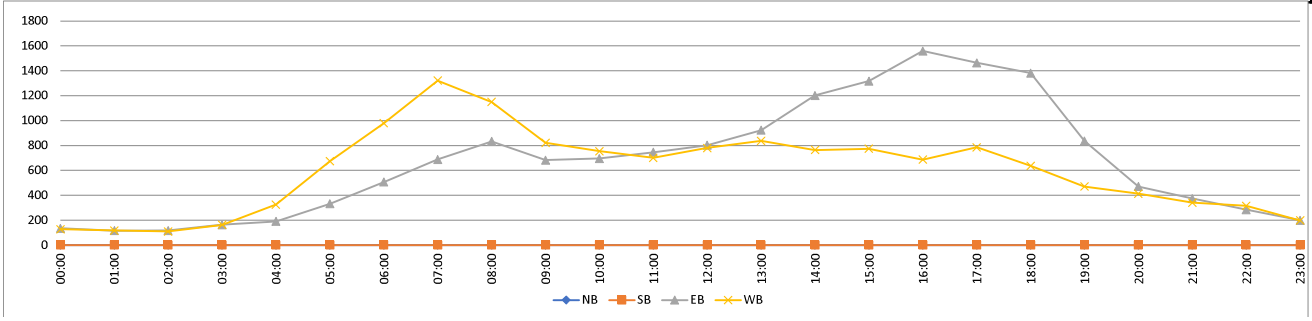
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			136	128	264
01:00	02:00			116	117	233
02:00	03:00			118	110	228
03:00	04:00			164	162	326
04:00	05:00			191	326	517
05:00	06:00			332	674	1006
06:00	07:00			507	979	1486
07:00	08:00			688	1322	2010
08:00	09:00			833	1149	1982
09:00	10:00			683	821	1504
10:00	11:00			695	754	1449
11:00	12:00			746	700	1446
12:00	13:00			802	780	1582
13:00	14:00			923	837	1760
14:00	15:00			1201	764	1965
15:00	16:00			1317	774	2091
16:00	17:00			1559	686	2245
17:00	18:00			1463	785	2248
18:00	19:00			1381	636	2017
19:00	20:00			837	471	1308
20:00	21:00			471	413	884
21:00	22:00			374	341	715
22:00	23:00			285	315	600
23:00	00:00			199	198	397

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			5209	7242	12451
Peak Hour			7:45	7:15	7:30
Peak Volume			838	1328	2126
Peak Hour Factor			0.927	0.883	0.946
Peak Period	12:00	to	00:00		
Volume			10812	7000	17812
Peak Hour			16:00	12:45	16:30
Peak Volume			1559	871	2357
Peak Hour Factor			0.951	0.943	0.958
Peak Period	07:00	to	09:00		
Volume			1521	2471	3992
Peak Hour			7:45	7:15	7:30
Peak Volume			838	1328	2126
Peak Hour Factor			0.927	0.883	0.946
Peak Period	16:00	to	18:00		
Volume			3022	1471	4493
Peak Hour			16:00	16:30	16:30
Peak Volume			1559	802	2357
Peak Hour Factor			0.951	0.911	0.958



Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet S Maple Ave & Greenwood Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_018

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	92	10	0	3	2	0	5	7	0	1	0	0	121	0	68	14	0	4	8	0	2	16	0	1	1	0	114	1	160	24	0	7	10	0	7	23	0	2	1	0	235
1:00	0	85	8	0	3	0	0	4	10	0	3	2	0	115	1	62	12	0	5	5	0	3	9	0	0	3	0	100	1	147	20	0	8	5	0	7	19	0	3	5	0	215
2:00	0	69	9	0	5	5	1	0	11	0	2	1	0	103	0	60	25	0	7	4	0	0	12	0	2	2	0	112	0	129	34	0	12	9	1	0	23	0	4	3	0	215
3:00	0	85	18	0	4	13	0	0	11	0	1	3	0	135	0	118	30	0	4	9	0	1	12	0	0	3	0	177	0	203	48	0	8	22	0	1	23	0	1	6	0	312
4:00	0	113	21	1	3	10	0	0	12	0	2	1	0	163	1	231	73	2	4	7	0	1	16	0	2	1	0	338	1	344	94	3	7	17	0	1	28	0	4	2	0	501
5:00	0	201	57	2	14	17	0	2	13	0	2	1	0	309	2	460	148	1	15	15	0	7	17	0	0	0	0	665	2	661	205	3	29	32	0	9	30	0	2	1	0	974
6:00	0	330	74	2	19	21	4	2	25	0	0	0	0	477	1	702	182	2	38	16	0	3	22	1	0	0	0	967	1	1032	256	4	57	37	4	5	47	1	0	0	0	1444
7:00	2	476	102	0	33	13	2	7	29	0	0	0	0	664	3	1012	194	3	34	17	0	4	30	0	2	0	0	1299	5	1488	296	3	67	30	2	11	59	0	2	0	0	1963
8:00	1	552	130	7	45	13	0	6	29	0	1	1	0	785	1	822	170	2	49	18	0	3	21	0	3	1	0	1090	2	1374	300	9	94	31	0	9	50	0	4	2	0	1875
9:00	0	413	133	2	51	13	4	13	40	0	1	0	0	670	0	540	165	1	52	18	0	5	34	0	2	0	0	817	0	953	298	3	103	31	4	18	74	0	3	0	0	1487
10:00	0	404	128	3	51	11	0	15	39	0	0	0	0	651	2	473	145	1	47	11	0	4	38	0	2	0	0	723	2	877	273	4	98	22	0	19	77	0	2	0	0	1374
11:00	0	463	160	2	65	11	2	11	35	0	0	0	0	749	0	470	136	0	48	21	1	7	29	0	0	0	0	712	0	933	296	2	113	32	3	18	64	0	0	0	0	1461
12:00	1	547	167	1	55	16	0	8	30	0	0	0	0	825	0	541	144	5	40	13	0	5	41	0	1	0	0	790	1	1088	311	6	95	29	0	13	71	0	1	0	0	1615
13:00	1	620	169	3	64	13	0	15	35	0	0	0	0	920	1	567	148	6	35	22	0	8	32	0	0	1	0	820	2	1187	317	9	99	35	0	23	67	0	0	1	0	1740
14:00	5	828	216	4	56	22	0	7	30	2	0	0	0	1170	2	543	134	1	35	32	0	2	11	0	0	0	0	760	7	1371	350	5	91	54	0	9	41	2	0	0	0	1930
15:00	2	957	258	2	60	19	0	7	19	2	0	1	0	1327	1	558	115	0	34	21	0	6	25	0	0	0	0	760	3	1515	373	2	94	40	0	13	44	2	0	1	0	2087
16:00	2	1190	260	2	42	14	0	9	27	3	0	1	0	1550	0	500	97	0	19	14	0	9	31	0	0	0	0	670	2	1690	357	2	61	28	0	18	58	3	0	1	0	2220
17:00	4	1161	220	3	27	18	0	7	11	2	0	0	0	1453	2	577	110	1	20	14	0	10	30	0	0	0	0	764	6	1738	330	4	47	32	0	17	41	2	0	0	0	2217
18:00	0	1128	176	1	24	11	0	4	19	5	0	0	0	1368	1	473	87	3	14	6	0	7	31	1	0	0	0	623	1	1601	263	4	38	17	0	11	50	6	0	0	0	1991
19:00	0	718	89	1	14	6	0	2	17	3	0	0	0	850	0	358	52	2	8	5	0	1	22	0	0	0	0	448	0	1076	141	3	22	11	0	3	39	3	0	0	0	1298
20:00	0	362	67	0	1	7	0	2	16	2	0	0	0	457	2	330	44	1	9	6	1	5	17	0	0	1	0	416	2	692	111	1	10	13	1	7	33	2	0	1	0	873
21:00	1	305	36	1	8	2	0	0	18	2	4	3	0	380	0	285	27	2	3	5	1	5	10	0	2	0	0	340	1	590	63	3	11	7	1	5	28	2	6	3	0	720
22:00	1	234	26	0	2	7	0	1	15	0	3	4	0	293	1	246	26	0	1	10	0	1	17	0	1	0	0	303	2	480	52	0	3	17	0	2	32	0	4	4	0	596
23:00	2	156	28	0	3	7	0	1	13	0	4	1	0	215	0	137	11	0	5	9	0	2	19	0	0	1	0	184	2	293	39	0	8	16	0	3	32	0	4	2	0	399
Totals	23	11,489	2,562	37	652	271	13	128	511	21	24	19	0	15,750	21	10,133	2,289	33	530	306	3	101	542	2	18	14	0	13,992	44	21,622	4,851	70	1,182	577	16	229	1,053	23	42	33	0	29,742
% of Totals	0%	73%	16%	0%	4%	2%	0%	1%	3%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



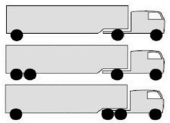
#5 2-Axle, 6-Tire Single Units



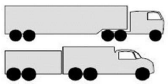
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	4	3283	850	19	296	129	13	65	261	0	13	9	0	4942	11	5018	1294	12	307	149	1	40	256	1	14	11	0	7114	15	8301	2144	31	603	278	14	105	517	1	27	20	0	12056
%	0%	21%	5%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	31%	0%	36%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	51%	0%	28%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	41%
Peak Hour	6:45	7:45	11:45	8:00	11:30	5:30	6:00	10:00	10:30	0:00	0:45	3:15	0:00	11:45	6:15	7:15	5:45	4:30	9:00	8:30	11:00	10:45	11:45	5:45	8:00	0:30	0:00	7:00	6:45	7:30	8:45	8:00	11:45	8:30	6:00	10:30	10:30	5:45	0:45	1:15	0:00	7:30
Peak Volume	2	575	161	7	68	23	4	15	47	0	3	4	0	818	4	1017	203	3	52	27	1	9	43	1	3	4	0	1299	5	1556	313	9	117	43	4	22	82	1	4	6	0	2032
12:00 - 24:00	19	8206	1712	18	356	142	0	63	250	21	11	10	0	10808	10	5115	995	21	223	157	2	61	286	1	4	3	0	6878	29	13321	2707	39	579	299	2	124	536	22	15	13	0	17686
%	0%	52%	11%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	69%	0%	37%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	49%	0%	45%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	59%
Peak Hour	13:30	17:45	15:45	13:15	13:30	15:30	12:00	13:00	13:00	17:15	21:45	22:00	12:00	16:00	13:30	12:45	12:45	12:30	12:00	13:45	20:45	17:15	12:00	17:45	20:45	12:30	12:00	12:45	13:30	16:30	15:30	13:15	13:30	14:00	20:45	13:00	12:00	17:15	21:00	22:00	12:00	16:30
Peak Volume	5	1242	270	5	70	25	0	15	35	6	5	4	0	1550	2	588	155	7	40	32	2	14	41	1	2	1	0	840	7	1781	384	11	107	54	2	23	71	6	6	4	0	2291
07:00 - 09:00	3	1028	232	7	78	26	2	13	58	0	1	1	0	1449	4	1834	364	5	83	35	0	7	51	0	5	1	0	2389	7	2862	596	12	161	61	2	20	109	0	6	2	0	3838
%	0%	7%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	13%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	10%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:45	8:00	8:00	8:00	7:45	7:00	7:00	7:00	7:00	8:00	7:15	7:00	7:45	7:00	7:15	7:00	7:00	7:45	8:00	7:00	7:00	7:30	7:00	8:00	7:30	7:00	7:00	7:00	7:30	8:00	8:00	8:00	8:00	7:00	7:00	7:00	7:00	8:00	7:30	7:00	7:30
Peak Volume	2	575	130	7	45	14	2	7	29	0	1	1	0	787	3	1017	194	3	49	18	0	4	33	0	3	1	0	1299	5	1556	300	9	94	31	2	11	59	0	4	2	0	2032
16:00 - 18:00	6	2351	480	5	69	32	0	16	38	5	0	1	0	3003	2	1077	207	1	39	28	0	19	61	0	0	0	0	1434	8	3428	687	6	108	60	0	35	99	5	0	1	0	4437
%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	8%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:30	16:30	16:00	16:15	16:00	17:00	16:00	16:15	16:15	16:30	16:00	16:00	16:00	16:00	16:45	16:45	17:00	16:45	16:30	16:45	16:00	17:00	16:30	16:00	16:00	16:00	16:00	17:00	16:30	16:30	16:00	17:00	16:00	16:45	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:30
Peak Volume	5	1205	260	3	42	18	0	10	28	4	0	1	0	1550	2	577	110	1	23	19	0	10	33	0	0	0	0	764	6	1781	357	4	61	35	0	18	58	4	0	1	0	2291

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet S Maple Ave & Greenwood Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_018

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	24	3	0	0	0	0	2	3	0	0	0	0	32	0	23	5	0	2	1	0	0	4	0	0	0	0	35	0	47	8	0	2	1	0	2	7	0	0	0	0	67
0:15	1	23	3	0	1	1	0	0	1	0	1	0	0	31	0	17	2	0	1	3	0	1	2	0	0	0	0	26	1	40	5	0	2	4	0	1	3	0	1	0	0	57
0:30	0	19	1	0	1	0	0	2	2	0	0	0	0	25	0	15	3	0	1	4	0	1	4	0	0	0	0	28	0	34	4	0	2	4	0	3	6	0	0	0	0	53
0:45	0	26	3	0	1	1	0	1	1	0	0	0	0	33	0	13	4	0	0	0	0	0	6	0	1	1	0	25	0	39	7	0	1	1	0	1	7	0	1	1	0	58
1:00	0	25	5	0	2	0	0	1	5	0	0	0	0	38	0	11	4	0	0	1	0	1	1	0	0	1	0	19	0	36	9	0	2	1	0	2	6	0	0	1	0	57
1:15	0	17	1	0	0	0	0	2	1	0	2	1	0	24	0	11	2	0	4	0	0	1	3	0	0	2	0	23	0	28	3	0	4	0	0	3	4	0	2	3	0	47
1:30	0	21	1	0	1	0	0	1	1	0	1	0	0	26	0	20	4	0	1	0	0	1	3	0	0	0	0	29	0	41	5	0	2	0	0	2	4	0	1	0	0	55
1:45	0	22	1	0	0	0	0	0	3	0	0	1	0	27	1	20	2	0	0	4	0	0	2	0	0	0	0	29	1	42	3	0	0	4	0	0	5	0	0	1	0	56
2:00	0	15	1	0	1	3	1	0	1	0	0	0	0	22	0	17	6	0	1	2	0	0	2	0	1	2	0	31	0	32	7	0	2	5	1	0	3	0	1	2	0	53
2:15	0	25	1	0	1	0	0	0	4	0	0	0	0	31	0	13	4	0	1	0	0	0	4	0	0	0	0	22	0	38	5	0	2	0	0	0	8	0	0	0	0	53
2:30	0	15	1	0	2	2	0	0	3	0	1	0	0	24	0	13	13	0	5	1	0	0	3	0	1	0	0	36	0	28	14	0	7	3	0	0	6	0	2	0	0	60
2:45	0	14	6	0	1	0	0	0	3	0	1	1	0	26	0	17	2	0	0	1	0	0	3	0	0	0	0	23	0	31	8	0	1	1	0	0	6	0	1	1	0	49
3:00	0	17	3	0	1	4	0	0	3	0	1	0	0	29	0	23	2	0	2	3	0	0	2	0	0	2	0	34	0	40	5	0	3	7	0	0	5	0	1	2	0	63
3:15	0	22	5	0	2	5	0	0	1	0	0	0	0	35	0	17	7	0	1	2	0	0	3	0	0	1	0	31	0	39	12	0	3	7	0	0	4	0	0	1	0	66
3:30	0	25	6	0	1	0	0	0	1	0	0	1	0	34	0	38	10	0	0	2	0	0	2	0	0	0	0	52	0	63	16	0	1	2	0	0	3	0	0	1	0	86
3:45	0	21	4	0	0	4	0	0	6	0	0	2	0	37	0	40	11	0	1	2	0	1	5	0	0	0	0	60	0	61	15	0	1	6	0	1	11	0	0	2	0	97
4:00	0	19	4	0	0	2	0	0	5	0	0	1	0	31	0	36	14	0	0	1	0	0	2	0	0	1	0	54	0	55	18	0	0	3	0	0	7	0	0	2	0	85
4:15	0	27	4	0	0	3	0	0	0	0	1	0	0	35	0	47	19	0	0	2	0	1	2	0	2	0	0	73	0	74	23	0	0	5	0	1	2	0	3	0	0	108
4:30	0	23	6	0	2	3	0	0	4	0	1	0	0	39	0	57	19	1	1	3	0	0	4	0	0	0	0	85	0	80	25	1	3	6	0	0	8	0	1	0	0	124
4:45	0	44	7	1	1	2	0	0	3	0	0	0	0	58	1	91	21	1	3	1	0	0	8	0	0	0	0	126	1	135	28	2	4	3	0	0	11	0	0	0	0	184
5:00	0	32	16	0	1	3	0	1	2	0	0	0	0	55	1	82	24	0	1	5	0	1	5	0	0	0	0	119	1	114	40	0	2	8	0	2	7	0	0	0	0	174
5:15	0	45	15	0	2	4	0	0	2	0	1	1	0	70	0	99	23	1	4	0	0	3	4	0	0	0	0	134	0	144	38	1	6	4	0	3	6	0	1	1	0	204
5:30	0	64	17	1	6	4	0	1	4	0	0	0	0	97	0	125	41	0	7	4	0	3	5	0	0	0	0	185	0	189	58	1	13	8	0	4	9	0	0	0	0	282
5:45	0	60	9	1	5	6	0	0	5	0	1	0	0	87	1	154	60	0	3	6	0	0	3	0	0	0	0	227	1	214	69	1	8	12	0	0	8	0	1	0	0	314
6:00	0	75	13	0	7	5	1	0	3	0	0	0	0	104	0	144	41	1	5	3	0	1	7	0	0	0	0	202	0	219	54	1	12	8	1	1	10	0	0	0	0	306
6:15	0	71	19	1	3	8	1	1	9	0	0	0	0	113	1	151	45	0	16	4	0	1	5	0	0	0	0	223	1	222	64	1	19	12	1	2	14	0	0	0	0	336
6:30	0	66	18	0	3	4	1	0	8	0	0	0	0	100	0	208	57	0	6	5	0	0	6	1	0	0	0	283	0	274	75	0	9	9	1	0	14	1	0	0	0	383
6:45	0	118	24	1	6	4	1	1	5	0	0	0	0	160	0	199	39	1	11	4	0	1	4	0	0	0	0	259	0	317	63	2	17	8	1	2	9	0	0	0	0	419
7:00	0	91	29	0	9	5	1	2	7	0	0	0	0	144	3	218	60	1	7	5	0	1	7	0	2	0	0	304	3	309	89	1	16	10	1	3	14	0	2	0	0	448
7:15	1	107	28	0	5	1	0	4	7	0	0	0	0	153	0	255	42	0	8	4	0	1	5	0	0	0	0	315	1	362	70	0	13	5	0	5	12	0	0	0	0	468
7:30	1	122	22	0	11	3	1	0	5	0	0	0	0	165	0	291	52	1	9	3	0	1	11	0	0	0	0	368	1	413	74	1	20	6	1	1	16	0	0	0	0	533
7:45	0	156	23	0	8	4	0	1	10	0	0	0	0	202	0	248	40	1	10	5	0	1	7	0	0	0	0	312	0	404	63	1	18	9	0	2	17	0	0	0	0	514
8:00	0	140	35	1	12	5	0	2	6	0	0	1	0	202	0	223	38	0	13	4	0	1	6	0	1	0	0	286	0	363	73	1	25	9	0	3	12	0	1	1	0	488
8:15	1	141	31	4	11	1	0	0	5	0	0	0	0	194	0	235	44	0	13	0	0	0	9	0	1	1	0	303	1	376	75	4	24	1	0	0	14	0	1	1	0	497
8:30	0	138	25	1	13	4	0	1	7	0	0	0	0	189	0	202	48	1	13	6	0	0	4	0	0	0	0	274	0	340	73	2	26	10	0	1	11	0	0	0	0	463
8:45	0	133	39	1	9	3	0	3	11	0	1	0	0	200	1	162	40	1	10	8	0	2	2	0	1	0	0	227	1	295	79	2	19	11	0	5	13	0	2	0	0	427
9:00	0	101	33	0	8	5	1	4	14	0	0	0	0	166	0	143	46	0	13	6	0	1	2	0	0	0	0	211	0	244	79	0	21	11	1	5	16	0	0	0	0	377
9:15	0	96	30	1	20	4	0	4	11	0	0	0	0	166	0	162	37	1	14	7	0	4	14	0	1	0	0	240	0	258	67	2	34	11	0	8	25	0	1	0	0	406
9:30	0	105	40	1	13	3	2	3	7	0	0	0	0	174	0	132	48	0	12	2	0	0	8	0	0	0	0	202	0	237	88	1	25	5	2	3	15	0	0	0	0	376
9:45	0	111	30	0	10	1	1	2	8	0	1	0	0	164	0	103	34	0	13	3	0	0	10	0	1	0	0	164	0	214	64	0	23	4	1	2	18	0	2	0	0	328
10:00	0	97	34	1	8	2	0	3	7	0	0	0	0	152	1	133	45	1	13	3	0	0	9	0	0	0	0	205	1	230	79	2	21	5	0	3	16	0	0	0	0	357
10:15	0	107	31	1	15	5	0	2	7	0	0	0	0	168	0	110	33	0	12	5	0	1	9	0	0	0	0	170	0	217	64	1	27	10	0	3	16	0	0	0	0	338
10:30	0	105	35	0	18	2	0	4	14	0	0	0	0	178	0	130	28	0	12	1	0	1	14	0	1	0	0	187	0	235	63	0	30	3	0	5	28	0	1	0	0	365
10:45	0	95	28	1	10	2	0	6	11	0	0	0	0	153	1	100	39	0	10	2	0	2	6	0	1	0	0	161	1	195	67	1	20	4	0	8	17	0	1	0	0	314
11:00	0	114	47	1	14	3	0	2	7	0	0	0	0	188	0	124	38	0	17	5	0	2	10	0	0	0	0	196	0	238	85	1	31	8	0	4	17	0	0	0	0	384
11:15	0	115	44	0	18	3	0	3	15	0	0	0	0	198	0	115	33	0	6	8	0	2	5	0	0	0	0	169	0	230	77	0	24	11	0	5	20	0	0	0	0	367
11:30	0	107	31	1	11	2	1	2	8	0	0	0	0	163	0	123	31	0	9	6	0	3	4	0	0	0	0	176	0	230	62	1	20	8	1	5	12	0	0	0	0	339
11:45	0	127	38	0	22	3	1	4	5	0	0	0	0	200	0	108	34	0	16	2	1	0	10	0	0	0	0	171	0	235	72	0	38	5	2	4	15	0	0	0	0	371

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet S Maple Ave & Greenwood Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_018

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	158	41	0	12	4	0	3	11	0	0	0	0	230	0	113	36	1	13	5	0	1	12	0	1	0	0	182	1	271	77	1	25	9	0	4	23	0	1	0	0	412
12:15	0	119	44	1	23	4	0	2	7	0	0	0	0	200	0	150	36	0	10	3	0	0	9	0	0	0	0	208	0	269	80	1	33	7	0	2	16	0	0	0	0	408
12:30	0	124	38	0	11	6	0	2	7	0	0	0	0	188	0	129	28	2	10	4	0	2	12	0	0	0	0	187	0	253	66	2	21	10	0	4	19	0	0	0	0	375
12:45	0	146	44	0	9	2	0	1	5	0	0	0	0	207	0	149	44	2	7	1	0	2	8	0	0	0	0	213	0	295	88	2	16	3	0	3	13	0	0	0	0	420
13:00	0	140	42	0	14	2	0	1	9	0	0	0	0	208	0	158	39	0	9	3	0	3	11	0	0	0	0	223	0	298	81	0	23	5	0	4	20	0	0	0	0	431
13:15	0	134	40	1	15	5	0	3	9	0	0	0	0	207	0	148	35	3	9	8	0	2	8	0	0	1	0	214	0	282	75	4	24	13	0	5	17	0	0	1	0	421
13:30	1	162	39	0	21	3	0	7	6	0	0	0	0	239	0	133	37	1	9	3	0	3	4	0	0	0	0	190	1	295	76	1	30	6	0	10	10	0	0	0	0	429
13:45	0	184	48	2	14	3	0	4	11	0	0	0	0	266	1	128	37	2	8	8	0	0	9	0	0	0	0	193	1	312	85	4	22	11	0	4	20	0	0	0	0	459
14:00	1	190	56	2	18	2	0	0	4	0	0	0	0	273	0	148	27	0	9	8	0	0	3	0	0	0	0	195	1	338	83	2	27	10	0	0	7	0	0	0	0	468
14:15	3	181	48	1	17	8	0	2	12	0	0	0	0	272	1	131	40	1	11	8	0	1	3	0	0	0	0	196	4	312	88	2	28	16	0	3	15	0	0	0	0	468
14:30	0	235	65	0	10	5	0	1	6	0	0	0	0	322	0	149	44	0	8	8	0	1	2	0	0	0	0	212	0	384	109	0	18	13	0	2	8	0	0	0	0	534
14:45	1	222	47	1	11	7	0	4	8	2	0	0	0	303	1	115	23	0	7	8	0	0	3	0	0	0	0	157	2	337	70	1	18	15	0	4	11	2	0	0	0	460
15:00	0	212	69	0	18	2	0	2	4	1	0	0	0	308	0	162	32	0	9	8	0	1	3	0	0	0	0	215	0	374	101	0	27	10	0	3	7	1	0	0	0	523
15:15	0	219	54	0	8	4	0	2	6	0	0	1	0	294	0	147	19	0	13	4	0	3	5	0	0	0	0	191	0	366	73	0	21	8	0	5	11	0	0	1	0	485
15:30	2	250	75	2	21	8	0	1	4	0	0	0	0	363	0	116	34	0	3	5	0	1	8	0	0	0	0	167	2	366	109	2	24	13	0	2	12	0	0	0	0	530
15:45	0	276	60	0	13	5	0	2	5	1	0	0	0	362	1	133	30	0	9	4	0	1	9	0	0	0	0	187	1	409	90	0	22	9	0	3	14	1	0	0	0	549
16:00	1	297	67	0	10	5	0	2	5	0	0	0	0	387	0	123	30	0	5	6	0	5	10	0	0	0	0	179	1	420	97	0	15	11	0	7	15	0	0	0	0	566
16:15	0	268	61	1	11	7	0	2	6	0	0	0	0	356	0	121	27	0	4	1	0	2	7	0	0	0	0	162	0	389	88	1	15	8	0	4	13	0	0	0	0	518
16:30	1	300	82	0	12	0	0	2	7	1	0	0	0	405	0	143	27	0	5	1	0	1	8	0	0	0	0	185	1	443	109	0	17	1	0	3	15	1	0	0	0	590
16:45	0	325	50	1	9	2	0	3	9	2	0	1	0	402	0	113	13	0	5	6	0	1	6	0	0	0	0	144	0	438	63	1	14	8	0	4	15	2	0	1	0	546
17:00	2	279	57	1	3	3	0	3	6	0	0	0	0	354	1	162	29	0	5	3	0	1	7	0	0	0	0	208	3	441	86	1	8	6	0	4	13	0	0	0	0	562
17:15	2	301	57	0	9	6	0	2	2	1	0	0	0	380	0	158	28	0	8	3	0	4	12	0	0	0	0	213	2	459	85	0	17	9	0	6	14	1	0	0	0	593
17:30	0	278	45	0	6	5	0	1	2	1	0	0	0	338	1	144	24	1	3	7	0	2	7	0	0	0	0	189	1	422	69	1	9	12	0	3	9	1	0	0	0	527
17:45	0	303	61	2	9	4	0	1	1	0	0	0	0	381	0	113	29	0	4	1	0	3	4	0	0	0	0	154	0	416	90	2	13	5	0	4	5	0	0	0	0	535
18:00	0	305	41	0	6	5	0	2	8	4	0	0	0	371	0	137	28	2	4	1	0	5	7	0	0	0	0	184	0	442	69	2	10	6	0	7	15	4	0	0	0	555
18:15	0	335	56	1	5	1	0	2	4	0	0	0	0	404	1	110	29	0	3	3	0	0	8	0	0	0	0	154	1	445	85	1	8	4	0	2	12	0	0	0	0	558
18:30	0	299	41	0	8	1	0	0	3	1	0	0	0	353	0	102	13	0	4	0	0	2	4	1	0	0	0	126	0	401	54	0	12	1	0	2	7	2	0	0	0	479
18:45	0	189	38	0	5	4	0	0	4	0	0	0	0	240	0	124	17	1	3	2	0	0	12	0	0	0	0	159	0	313	55	1	8	6	0	0	16	0	0	0	0	399
19:00	0	228	28	0	10	2	0	1	4	0	0	0	0	273	0	90	7	0	2	2	0	0	5	0	0	0	0	106	0	318	35	0	12	4	0	1	9	0	0	0	0	379
19:15	0	193	24	1	1	1	0	0	2	1	0	0	0	223	0	96	14	0	4	0	0	0	6	0	0	0	0	120	0	289	38	1	5	1	0	0	8	1	0	0	0	343
19:30	0	171	15	0	2	2	0	1	6	0	0	0	0	197	0	85	18	1	0	0	0	0	1	0	0	0	0	105	0	256	33	1	2	2	0	1	7	0	0	0	0	302
19:45	0	126	22	0	1	1	0	0	5	2	0	0	0	157	0	87	13	1	2	3	0	1	10	0	0	0	0	117	0	213	35	1	3	4	0	1	15	2	0	0	0	274
20:00	0	99	24	0	0	3	0	1	2	0	0	0	0	129	0	82	10	0	1	2	0	0	2	0	0	0	0	97	0	181	34	0	1	5	0	1	4	0	0	0	0	226
20:15	0	106	18	0	1	2	0	0	7	1	0	0	0	135	2	81	12	1	3	1	0	3	4	0	0	0	0	107	2	187	30	1	4	3	0	3	11	1	0	0	0	242
20:30	0	90	11	0	0	1	0	1	5	0	0	0	0	108	0	80	12	0	1	2	0	1	8	0	0	0	0	104	0	170	23	0	1	3	0	2	13	0	0	0	0	212
20:45	0	67	14	0	0	1	0	0	2	1	0	0	0	85	0	87	10	0	4	1	1	1	3	0	0	1	0	108	0	154	24	0	4	2	1	1	5	1	0	1	0	193
21:00	0	87	12	0	3	0	0	0	1	0	1	1	0	105	0	93	9	1	2	2	0	3	0	0	1	0	0	111	0	180	21	1	5	2	0	3	1	0	2	1	0	216
21:15	1	84	6	1	1	0	0	0	5	0	0	0	0	98	0	75	7	0	0	2	0	1	2	0	0	0	0	87	1	159	13	1	1	2	0	1	7	0	0	0	0	185
21:30	0	78	11	0	1	2	0	0	6	0	1	1	0	100	0	68	4	0	1	1	1	1	3	0	1	0	0	80	0	146	15	0	2	3	1	1	9	0	2	1	0	180
21:45	0	56	7	0	3	0	0	0	6	2	2	1	0	77	0	49	7	1	0	0	0	0	5	0	0	0	0	62	0	105	14	1	3	0	0	0	11	2	2	1	0	139
22:00	0	65	7	0	0	1	0	0	2	0	0	1	0	76	1	62	2	0	0	1	0	1	3	0	1	0	0	71	1	127	9	0	0	2	0	1	5	0	1	1	0	147
22:15	1	51	8	0	0	1	0	0	4	0	0	0	0	65	0	76	8	0	1	1	0	0	5	0	0	0	0	91	1	127	16	0	1	2	0	0	9	0	0	0	0	156
22:30	0	68	8	0	2	2	0	0	4	0	3	0	0	87	0	68	11	0	0	1	0	0	6	0	0	0	0	86	0	136	19	0	2	3	0	0	10	0	3	0	0	173
22:45	0	50	3	0	0	3	0	1	5	0	0	3	0	65	0	40	5	0	0	7	0	0	3	0	0	0	0	55	0	90	8	0	0	10	0	1	8	0	0	3	0	120
23:00	0	36	7	0	0	1	0	0	2	0	0	0	0	46	0	44	5	0	3	2	0	1	3	0	0	0	0	58	0	80	12	0	3	3	0	1	5	0	0	0	0	104
23:15	0	45	4	0	2	3	0	1	4	0	2	0	0	61	0	37	1	0	1	1	0	0	3	0	0	0	0	43	0	82	5	0	3	4	0	1	7	0	2	0	0	104
23:30	1	27	8	0	0	3	0	0	6	0	0	0	0	45	0	36	4	0	1	4	0	0	9	0	0	0	0	54	1	63	12	0	1	7	0	0	15	0	0	0	0	99
23:45	1	48	9	0	1	0	0	0	1	0	2	1	0	63	0	20	1	0	0	2	0	1	4	0	0	1	0	29	1	68	10	0	1	2	0	1	5	0	2	2	0	92
Totals	23	11,489	2,562	37	652	271	13	128	511	21	24	19	0	15,750	21	10,133	2,289	33	530	306	3	101	542	2	18	14	0	13,992	44	21,622	4,851	70	1,182	577	16	229	1,053	23	42	33	0	29,742
% of Totals	0%	73%	16%	0%	4%	2%	0%	1%	3%	0%	0%	0%		100%	0%	72%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

E Washington Blvd Bet S Maple Ave & Greenwood Ave

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,750	13,992	29,742

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			32	35	67	12:00			230	182	412
0:15			31	26	57	12:15			200	208	408
0:30			25	28	53	12:30			188	187	375
0:45			33	25	58	12:45			207	213	420
1:00			38	19	57	13:00			208	223	431
1:15			24	23	47	13:15			207	214	421
1:30			26	29	55	13:30			239	190	429
1:45			27	29	56	13:45			266	193	459
2:00			22	31	53	14:00			273	195	468
2:15			31	22	53	14:15			272	196	468
2:30			24	36	60	14:30			322	212	534
2:45			26	23	49	14:45			303	157	460
3:00			29	34	63	15:00			308	215	523
3:15			35	31	66	15:15			294	191	485
3:30			34	52	86	15:30			363	167	530
3:45			37	60	97	15:45			362	187	549
4:00			31	54	85	16:00			387	179	566
4:15			35	73	108	16:15			356	162	518
4:30			39	85	124	16:30			405	185	590
4:45			58	126	184	16:45			402	144	546
5:00			55	119	174	17:00			354	208	562
5:15			70	134	204	17:15			380	213	593
5:30			97	185	282	17:30			338	189	527
5:45			87	227	314	17:45			381	154	535
6:00			104	202	306	18:00			371	184	555
6:15			113	223	336	18:15			404	154	558
6:30			100	283	383	18:30			353	126	479
6:45			160	259	419	18:45			240	159	399
7:00			144	304	448	19:00			273	106	379
7:15			153	315	468	19:15			223	120	343
7:30			165	368	533	19:30			197	105	302
7:45			202	312	514	19:45			157	117	274
8:00			202	286	488	20:00			129	97	226
8:15			194	303	497	20:15			135	107	242
8:30			189	274	463	20:30			108	104	212
8:45			200	227	427	20:45			85	108	193
9:00			166	211	377	21:00			105	111	216
9:15			166	240	406	21:15			98	87	185
9:30			174	202	376	21:30			100	80	180
9:45			164	164	328	21:45			77	62	139
10:00			152	205	357	22:00			76	71	147
10:15			168	170	338	22:15			65	91	156
10:30			178	187	365	22:30			87	86	173
10:45			153	161	314	22:45			65	55	120
11:00			188	196	384	23:00			46	58	104
11:15			198	169	367	23:15			61	43	104
11:30			163	176	339	23:30			45	54	99
11:45			200	171	371	23:45			63	29	92
TOTALS	0	0	4942	7114	12056	TOTALS	0	0	10808	6878	17686
SPLIT %	0%	0%	41%	59%	41%	SPLIT %	0%	0%	61%	39%	59%

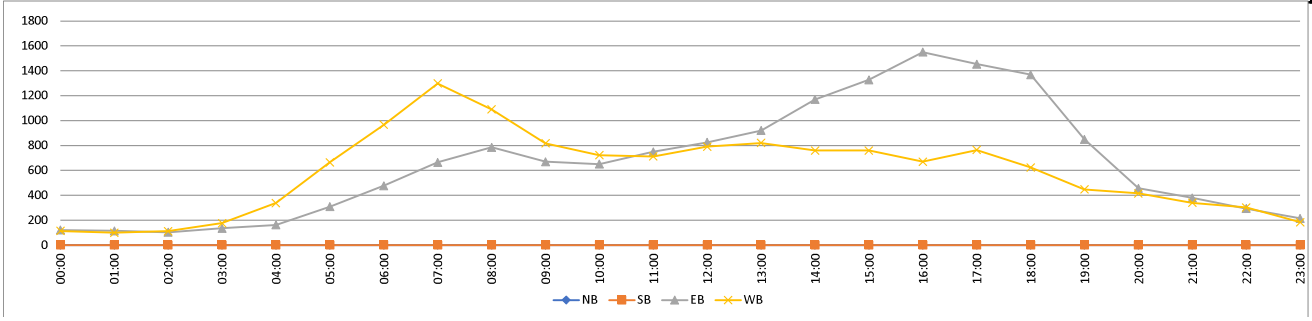
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			121	114	235
01:00	02:00			115	100	215
02:00	03:00			103	112	215
03:00	04:00			135	177	312
04:00	05:00			163	338	501
05:00	06:00			309	665	974
06:00	07:00			477	967	1444
07:00	08:00			664	1299	1963
08:00	09:00			785	1090	1875
09:00	10:00			670	817	1487
10:00	11:00			651	723	1374
11:00	12:00			749	712	1461
12:00	13:00			825	790	1615
13:00	14:00			920	820	1740
14:00	15:00			1170	760	1930
15:00	16:00			1327	760	2087
16:00	17:00			1550	670	2220
17:00	18:00			1453	764	2217
18:00	19:00			1368	623	1991
19:00	20:00			850	448	1298
20:00	21:00			457	416	873
21:00	22:00			380	340	720
22:00	23:00			293	303	596
23:00	00:00			215	184	399

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4942	7114	12056
Peak Hour			7:45	7:00	7:30
Peak Volume			787	1299	2032
Peak Hour Factor			0.974	0.882	0.953
Peak Period	12:00	to	00:00		
Volume			10808	6878	17686
Peak Hour			16:00	12:45	16:30
Peak Volume			1550	840	2291
Peak Hour Factor			0.957	0.942	0.966
Peak Period	07:00	to	09:00		
Volume			1449	2389	3838
Peak Hour			7:45	7:00	7:30
Peak Volume			787	1299	2032
Peak Hour Factor			0.974	0.882	0.953
Peak Period	16:00	to	18:00		
Volume			3003	1434	4437
Peak Hour			16:00	17:00	16:30
Peak Volume			1550	764	2291
Peak Hour Factor			0.957	0.897	0.966



Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Greenwood Ave & S Montebello Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_019

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	79	7	0	3	3	0	6	4	0	1	0	0	104	0	70	10	0	5	7	0	1	8	0	2	0	0	103	1	149	17	0	8	10	0	7	12	0	3	0	0	207
1:00	0	67	8	0	3	0	0	2	11	0	3	2	0	96	1	63	12	0	4	6	0	3	7	0	0	3	0	99	1	130	20	0	7	6	0	5	18	0	3	5	0	195
2:00	0	65	9	0	5	4	0	0	7	0	2	1	0	93	0	64	18	0	6	3	0	0	7	0	1	2	0	101	0	129	27	0	11	7	0	0	14	0	3	3	0	194
3:00	2	77	16	0	2	10	0	0	11	0	1	3	0	122	0	114	32	0	4	8	0	1	9	0	0	3	0	171	2	191	48	0	6	18	0	1	20	0	1	6	0	293
4:00	0	94	22	1	3	7	0	0	11	0	1	1	0	140	0	225	62	1	3	6	0	1	12	0	2	1	0	313	0	319	84	2	6	13	0	1	23	0	3	2	0	453
5:00	1	176	42	1	11	15	0	5	17	0	2	1	0	271	2	446	143	0	16	13	0	9	20	0	0	0	0	649	3	622	185	1	27	28	0	14	37	0	2	1	0	920
6:00	0	292	61	3	33	19	4	3	24	0	0	0	0	439	1	700	178	1	29	17	0	4	23	2	1	0	0	956	1	992	239	4	62	36	4	7	47	2	1	0	0	1395
7:00	3	440	96	2	38	14	1	6	35	0	0	0	0	635	3	1083	177	4	36	16	0	6	28	0	1	0	0	1354	6	1523	273	6	74	30	1	12	63	0	1	0	0	1989
8:00	0	469	116	2	39	18	0	9	35	0	1	1	0	690	1	864	179	3	54	19	0	6	21	0	2	1	0	1150	1	1333	295	5	93	37	0	15	56	0	3	2	0	1840
9:00	0	384	134	2	52	11	5	13	39	0	1	0	0	641	1	567	156	2	37	13	0	3	33	0	2	0	0	814	1	951	290	4	89	24	5	16	72	0	3	0	0	1455
10:00	0	412	125	2	35	16	1	14	43	1	0	0	0	649	2	515	133	2	43	10	0	3	31	0	2	0	0	741	2	927	258	4	78	26	1	17	74	1	2	0	0	1390
11:00	0	415	149	2	55	8	2	12	40	0	0	0	0	683	0	469	134	2	35	26	0	6	35	0	0	0	0	707	0	884	283	4	90	34	2	18	75	0	0	0	0	1390
12:00	0	526	153	1	49	19	0	6	32	0	0	0	0	786	0	519	145	3	40	15	0	5	37	0	1	0	0	765	0	1045	298	4	89	34	0	11	69	0	1	0	0	1551
13:00	0	627	178	1	45	11	1	12	33	0	0	1	0	909	2	579	120	3	41	27	0	7	35	0	0	1	0	815	2	1206	298	4	86	38	1	19	68	0	0	2	0	1724
14:00	4	769	212	2	40	13	0	6	39	0	0	0	0	1085	2	597	124	3	43	31	0	4	13	0	0	0	0	817	6	1366	336	5	83	44	0	10	52	0	0	0	0	1902
15:00	2	974	240	3	53	14	1	10	24	0	0	0	0	1321	0	579	126	2	29	17	0	5	21	0	0	0	0	779	2	1553	366	5	82	31	1	15	45	0	0	0	0	2100
16:00	2	1156	224	2	38	12	1	9	28	1	0	0	0	1473	1	537	101	3	21	13	0	4	35	0	0	0	0	715	3	1693	325	5	59	25	1	13	63	1	0	0	0	2188
17:00	2	1097	188	2	21	10	0	8	14	0	0	1	0	1343	2	609	116	2	16	16	0	13	27	0	0	0	0	801	4	1706	304	4	37	26	0	21	41	0	0	1	0	2144
18:00	0	1090	162	1	20	7	1	8	15	0	0	0	0	1304	2	505	87	3	10	9	0	3	29	1	0	0	0	649	2	1595	249	4	30	16	1	11	44	1	0	0	0	1953
19:00	1	711	86	1	7	7	0	1	15	0	0	0	0	829	0	388	45	2	12	3	0	1	19	0	0	0	0	470	1	1099	131	3	19	10	0	2	34	0	0	0	0	1299
20:00	1	410	61	0	2	9	0	4	14	0	0	0	0	501	1	336	48	1	9	7	0	2	15	0	0	1	0	420	2	746	109	1	11	16	0	6	29	0	0	1	0	921
21:00	1	292	39	1	5	4	0	0	14	0	4	1	0	361	0	302	28	2	3	6	0	5	8	0	1	1	0	356	1	594	67	3	8	10	0	5	22	0	5	2	0	717
22:00	1	218	32	0	3	5	0	4	8	0	3	2	0	276	0	261	24	0	3	9	0	0	12	0	0	0	0	309	1	479	56	0	6	14	0	4	20	0	3	2	0	585
23:00	2	146	23	0	5	9	0	1	13	0	4	2	0	205	0	132	13	0	5	6	0	1	14	0	0	1	0	172	2	278	36	0	10	15	0	2	27	0	4	3	0	377
Totals	**23**	**10,986**	**2,383**	**29**	**567**	**245**	**17**	**139**	**526**	**2**	**23**	**16**	**0**	**14,956**	**21**	**10,524**	**2,211**	**39**	**504**	**303**	**0**	**93**	**499**	**3**	**15**	**14**	**0**	**14,226**	**44**	**21,510**	**4,594**	**68**	**1,071**	**548**	**17**	**232**	**1,025**	**5**	**38**	**30**	**0**	**29,182**
% of Totals	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	74%	16%	0%	4%	2%		1%	4%	0%	0%	0%		100%	0%	74%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



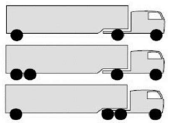
#5 2-Axle, 6-Tire Single Units



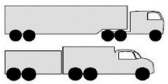
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	7	2970	785	15	279	125	13	70	277	1	12	9	0	4563	11	5180	1234	15	272	144	0	43	234	2	13	10	0	7158	18	8150	2019	30	551	269	13	113	511	3	25	19	0	11721
%	0%	20%	5%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	31%	0%	36%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	50%	0%	28%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	40%
Peak Hour	6:45	11:45	11:45	5:30	11:45	5:45	9:00	8:45	10:30	10:00	0:45	3:15	0:00	11:45	6:15	7:15	6:15	7:00	8:00	11:00	0:00	5:00	11:45	5:45	0:00	1:15	0:00	7:15	6:45	7:15	8:00	7:45	11:30	5:45	9:00	8:45	10:30	5:45	0:45	1:15	0:00	7:30
Peak Volume	3	509	152	3	60	21	5	18	49	1	3	4	0	783	4	1125	194	4	54	26	0	9	41	2	2	4	0	1387	6	1588	295	7	103	40	5	23	84	2	5	6	0	2077
12:00 - 24:00	16	8016	1598	14	288	120	4	69	249	1	11	7	0	10393	10	5344	977	24	232	159	0	50	265	1	2	4	0	7068	26	13360	2575	38	520	279	4	119	514	2	13	11	0	17461
%	0%	54%	11%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	69%	0%	38%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	50%	0%	46%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	60%
Peak Hour	14:00	17:45	15:45	14:45	15:00	12:00	15:30	13:00	13:45	15:45	21:00	21:30	12:00	15:45	13:00	17:00	12:00	13:30	13:30	13:45	12:00	17:00	12:30	17:45	12:00	12:30	12:00	12:30	14:00	16:30	15:30	13:15	13:30	14:15	15:30	16:30	12:00	15:45	21:00	21:30	12:00	16:30
Peak Volume	4	1185	251	4	53	19	2	12	39	1	4	3	0	1494	2	609	145	5	44	32	0	13	38	1	1	1	0	831	6	1783	377	6	90	45	2	22	69	1	5	4	0	2267
07:00 - 09:00	3	909	212	4	77	32	1	15	70	0	1	1	0	1325	4	1947	356	7	90	35	0	12	49	0	3	1	0	2504	7	2856	568	11	167	67	1	27	119	0	4	2	0	3829
%	0%	6%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	9%	0%	14%	3%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	10%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	8:00	7:30	7:30	7:30	7:00	8:00	7:15	7:00	8:00	7:15	7:00	7:30	7:00	7:15	7:45	7:00	8:00	8:00	7:00	7:15	7:30	7:00	7:30	7:30	7:00	7:15	7:00	7:15	8:00	7:45	7:45	8:00	7:00	8:00	7:15	7:00	8:00	7:30	7:00	7:30
Peak Volume	3	505	116	3	42	18	1	9	38	0	1	1	0	725	3	1125	183	4	54	19	0	7	30	0	2	1	0	1387	6	1588	295	7	95	37	1	15	67	0	3	2	0	2077
16:00 - 18:00	4	2253	412	4	59	22	1	17	42	1	0	1	0	2816	3	1146	217	5	37	29	0	17	62	0	0	0	0	1516	7	3399	629	9	96	51	1	34	104	1	0	1	0	4332
%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:30	16:30	16:00	16:15	16:00	16:00	16:00	16:15	16:15	16:00	16:00	16:15	16:00	16:30	16:45	17:00	17:00	16:00	16:15	16:45	16:00	17:00	16:00	16:00	16:00	16:00	16:00	17:00	16:45	16:30	16:00	16:15	16:00	16:45	16:00	16:30	16:00	16:00	16:00	16:15	16:00	16:30
Peak Volume	3	1183	224	3	38	12	1	11	29	1	0	1	0	1478	2	609	116	3	23	20	0	13	35	0	0	0	0	801	5	1783	325	6	59	29	1	22	63	1	0	1	0	2267

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Greenwood Ave & S Montebello Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_019

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	20	1	0	0	1	0	2	1	0	0	0	0	25	0	23	4	0	2	1	0	0	2	0	0	0	0	32	0	43	5	0	2	2	0	2	3	0	0	0	0	57
0:15	1	17	3	0	0	1	0	0	1	0	1	0	0	24	0	21	1	0	1	5	0	1	1	0	0	0	0	30	1	38	4	0	1	6	0	1	2	0	1	0	0	54
0:30	0	21	0	0	1	0	0	3	0	0	0	0	0	25	0	15	1	0	2	1	0	0	4	0	0	0	0	23	0	36	1	0	3	1	0	3	4	0	0	0	0	48
0:45	0	21	3	0	2	1	0	1	2	0	0	0	0	30	0	11	4	0	0	0	0	0	1	0	2	0	0	18	0	32	7	0	2	1	0	1	3	0	2	0	0	48
1:00	0	22	5	0	1	0	0	1	5	0	0	0	0	34	0	10	2	0	0	1	0	1	1	0	1	0	0	16	0	32	7	0	1	1	0	2	6	0	0	1	0	50
1:15	0	15	1	0	0	0	0	0	3	0	2	1	0	22	0	13	3	0	4	0	0	1	2	0	0	2	0	25	0	28	4	0	4	0	0	1	5	0	2	3	0	47
1:30	0	15	1	0	1	0	0	1	1	0	1	0	0	20	0	25	4	0	0	0	0	1	2	0	0	0	0	32	0	40	5	0	1	0	0	2	3	0	1	0	0	52
1:45	0	15	1	0	1	0	0	0	2	0	0	1	0	20	1	15	3	0	0	5	0	0	2	0	0	0	0	26	1	30	4	0	1	5	0	0	4	0	0	1	0	46
2:00	0	15	1	0	2	3	0	0	1	0	0	0	0	22	0	12	3	0	1	1	0	0	0	0	1	2	0	20	0	27	4	0	3	4	0	0	1	0	1	2	0	42
2:15	0	22	1	0	1	0	0	0	3	0	0	0	0	27	0	14	4	0	1	0	0	0	3	0	0	0	0	22	0	36	5	0	2	0	0	0	6	0	0	0	0	49
2:30	0	12	1	0	1	1	0	0	2	0	0	0	0	17	0	20	8	0	4	1	0	0	1	0	0	0	0	34	0	32	9	0	5	2	0	0	3	0	0	0	0	51
2:45	0	16	6	0	1	0	0	0	1	0	2	1	0	27	0	18	3	0	0	1	0	0	3	0	0	0	0	25	0	34	9	0	1	1	0	0	4	0	2	1	0	52
3:00	1	14	3	0	1	4	0	0	4	0	1	0	0	28	0	20	2	0	2	2	0	0	0	0	0	2	0	28	1	34	5	0	3	6	0	0	4	0	1	2	0	56
3:15	0	20	4	0	0	3	0	0	1	0	0	0	0	28	0	19	8	0	0	2	0	0	2	0	0	1	0	32	0	39	12	0	0	5	0	0	3	0	0	1	0	60
3:30	0	22	5	0	1	0	0	0	1	0	0	1	0	30	0	36	9	0	1	2	0	0	4	0	0	0	0	52	0	58	14	0	2	2	0	0	5	0	0	1	0	82
3:45	1	21	4	0	0	3	0	0	5	0	0	2	0	36	0	39	13	0	1	2	0	1	3	0	0	0	0	59	1	60	17	0	1	5	0	1	8	0	0	2	0	95
4:00	0	18	3	0	0	2	0	0	4	0	0	1	0	28	0	37	8	0	0	2	0	0	2	0	0	1	0	50	0	55	11	0	0	4	0	0	6	0	0	2	0	78
4:15	0	23	5	0	0	2	0	0	2	0	0	0	0	32	0	40	20	0	0	0	0	1	2	0	2	0	0	65	0	63	25	0	0	2	0	1	4	0	2	0	0	97
4:30	0	25	7	0	1	1	0	0	2	0	1	0	0	37	0	60	18	0	1	3	0	0	3	0	0	0	0	85	0	85	25	0	2	4	0	0	5	0	1	0	0	122
4:45	0	28	7	1	2	2	0	0	3	0	0	0	0	43	0	88	16	1	2	1	0	0	5	0	0	0	0	113	0	116	23	2	4	3	0	0	8	0	0	0	0	156
5:00	0	36	12	0	1	3	0	2	1	0	0	0	0	55	1	73	28	0	2	5	0	1	5	0	0	0	0	115	1	109	40	0	3	8	0	3	6	0	0	0	0	170
5:15	1	40	10	0	2	3	0	1	3	0	1	1	0	62	0	100	22	0	5	0	0	3	6	0	0	0	0	136	1	140	32	0	7	3	0	4	9	0	1	1	0	198
5:30	0	50	11	1	7	4	0	2	6	0	0	0	0	81	1	121	44	0	6	3	0	4	6	0	0	0	0	185	1	171	55	1	13	7	0	6	12	0	0	0	0	266
5:45	0	50	9	0	1	5	0	0	7	0	1	0	0	73	0	152	49	0	3	5	0	1	3	0	0	0	0	213	0	202	58	0	4	10	0	1	10	0	1	0	0	286
6:00	0	53	11	1	8	4	1	0	3	0	0	0	0	81	0	151	37	0	5	4	0	1	6	0	0	0	0	204	0	204	48	1	13	8	1	1	9	0	0	0	0	285
6:15	0	64	16	1	16	6	2	1	10	0	0	0	0	116	1	150	40	1	11	4	0	1	5	0	0	0	0	213	1	214	56	2	27	10	2	2	15	0	0	0	0	329
6:30	0	64	17	0	2	6	0	0	7	0	0	0	0	96	0	212	57	0	3	6	0	0	5	2	0	0	0	285	0	276	74	0	5	12	0	0	12	2	0	0	0	381
6:45	0	111	17	1	7	3	1	2	4	0	0	0	0	146	0	187	44	0	10	3	0	2	7	0	1	0	0	254	0	298	61	1	17	6	1	4	11	0	1	0	0	400
7:00	1	86	22	0	11	5	0	2	7	0	0	0	0	134	3	218	53	2	9	5	0	0	5	0	1	0	0	296	4	304	75	2	20	10	0	2	12	0	1	0	0	430
7:15	1	86	24	0	7	3	0	2	10	0	0	0	0	133	0	274	40	0	11	5	0	2	5	0	0	0	0	337	1	360	64	0	18	8	0	4	15	0	0	0	0	470
7:30	1	125	25	1	10	3	1	0	9	0	0	0	0	175	0	301	42	0	5	1	0	1	11	0	0	0	0	361	1	426	67	1	15	4	1	1	20	0	0	0	0	536
7:45	0	143	25	1	10	3	0	2	9	0	0	0	0	193	0	290	42	2	11	5	0	3	7	0	0	0	0	360	0	433	67	3	21	8	0	5	16	0	0	0	0	553
8:00	0	109	32	0	12	6	0	3	10	0	0	1	0	173	0	260	43	1	13	4	0	1	6	0	1	0	0	329	0	369	75	1	25	10	0	4	16	0	1	1	0	502
8:15	0	128	33	1	10	6	0	0	6	0	0	0	0	184	0	226	48	0	17	2	0	1	6	0	1	1	0	302	0	354	81	1	27	8	0	1	12	0	1	1	0	486
8:30	0	117	18	1	10	2	0	1	6	0	0	0	0	155	0	193	50	1	12	3	0	2	6	0	0	0	0	267	0	310	68	2	22	5	0	3	12	0	0	0	0	422
8:45	0	115	33	0	7	4	0	5	13	0	1	0	0	178	1	185	38	1	12	10	0	2	3	0	0	0	0	252	1	300	71	1	19	14	0	7	16	0	1	0	0	430
9:00	0	104	33	1	13	4	1	6	14	0	0	0	0	176	0	142	41	0	5	3	0	2	3	0	0	0	0	196	0	246	74	1	18	7	1	8	17	0	0	0	0	372
9:15	0	84	34	0	15	3	1	3	11	0	0	0	0	151	0	176	47	1	13	3	0	1	16	0	1	0	0	258	0	260	81	1	28	6	1	4	27	0	1	0	0	409
9:30	0	103	35	0	12	3	2	4	5	0	0	0	0	164	0	119	31	1	11	4	0	0	6	0	0	0	0	172	0	222	66	1	23	7	2	4	11	0	0	0	0	336
9:45	0	93	32	1	12	1	1	0	9	0	1	0	0	150	1	130	37	0	8	3	0	0	8	0	1	0	0	188	1	223	69	1	20	4	1	0	17	0	2	0	0	338
10:00	0	105	36	0	7	3	0	3	8	0	0	0	0	162	1	128	36	1	9	4	0	1	6	0	0	0	0	186	1	233	72	1	16	7	0	4	14	0	0	0	0	348
10:15	0	100	30	1	9	3	0	1	7	0	0	0	0	151	0	132	33	0	10	3	0	1	8	0	0	0	0	187	0	232	63	1	19	6	0	2	15	0	0	0	0	338
10:30	0	92	30	0	12	6	0	4	15	0	0	0	0	159	0	132	24	0	11	3	0	0	11	0	1	0	0	182	0	224	54	0	23	9	0	4	26	0	1	0	0	341
10:45	0	115	29	1	7	4	1	6	13	1	0	0	0	177	1	123	40	1	13	0	0	1	6	0	1	0	0	186	1	238	69	2	20	4	1	7	19	1	1	0	0	363
11:00	0	105	44	1	13	3	0	3	8	0	0	0	0	177	0	123	33	0	6	9	0	1	10	0	0	0	0	182	0	228	77	1	19	12	0	4	18	0	0	0	0	359
11:15	0	102	31	0	12	0	0	3	13	0	0	0	0	161	0	131	30	1	6	8	0	1	8	0	0	0	0	185	0	233	61	1	18	8	0	4	21	0	0	0	0	346
11:30	0	94	33	0	10	3	1	2	12	0	0	0	0	155	0	112	35	1	10	5	0	4	3	0	0	0	0	170	0	206	68	1	20	8	1	6	15	0	0	0	0	325
11:45	0	114	41	1	20	2	1	4	7	0	0	0	0	190	0	103	36	0	13	4	0	0	14	0	0	0	0	170	0	217	77	1	33	6	1	4	21	0	0	0	0	360

Prepared by National Data & Surveying Services

CLASSIFICATION

E Washington Blvd Bet Greenwood Ave & S Montebello Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_019

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	160	35	0	12	4	0	3	8	0	0	0	0	222	0	116	37	1	12	7	0	0	14	0	1	0	0	188	0	276	72	1	24	11	0	3	22	0	1	0	0	410
12:15	0	128	37	1	17	6	0	1	10	0	0	0	0	200	0	130	38	0	9	3	0	1	4	0	0	0	0	185	0	258	75	1	26	9	0	2	14	0	0	0	0	385
12:30	0	107	39	0	11	5	0	1	8	0	0	0	0	171	0	141	32	0	9	3	0	1	9	0	0	0	0	195	0	248	71	0	20	8	0	2	17	0	0	0	0	366
12:45	0	131	42	0	9	4	0	1	6	0	0	0	0	193	0	132	38	2	10	2	0	3	10	0	0	0	0	197	0	263	80	2	19	6	0	4	16	0	0	0	0	390
13:00	0	141	48	0	12	1	1	1	10	0	0	0	0	214	1	164	32	0	8	3	0	3	9	0	0	0	0	220	1	305	80	0	20	4	1	4	19	0	0	0	0	434
13:15	0	135	45	1	9	5	0	3	6	0	0	0	0	204	0	157	28	0	10	11	0	2	10	0	0	1	0	219	0	292	73	1	19	16	0	5	16	0	0	1	0	423
13:30	0	173	43	0	11	4	0	6	7	0	0	0	0	244	0	127	30	1	10	3	0	2	7	0	0	0	0	180	0	300	73	1	21	7	0	8	14	0	0	0	0	424
13:45	0	178	42	0	13	1	0	2	10	0	0	1	0	247	1	131	30	2	13	10	0	0	9	0	0	0	0	196	1	309	72	2	26	11	0	2	19	0	0	1	0	443
14:00	0	191	51	1	12	1	0	0	8	0	0	0	0	264	0	165	25	1	9	6	0	1	6	0	0	0	0	213	0	356	76	2	21	7	0	1	14	0	0	0	0	477
14:15	3	166	50	0	10	5	0	2	12	0	0	0	0	248	1	134	33	1	12	8	0	1	2	0	0	0	0	192	4	300	83	1	22	13	0	3	14	0	0	0	0	440
14:30	0	223	63	0	8	3	0	1	9	0	0	0	0	307	0	163	42	1	8	8	0	2	2	0	0	0	0	226	0	386	105	1	16	11	0	3	11	0	0	0	0	533
14:45	1	189	48	1	10	4	0	3	10	0	0	0	0	266	1	135	24	0	14	9	0	0	3	0	0	0	0	186	2	324	72	1	24	13	0	3	13	0	0	0	0	452
15:00	0	239	61	0	13	2	0	3	8	0	0	0	0	326	0	149	27	1	8	6	0	1	5	0	0	0	0	197	0	388	88	1	21	8	0	4	13	0	0	0	0	523
15:15	0	206	46	1	10	2	0	2	6	0	0	0	0	273	0	157	22	0	10	6	0	1	4	0	0	0	0	200	0	363	68	1	20	8	0	3	10	0	0	0	0	473
15:30	2	235	58	2	13	6	0	2	5	0	0	0	0	323	0	127	37	0	4	2	0	1	5	0	0	0	0	176	2	362	95	2	17	8	0	3	10	0	0	0	0	499
15:45	0	294	75	0	17	4	1	3	5	0	0	0	0	399	0	146	40	1	7	3	0	2	7	0	0	0	0	206	0	440	115	1	24	7	1	5	12	0	0	0	0	605
16:00	1	271	60	0	8	5	0	2	6	0	0	0	0	353	1	125	28	0	5	5	0	0	15	0	0	0	0	179	2	396	88	0	13	10	0	2	21	0	0	0	0	532
16:15	0	258	54	1	9	1	1	4	6	0	0	0	0	334	0	139	25	1	4	1	0	1	6	0	0	0	0	177	0	397	79	2	13	2	1	5	12	0	0	0	0	511
16:30	0	318	62	0	15	4	0	2	6	1	0	0	0	408	0	157	28	2	6	1	0	2	7	0	0	0	0	203	0	475	90	2	21	5	0	4	13	1	0	0	0	611
16:45	1	309	48	1	6	2	0	1	10	0	0	0	0	378	0	116	20	0	6	6	0	1	7	0	0	0	0	156	1	425	68	1	12	8	0	2	17	0	0	0	0	534
17:00	1	270	46	1	2	3	0	4	7	0	0	1	0	335	1	166	33	0	7	4	0	3	5	0	0	0	0	219	2	436	79	1	9	7	0	7	12	0	0	1	0	554
17:15	1	286	51	0	10	2	0	3	4	0	0	0	0	357	0	161	24	1	4	4	0	6	11	0	0	0	0	211	1	447	75	1	14	6	0	9	15	0	0	0	0	568
17:30	0	254	28	0	5	2	0	1	3	0	0	0	0	293	1	153	23	1	4	6	0	2	6	0	0	0	0	196	1	407	51	1	9	8	0	3	9	0	0	0	0	489
17:45	0	287	63	1	4	3	0	0	0	0	0	0	0	358	0	129	36	0	1	2	0	2	5	0	0	0	0	175	0	416	99	1	5	5	0	2	5	0	0	0	0	533
18:00	0	318	33	0	8	3	0	2	8	0	0	0	0	372	0	135	27	2	3	4	0	1	8	0	0	0	0	180	0	453	60	2	11	7	0	3	16	0	0	0	0	552
18:15	0	323	55	0	4	1	0	3	2	0	0	0	0	388	1	131	32	0	2	1	0	1	6	0	0	0	0	174	1	454	87	0	6	2	0	4	8	0	0	0	0	562
18:30	0	257	34	1	4	2	0	1	3	0	0	0	0	302	1	122	17	0	4	0	0	1	3	1	0	0	0	149	1	379	51	1	8	2	0	2	6	1	0	0	0	451
18:45	0	192	40	0	4	1	1	2	2	0	0	0	0	242	0	117	11	1	1	4	0	0	12	0	0	0	0	146	0	309	51	1	5	5	1	2	14	0	0	0	0	388
19:00	0	232	26	0	6	3	0	1	1	0	0	0	0	269	0	91	5	0	3	2	0	0	4	0	0	0	0	105	0	323	31	0	9	5	0	1	5	0	0	0	0	374
19:15	0	174	27	1	0	1	0	0	3	0	0	0	0	206	0	103	13	0	4	0	0	0	4	0	0	0	0	124	0	277	40	1	4	1	0	0	7	0	0	0	0	330
19:30	0	180	13	0	1	1	0	0	6	0	0	0	0	201	0	91	13	1	2	0	0	0	2	0	0	0	0	109	0	271	26	1	3	1	0	0	8	0	0	0	0	310
19:45	1	125	20	0	0	2	0	0	5	0	0	0	0	153	0	103	14	1	3	1	0	1	9	0	0	0	0	132	1	228	34	1	3	3	0	1	14	0	0	0	0	285
20:00	1	108	22	0	1	4	0	0	3	0	0	0	0	139	1	79	15	0	2	3	0	0	3	0	0	0	0	103	2	187	37	0	3	7	0	0	6	0	0	0	0	242
20:15	0	112	14	0	1	2	0	1	7	0	0	0	0	137	0	77	9	1	2	1	0	0	4	0	0	0	0	94	0	189	23	1	3	3	0	1	11	0	0	0	0	231
20:30	0	104	10	0	0	1	0	1	3	0	0	0	0	119	0	86	9	0	0	2	0	1	7	0	0	0	0	105	0	190	19	0	0	3	0	2	10	0	0	0	0	224
20:45	0	86	15	0	0	2	0	2	1	0	0	0	0	106	0	94	15	0	5	1	0	1	1	0	0	1	0	118	0	180	30	0	5	3	0	3	2	0	0	1	0	224
21:00	0	81	13	0	1	1	0	0	1	0	2	0	0	99	0	89	10	1	3	2	0	2	0	0	0	0	0	107	0	170	23	1	4	3	0	2	1	0	2	0	0	206
21:15	1	70	9	1	1	0	0	0	4	0	0	0	0	86	0	75	8	0	0	2	0	0	3	0	0	0	0	88	1	145	17	1	1	2	0	0	7	0	0	0	0	174
21:30	0	75	10	0	2	2	0	0	4	0	1	0	0	94	0	70	4	0	0	1	0	1	3	0	1	0	0	80	0	145	14	0	2	3	0	1	7	0	2	0	0	174
21:45	0	66	7	0	1	1	0	0	5	0	1	1	0	82	0	68	6	1	0	1	0	2	2	0	0	1	0	81	0	134	13	1	1	2	0	2	7	0	1	2	0	163
22:00	1	68	3	0	1	1	0	1	1	0	1	1	0	78	0	67	4	0	1	0	0	0	3	0	0	0	0	75	1	135	7	0	2	1	0	1	4	0	1	1	0	153
22:15	0	61	8	0	1	1	0	0	1	0	0	1	0	73	0	95	7	0	1	1	0	0	3	0	0	0	0	107	0	156	15	0	2	2	0	0	4	0	0	1	0	180
22:30	0	50	6	0	1	3	0	1	3	0	2	0	0	66	0	58	10	0	0	1	0	0	3	0	0	0	0	72	0	108	16	0	1	4	0	1	6	0	2	0	0	138
22:45	0	39	15	0	0	0	0	2	3	0	0	0	0	59	0	41	3	0	1	7	0	0	3	0	0	0	0	55	0	80	18	0	1	7	0	2	6	0	0	0	0	114
23:00	0	39	5	0	0	2	0	0	2	0	0	1	0	49	0	45	4	0	2	1	0	1	3	0	0	0	0	56	0	84	9	0	2	3	0	1	5	0	0	1	0	105
23:15	0	41	3	0	4	3	0	1	5	0	1	0	0	58	0	35	0	0	2	0	0	0	1	0	0	0	0	38	0	76	3	0	6	3	0	1	6	0	1	0	0	96
23:30	1	25	6	0	0	4	0	0	4	0	1	0	0	41	0	31	6	0	1	3	0	0	7	0	0	0	0	48	1	56	12	0	1	7	0	0	11	0	1	0	0	89
23:45	1	41	9	0	1	0	0	0	2	0	2	1	0	57	0	21	3	0	0	2	0	0	3	0	0	1	0	30	1	62	12	0	1	2	0	0	5	0	2	2	0	87
Totals	23	10,986	2,383	29	567	245	17	139	526	2	23	16	0	14,956	21	10,524	2,211	39	504	303	0	93	499	3	15	14	0	14,226	44	21,510	4,594	68	1,071	548	17	232	1,025	5	38	30	0	29,182
% of Totals	0%	73%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%	0%	74%	16%	0%	4%	2%		1%	4%	0%	0%	0%		100%	0%	74%	16%	0%	4%	2%	0%	1%	4%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

E Washington Blvd Bet Greenwood Ave & S Montebello Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,956	14,226	29,182

15-Minutes Interval

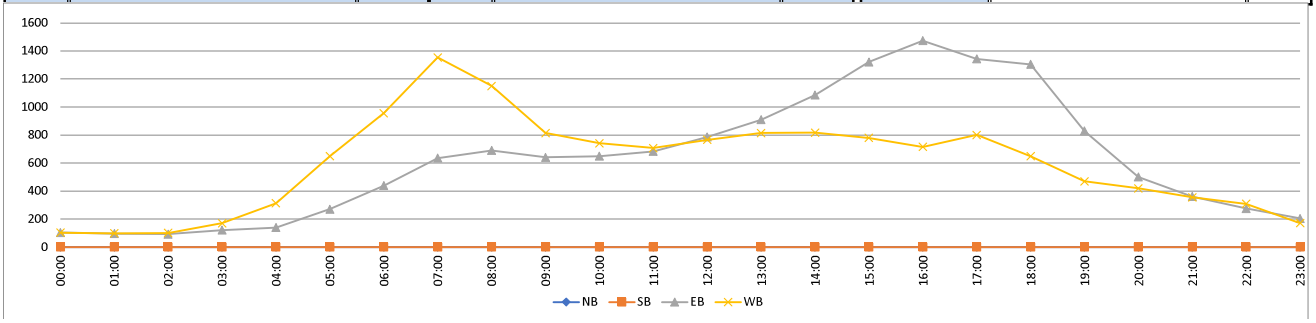
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			25	32	57	12:00			222	188	410
0:15			24	30	54	12:15			200	185	385
0:30			25	23	48	12:30			171	195	366
0:45			30	18	48	12:45			193	197	390
1:00			34	16	50	13:00			214	220	434
1:15			22	25	47	13:15			204	219	423
1:30			20	32	52	13:30			244	180	424
1:45			20	26	46	13:45			247	196	443
2:00			22	20	42	14:00			264	213	477
2:15			27	22	49	14:15			248	192	440
2:30			17	34	51	14:30			307	226	533
2:45			27	25	52	14:45			266	186	452
3:00			28	28	56	15:00			326	197	523
3:15			28	32	60	15:15			273	200	473
3:30			30	52	82	15:30			323	176	499
3:45			36	59	95	15:45			399	206	605
4:00			28	50	78	16:00			353	179	532
4:15			32	65	97	16:15			334	177	511
4:30			37	85	122	16:30			408	203	611
4:45			43	113	156	16:45			378	156	534
5:00			55	115	170	17:00			335	219	554
5:15			62	136	198	17:15			357	211	568
5:30			81	185	266	17:30			293	196	489
5:45			73	213	286	17:45			358	175	533
6:00			81	204	285	18:00			372	180	552
6:15			116	213	329	18:15			388	174	562
6:30			96	285	381	18:30			302	149	451
6:45			146	254	400	18:45			242	146	388
7:00			134	296	430	19:00			269	105	374
7:15			133	337	470	19:15			206	124	330
7:30			175	361	536	19:30			201	109	310
7:45			193	360	553	19:45			153	132	285
8:00			173	329	502	20:00			139	103	242
8:15			184	302	486	20:15			137	94	231
8:30			155	267	422	20:30			119	105	224
8:45			178	252	430	20:45			106	118	224
9:00			176	196	372	21:00			99	107	206
9:15			151	258	409	21:15			86	88	174
9:30			164	172	336	21:30			94	80	174
9:45			150	188	338	21:45			82	81	163
10:00			162	186	348	22:00			78	75	153
10:15			151	187	338	22:15			73	107	180
10:30			159	182	341	22:30			66	72	138
10:45			177	186	363	22:45			59	55	114
11:00			177	182	359	23:00			49	56	105
11:15			161	185	346	23:15			58	38	96
11:30			155	170	325	23:30			41	48	89
11:45			190	170	360	23:45			57	30	87
TOTALS	0	0	4563	7158	11721	TOTALS	0	0	10393	7068	17461
SPLIT %	0%	0%	39%	61%	40%	SPLIT %	0%	0%	60%	40%	60%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			104	103	207
01:00	02:00			96	99	195
02:00	03:00			93	101	194
03:00	04:00			122	171	293
04:00	05:00			140	313	453
05:00	06:00			271	649	920
06:00	07:00			439	956	1395
07:00	08:00			635	1354	1989
08:00	09:00			690	1150	1840
09:00	10:00			641	814	1455
10:00	11:00			649	741	1390
11:00	12:00			683	707	1390
12:00	13:00			786	765	1551
13:00	14:00			909	815	1724
14:00	15:00			1085	817	1902
15:00	16:00			1321	779	2100
16:00	17:00			1473	715	2188
17:00	18:00			1343	801	2144
18:00	19:00			1304	649	1953
19:00	20:00			829	470	1299
20:00	21:00			501	420	921
21:00	22:00			361	356	717
22:00	23:00			276	309	585
23:00	00:00			205	172	377

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4563	7158	11721
Peak Hour			7:30	7:15	7:30
Peak Volume			725	1387	2077
Peak Hour Factor			0.939	0.961	0.939
Peak Period	12:00	to	00:00		
Volume			10393	7068	17461
Peak Hour			15:45	12:30	16:30
Peak Volume			1494	831	2267
Peak Hour Factor			0.915	0.944	0.928
Peak Period	07:00	to	09:00		
Volume			1325	2504	3829
Peak Hour			7:30	7:15	7:30
Peak Volume			725	1387	2077
Peak Hour Factor			0.939	0.961	0.939
Peak Period	16:00	to	18:00		
Volume			2816	1516	4332
Peak Hour			16:30	17:00	16:30
Peak Volume			1478	801	2267
Peak Hour Factor			0.906	0.914	0.928



Prepared by National Data & Surveying Services

CLASSIFICATION

Washington Blvd Bet Carob Way & S Bluff Rd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_020

HOURLY BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	78	5	0	3	2	0	5	5	0	1	0	0	100	0	87	14	0	4	8	0	1	8	0	1	1	0	124	1	165	19	0	7	10	0	6	13	0	2	1	0	224
1:00	1	67	8	0	3	0	0	2	11	0	3	2	0	97	1	61	12	0	4	6	0	3	7	0	0	3	0	97	2	128	20	0	7	6	0	5	18	0	3	5	0	194
2:00	0	53	11	0	5	4	0	0	7	0	2	1	0	83	0	63	17	0	4	3	0	0	7	0	1	2	0	97	0	116	28	0	9	7	0	0	14	0	3	3	0	180
3:00	2	84	16	0	2	9	0	0	11	0	1	1	0	126	0	120	34	0	3	8	0	1	9	1	1	1	0	178	2	204	50	0	5	17	0	1	20	1	2	2	0	304
4:00	1	113	27	1	3	7	0	0	12	0	1	2	0	167	0	208	63	0	6	7	0	1	13	0	2	1	0	301	1	321	90	1	9	14	0	1	25	0	3	3	0	468
5:00	2	212	48	1	11	13	0	7	17	0	2	1	0	314	2	440	137	0	12	15	0	8	20	0	0	0	0	634	4	652	185	1	23	28	0	15	37	0	2	1	0	948
6:00	0	315	70	5	25	22	1	4	23	1	0	0	0	466	2	676	187	0	28	16	0	4	23	2	1	0	0	939	2	991	257	5	53	38	1	8	46	3	1	0	0	1405
7:00	3	500	108	0	39	11	0	8	34	0	0	0	0	703	2	1077	178	3	35	13	0	5	29	1	1	0	0	1344	5	1577	286	3	74	24	0	13	63	1	1	0	0	2047
8:00	1	513	129	2	34	18	0	9	35	0	1	1	0	743	1	885	186	1	50	22	0	6	21	1	4	0	0	1177	2	1398	315	3	84	40	0	15	56	1	5	1	0	1920
9:00	0	398	132	2	43	10	4	11	39	1	1	0	0	641	1	586	156	1	35	14	1	3	32	1	2	0	0	832	1	984	288	3	78	24	5	14	71	2	3	0	0	1473
10:00	0	395	123	2	40	13	0	11	47	0	0	0	0	631	2	492	126	1	44	9	0	2	33	0	2	0	0	711	2	887	249	3	84	22	0	13	80	0	2	0	0	1342
11:00	0	423	143	2	54	8	0	12	42	1	0	0	0	685	0	488	133	1	35	24	1	6	33	2	0	0	0	723	0	911	276	3	89	32	1	18	75	3	0	0	0	1408
12:00	0	535	158	1	45	19	0	4	29	0	0	0	0	791	0	540	160	1	35	14	0	5	37	0	1	0	0	793	0	1075	318	2	80	33	0	9	66	0	1	0	0	1584
13:00	1	617	173	1	44	10	1	14	30	0	0	0	0	891	4	606	114	2	41	28	0	8	32	0	1	0	0	836	5	1223	287	3	85	38	1	22	62	0	1	0	0	1727
14:00	5	789	220	2	46	11	1	6	37	0	0	0	0	1117	2	633	140	1	43	31	0	6	12	0	0	0	0	868	7	1422	360	3	89	42	1	12	49	0	0	0	0	1985
15:00	1	984	236	1	54	16	0	10	23	0	0	0	0	1325	0	655	121	1	33	17	0	5	25	0	0	0	0	857	1	1639	357	2	87	33	0	15	48	0	0	0	0	2182
16:00	2	1149	249	1	41	10	1	6	29	0	1	0	0	1489	1	576	117	2	20	11	0	7	31	0	1	0	0	766	3	1725	366	3	61	21	1	13	60	0	2	0	0	2255
17:00	2	1100	196	2	24	9	0	7	13	0	1	0	0	1354	2	672	123	3	17	16	1	17	26	0	0	0	0	877	4	1772	319	5	41	25	1	24	39	0	1	0	0	2231
18:00	0	1113	157	1	23	7	1	6	17	0	0	0	0	1325	3	585	86	1	9	7	0	4	25	1	0	0	0	721	3	1698	243	2	32	14	1	10	42	1	0	0	0	2046
19:00	2	689	81	1	8	6	0	1	16	0	0	0	0	804	0	447	58	1	13	3	0	3	18	0	0	0	0	543	2	1136	139	2	21	9	0	4	34	0	0	0	0	1347
20:00	1	412	63	0	3	9	0	1	14	2	0	0	0	505	1	409	55	1	7	8	0	3	14	0	0	1	0	499	2	821	118	1	10	17	0	4	28	2	0	1	0	1004
21:00	0	287	30	1	6	2	0	0	13	0	5	0	0	344	1	369	32	2	3	5	0	5	8	0	2	0	0	427	1	656	62	3	9	7	0	5	21	0	7	0	0	771
22:00	1	204	31	0	2	5	0	3	9	0	5	0	0	260	0	295	24	0	3	9	0	0	11	0	0	0	0	342	1	499	55	0	5	14	0	3	20	0	5	0	0	602
23:00	2	149	23	0	6	7	0	2	13	0	6	0	0	208	1	164	12	0	5	6	0	1	14	0	1	0	0	204	3	313	35	0	11	13	0	3	27	0	7	0	0	412
Totals	28	11,179	2,437	26	564	228	9	129	526	5	30	8	0	15,169	26	11,134	2,285	22	489	300	3	104	488	9	21	9	0	14,890	54	22,313	4,722	48	1,053	528	12	233	1,014	14	51	17	0	30,059
% of Totals	0%	74%	16%	0%	4%	2%	0%	1%	3%	0%	0%	0%		100%	0%	75%	15%	0%	3%	2%	0%	1%	3%	0%	0%	0%		100%	0%	74%	16%	0%	4%	2%	0%	1%	3%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



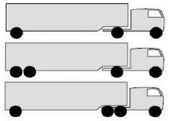
#5 2-Axle, 6-Tire Single Units



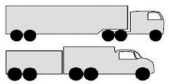
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	11	3151	820	15	262	117	5	69	283	3	12	8	0	4756	11	5183	1243	7	260	145	2	40	235	8	15	8	0	7157	22	8334	2063	22	522	262	7	109	518	11	27	16	0	11913
%	0%	21%	5%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	31%	0%	35%	8%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	48%	0%	28%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	40%
Peak Hour	4:45	7:30	11:45	5:30	11:30	6:15	8:45	8:45	10:30	5:30	0:45	3:15	0:00	7:30	6:15	7:15	7:45	7:00	8:15	11:00	8:45	4:45	10:15	5:45	7:45	0:30	0:00	7:15	6:45	7:15	7:45	5:30	11:30	6:15	8:45	8:45	10:15	5:45	8:00	1:15	0:00	7:15
Peak Volume	3	586	160	5	55	25	4	16	52	1	3	3	0	811	4	1110	197	3	53	24	1	8	37	2	4	4	0	1377	6	1660	320	5	91	43	5	21	88	3	5	6	0	2150
12:00 - 24:00	17	8028	1617	11	302	111	4	60	243	2	18	0	0	10413	15	5951	1042	15	229	155	1	64	253	1	6	1	0	7733	32	13979	2659	26	531	266	5	124	496	3	24	1	0	18146
%	0%	53%	11%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	69%	0%	40%	7%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	52%	0%	47%	9%	0%	2%	1%	0%	0%	2%	0%	0%	0%	0%	60%
Peak Hour	14:00	17:45	15:45	12:30	15:00	12:00	12:15	13:00	14:15	19:30	21:45	12:00	12:00	15:45	13:00	17:00	12:00	13:15	14:15	14:15	16:45	17:00	12:00	17:45	21:00	20:00	12:00	14:30	13:30	16:30	15:45	13:15	13:30	14:15	12:15	17:00	12:00	19:30	21:30	20:00	12:00	16:30
Peak Volume	5	1199	268	2	54	19	1	14	39	2	7	0	0	1496	4	672	160	3	46	32	1	17	37	1	2	1	0	888	8	1843	400	5	94	44	1	24	66	2	8	1	0	2357
07:00 - 09:00	4	1013	237	2	73	29	0	17	69	0	1	1	0	1446	3	1962	364	4	85	35	0	11	50	2	5	0	0	2521	7	2975	601	6	158	64	0	28	119	2	6	1	0	3967
%	0%	7%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	13%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	10%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	8:00	7:45	7:15	8:00	7:00	7:15	7:15	7:00	8:00	7:15	7:00	7:30	7:00	7:15	7:45	7:00	8:00	8:00	7:00	7:15	7:15	7:30	7:45	7:00	7:00	7:15	7:00	7:15	7:45	7:45	8:00	8:00	7:00	7:15	7:15	7:30	8:00	7:15	7:00	7:15
Peak Volume	3	586	129	2	40	18	0	9	36	0	1	1	0	811	2	1110	197	3	50	22	0	7	31	2	4	0	0	1377	5	1660	320	4	84	40	0	16	67	2	5	1	0	2150
16:00 - 18:00	4	2249	445	3	65	19	1	13	42	0	2	0	0	2843	3	1248	240	5	37	27	1	24	57	0	1	0	0	1643	7	3497	685	8	102	46	2	37	99	0	3	0	0	4486
%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	19%	0%	8%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:30	16:30	16:00	16:15	16:00	16:30	16:00	16:30	16:15	16:00	16:15	16:00	16:00	16:30	16:45	17:00	17:00	16:30	16:30	16:45	16:45	17:00	16:00	16:00	16:00	16:00	16:00	17:00	16:45	16:30	16:00	16:30	16:00	16:45	16:00	17:00	16:00	16:00	16:15	16:00	16:00	16:30
Peak Volume	3	1185	249	2	41	11	1	9	31	0	2	0	0	1493	2	672	123	3	24	19	1	17	31	0	1	0	0	877	5	1843	366	5	61	28	1	24	60	0	3	0	0	2357

Prepared by National Data & Surveying Services

CLASSIFICATION

Washington Blvd Bet Carob Way & S Bluff Rd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_020

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	20	1	0	0	1	0	2	1	0	0	0	0	25	0	30	5	0	2	1	0	0	2	0	0	0	0	40	0	50	6	0	2	2	0	2	3	0	0	0	0	65
0:15	1	19	3	0	0	1	0	0	1	0	1	0	0	26	0	24	3	0	1	5	0	1	1	0	0	0	0	35	1	43	6	0	1	6	0	1	2	0	1	0	0	61
0:30	0	21	0	0	2	0	0	2	1	0	0	0	0	26	0	17	1	0	1	2	0	0	4	0	0	0	0	25	0	38	1	0	3	2	0	2	5	0	0	0	0	51
0:45	0	18	1	0	1	0	0	1	2	0	0	0	0	23	0	16	5	0	0	0	0	0	1	0	1	1	0	24	0	34	6	0	1	0	0	1	3	0	1	1	0	47
1:00	0	22	4	0	1	0	0	1	5	0	0	0	0	33	0	12	2	0	0	1	0	1	1	0	0	1	0	18	0	34	6	0	1	1	0	2	6	0	0	1	0	51
1:15	0	16	1	0	0	0	0	0	3	0	2	1	0	23	0	15	2	0	4	0	0	1	2	0	0	2	0	26	0	31	3	0	4	0	0	1	5	0	2	3	0	49
1:30	0	13	1	0	1	0	0	1	1	0	1	0	0	18	0	23	4	0	0	0	0	1	2	0	0	0	0	30	0	36	5	0	1	0	0	2	3	0	1	0	0	48
1:45	1	16	2	0	1	0	0	0	2	0	0	1	0	23	1	11	4	0	0	5	0	0	2	0	0	0	0	23	2	27	6	0	1	5	0	0	4	0	0	1	0	46
2:00	0	14	2	0	2	3	0	0	1	0	0	0	0	22	0	12	3	0	1	1	0	0	0	0	1	2	0	20	0	26	5	0	3	4	0	0	1	0	1	2	0	42
2:15	0	13	1	0	1	0	0	0	2	0	0	0	0	17	0	15	5	0	1	0	0	0	3	0	0	0	0	24	0	28	6	0	2	0	0	0	5	0	0	0	0	41
2:30	0	13	2	0	1	1	0	0	3	0	0	0	0	20	0	21	7	0	2	1	0	0	1	0	0	0	0	32	0	34	9	0	3	2	0	0	4	0	0	0	0	52
2:45	0	13	6	0	1	0	0	0	1	0	2	1	0	24	0	15	2	0	0	1	0	0	3	0	0	0	0	21	0	28	8	0	1	1	0	0	4	0	2	1	0	45
3:00	0	12	3	0	1	4	0	0	4	0	1	0	0	25	0	18	1	0	2	2	0	0	0	1	1	0	0	25	0	30	4	0	3	6	0	0	4	1	2	0	0	50
3:15	1	23	4	0	0	3	0	0	1	0	0	0	0	32	0	22	9	0	0	2	0	0	2	0	0	1	0	36	1	45	13	0	0	5	0	0	3	0	0	1	0	68
3:30	0	22	4	0	1	0	0	0	2	0	0	0	0	29	0	41	12	0	0	2	0	0	4	0	0	0	0	59	0	63	16	0	1	2	0	0	6	0	0	0	0	88
3:45	1	27	5	0	0	2	0	0	4	0	0	1	0	40	0	39	12	0	1	2	0	1	3	0	0	0	0	58	1	66	17	0	1	4	0	1	7	0	0	1	0	98
4:00	0	22	4	0	0	2	0	0	5	0	0	2	0	35	0	28	7	0	0	2	0	0	2	0	0	1	0	40	0	50	11	0	0	4	0	0	7	0	0	3	0	75
4:15	0	20	6	0	0	2	0	0	2	0	0	0	0	30	0	37	18	0	1	0	0	1	2	0	2	0	0	61	0	57	24	0	1	2	0	1	4	0	2	0	0	91
4:30	0	34	10	0	1	1	0	0	2	0	1	0	0	49	0	57	22	0	2	3	0	0	4	0	0	0	0	88	0	91	32	0	3	4	0	0	6	0	1	0	0	137
4:45	1	37	7	1	2	2	0	0	3	0	0	0	0	53	0	86	16	0	3	2	0	0	5	0	0	0	0	112	1	123	23	1	5	4	0	0	8	0	0	0	0	165
5:00	0	42	14	0	1	3	0	1	2	0	0	0	0	63	1	75	23	0	1	4	0	1	6	0	0	0	0	111	1	117	37	0	2	7	0	2	8	0	0	0	0	174
5:15	1	43	12	0	2	2	0	2	2	0	1	1	0	66	0	93	23	0	2	0	0	4	5	0	0	0	0	127	1	136	35	0	4	2	0	6	7	0	1	1	0	193
5:30	1	64	14	1	5	4	0	4	6	0	0	0	0	99	1	126	50	0	5	5	0	3	5	0	0	0	0	195	2	190	64	1	10	9	0	7	11	0	0	0	0	294
5:45	0	63	8	0	3	4	0	0	7	0	1	0	0	86	0	146	41	0	4	6	0	0	4	0	0	0	0	201	0	209	49	0	7	10	0	0	11	0	1	0	0	287
6:00	0	61	13	3	6	2	0	1	3	0	0	0	0	89	0	142	40	0	5	3	0	1	5	0	0	0	0	196	0	203	53	3	11	5	0	2	8	0	0	0	0	285
6:15	0	66	18	1	11	10	1	1	9	1	0	0	0	118	1	145	41	0	9	4	0	1	5	0	0	0	0	206	1	211	59	1	20	14	1	2	14	1	0	0	0	324
6:30	0	76	20	0	3	5	0	0	7	0	0	0	0	111	0	198	60	0	5	6	0	0	6	2	0	0	0	277	0	274	80	0	8	11	0	0	13	2	0	0	0	388
6:45	0	112	19	1	5	5	0	2	4	0	0	0	0	148	1	191	46	0	9	3	0	2	7	0	1	0	0	260	1	303	65	1	14	8	0	4	11	0	1	0	0	408
7:00	1	92	28	0	8	5	0	2	6	0	0	0	0	142	2	222	45	2	8	5	0	0	4	0	1	0	0	289	3	314	73	2	16	10	0	2	10	0	1	0	0	431
7:15	1	96	29	0	10	1	0	1	10	0	0	0	0	148	0	299	45	0	10	3	0	1	6	0	0	0	0	364	1	395	74	0	20	4	0	2	16	0	0	0	0	512
7:30	1	162	24	0	12	3	0	3	9	0	0	0	0	214	0	266	43	0	8	1	0	2	12	0	0	0	0	332	1	428	67	0	20	4	0	5	21	0	0	0	0	546
7:45	0	150	27	0	9	2	0	2	9	0	0	0	0	199	0	290	45	1	9	4	0	2	7	1	0	0	0	359	0	440	72	1	18	6	0	4	16	1	0	0	0	558
8:00	0	142	43	0	9	6	0	3	8	0	0	1	0	212	0	255	46	0	7	5	0	2	6	0	1	0	0	322	0	397	89	0	16	11	0	5	14	0	1	1	0	534
8:15	0	132	32	1	8	6	0	0	7	0	0	0	0	186	0	232	47	0	17	3	0	1	5	1	2	0	0	308	0	364	79	1	25	9	0	1	12	1	2	0	0	494
8:30	0	116	21	1	8	2	0	1	8	0	0	0	0	157	0	208	59	1	14	4	0	1	6	0	1	0	0	294	0	324	80	2	22	6	0	2	14	0	1	0	0	451
8:45	1	123	33	0	9	4	0	5	12	0	1	0	0	188	1	190	34	0	12	10	0	2	4	0	0	0	0	253	2	313	67	0	21	14	0	7	16	0	1	0	0	441
9:00	0	95	35	1	8	3	1	4	13	1	0	0	0	161	1	152	43	1	10	3	0	1	5	0	0	0	0	216	1	247	78	2	18	6	1	5	18	1	0	0	0	377
9:15	0	105	41	0	13	2	1	4	12	0	0	0	0	178	0	171	51	0	10	4	0	2	14	0	1	0	0	253	0	276	92	0	23	6	1	6	26	0	1	0	0	431
9:30	0	108	31	0	11	3	2	3	5	0	0	0	0	163	0	133	27	0	9	5	1	0	6	0	0	0	0	181	0	241	58	0	20	8	3	3	11	0	0	0	0	344
9:45	0	90	25	1	11	2	0	0	9	0	1	0	0	139	0	130	35	0	6	2	0	0	7	1	1	0	0	182	0	220	60	1	17	4	0	0	16	1	2	0	0	321
10:00	0	102	39	0	10	2	0	1	6	0	0	0	0	160	1	124	37	0	10	4	0	0	6	0	0	0	0	182	1	226	76	0	20	6	0	1	12	0	0	0	0	342
10:15	0	91	25	1	9	3	0	0	12	0	0	0	0	141	0	126	32	0	11	2	0	1	10	0	1	0	0	183	0	217	57	1	20	5	0	1	22	0	1	0	0	324
10:30	0	87	33	0	11	3	0	4	14	0	0	0	0	152	0	124	20	0	11	3	0	1	12	0	0	0	0	171	0	211	53	0	22	6	0	5	26	0	0	0	0	323
10:45	0	115	26	1	10	5	0	6	15	0	0	0	0	178	1	118	37	1	12	0	0	0	5	0	1	0	0	175	1	233	63	2	22	5	0	6	20	0	1	0	0	353
11:00	0	111	38	1	12	2	0	0	10	0	0	0	0	174	0	118	29	0	8	7	1	1	10	0	0	0	0	174	0	229	67	1	20	9	1	1	20	0	0	0	0	348
11:15	0	104	32	0	12	0	0	4	13	0	0	0	0	165	0	141	29	0	8	8	0	1	8	1	0	0	0	196	0	245	61	0	20	8	0	5	21	1	0	0	0	361
11:30	0	93	31	0	10	4	0	3	12	1	0	0	0	154	0	116	38	1	8	6	0	4	5	0	0	0	0	178	0	209	69	1	18	10	0	7	17	1	0	0	0	332
11:45	0	115	42	1	20	2	0	5	7	0	0	0	0	192	0	113	37	0	11	3	0	0	10	1	0	0	0	175	0	228	79	1	31	5	0	5	17	1	0	0	0	367

Prepared by National Data & Surveying Services

CLASSIFICATION

Washington Blvd Bet Carob Way & S Bluff Rd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_020

15-MINUTE BREAKDOWN

Time	EASTBOUND													Total	WESTBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	145	34	0	11	6	0	1	8	0	0	0	0	205	0	124	46	0	10	6	0	0	14	0	1	0	0	201	0	269	80	0	21	12	0	1	22	0	1	0	0	406
12:15	0	127	41	0	14	5	0	1	7	0	0	0	0	195	0	133	37	0	7	3	0	0	4	0	0	0	0	184	0	260	78	0	21	8	0	1	11	0	0	0	0	379
12:30	0	131	43	1	9	5	0	2	9	0	0	0	0	200	0	141	36	0	8	3	0	3	9	0	0	0	0	200	0	272	79	1	17	8	0	5	18	0	0	0	0	400
12:45	0	132	40	0	11	3	0	0	5	0	0	0	0	191	0	142	41	1	10	2	0	2	10	0	0	0	0	208	0	274	81	1	21	5	0	2	15	0	0	0	0	399
13:00	0	127	49	0	12	2	1	2	10	0	0	0	0	203	1	172	24	0	10	3	0	3	7	0	0	0	0	220	1	299	73	0	22	5	1	5	17	0	0	0	0	423
13:15	1	146	42	1	7	3	0	2	6	0	0	0	0	208	0	169	31	0	9	10	0	2	10	0	1	0	0	232	1	315	73	1	16	13	0	4	16	0	1	0	0	440
13:30	0	175	45	0	12	5	0	6	6	0	0	0	0	249	2	144	33	1	9	5	0	3	7	0	0	0	0	204	2	319	78	1	21	10	0	9	13	0	0	0	0	453
13:45	0	169	37	0	13	0	0	4	8	0	0	0	0	231	1	121	26	1	13	10	0	0	8	0	0	0	0	180	1	290	63	1	26	10	0	4	16	0	0	0	0	411
14:00	0	203	41	1	12	2	0	0	7	0	0	0	0	266	0	160	32	1	8	5	0	1	7	0	0	0	0	214	0	363	73	2	20	7	0	1	14	0	0	0	0	480
14:15	4	169	54	0	13	5	0	3	11	0	0	0	0	259	1	147	36	0	14	8	0	0	1	0	0	0	0	207	5	316	90	0	27	13	0	3	12	0	0	0	0	466
14:30	0	216	68	0	10	2	0	1	10	0	0	0	0	307	0	168	39	0	7	8	0	4	2	0	0	0	0	228	0	384	107	0	17	10	0	5	12	0	0	0	0	535
14:45	1	201	57	1	11	2	1	2	9	0	0	0	0	285	1	158	33	0	14	10	0	1	2	0	0	0	0	219	2	359	90	1	25	12	1	3	11	0	0	0	0	504
15:00	0	237	56	0	9	3	0	4	9	0	0	0	0	318	0	160	31	1	11	6	0	1	5	0	0	0	0	215	0	397	87	1	20	9	0	5	14	0	0	0	0	533
15:15	0	206	50	0	13	2	0	2	6	0	0	0	0	279	0	178	26	0	9	6	0	2	5	0	0	0	0	226	0	384	76	0	22	8	0	4	11	0	0	0	0	505
15:30	1	257	54	1	14	7	0	3	4	0	0	0	0	341	0	138	24	0	6	2	0	1	6	0	0	0	0	177	1	395	78	1	20	9	0	4	10	0	0	0	0	518
15:45	0	284	76	0	18	4	0	1	4	0	0	0	0	387	0	179	40	0	7	3	0	1	9	0	0	0	0	239	0	463	116	0	25	7	0	2	13	0	0	0	0	626
16:00	1	267	71	0	8	3	0	1	5	0	0	0	0	356	1	143	35	0	5	5	0	3	13	0	0	0	0	205	2	410	106	0	13	8	0	4	18	0	0	0	0	561
16:15	0	251	60	0	13	2	1	2	7	0	0	0	0	336	0	140	22	0	2	0	0	1	4	0	0	0	0	169	0	391	82	0	15	2	1	3	11	0	0	0	0	505
16:30	0	328	61	0	15	3	0	2	7	0	1	0	0	417	0	167	35	2	5	1	0	2	8	0	1	0	0	221	0	495	96	2	20	4	0	4	15	0	2	0	0	638
16:45	1	303	57	1	5	2	0	1	10	0	0	0	0	380	0	126	25	0	8	5	0	1	6	0	0	0	0	171	1	429	82	1	13	7	0	2	16	0	0	0	0	551
17:00	1	279	52	1	5	3	0	3	7	0	1	0	0	352	1	177	36	0	7	4	0	3	4	0	0	0	0	232	2	456	88	1	12	7	0	6	11	0	1	0	0	584
17:15	1	275	53	0	7	3	0	3	2	0	0	0	0	344	0	188	24	1	4	5	0	7	11	0	0	0	0	240	1	463	77	1	11	8	0	10	13	0	0	0	0	584
17:30	0	256	33	0	6	1	0	1	4	0	0	0	0	301	1	158	29	1	3	5	1	4	4	0	0	0	0	206	1	414	62	1	9	6	1	5	8	0	0	0	0	507
17:45	0	290	58	1	6	2	0	0	0	0	0	0	0	357	0	149	34	1	3	2	0	3	7	0	0	0	0	199	0	439	92	2	9	4	0	3	7	0	0	0	0	556
18:00	0	322	33	0	7	2	0	2	7	0	0	0	0	373	0	140	24	0	2	3	0	0	6	0	0	0	0	175	0	462	57	0	9	5	0	2	13	0	0	0	0	548
18:15	0	325	52	0	7	2	0	2	4	0	0	0	0	392	2	153	28	0	2	1	0	1	6	0	0	0	0	193	2	478	80	0	9	3	0	3	10	0	0	0	0	585
18:30	0	262	35	1	5	2	0	1	3	0	0	0	0	309	1	150	22	1	2	0	0	2	2	1	0	0	0	181	1	412	57	2	7	2	0	3	5	1	0	0	0	490
18:45	0	204	37	0	4	1	1	1	3	0	0	0	0	251	0	142	12	0	3	3	0	1	11	0	0	0	0	172	0	346	49	0	7	4	1	2	14	0	0	0	0	423
19:00	1	220	28	0	7	3	0	1	1	0	0	0	0	261	0	105	10	0	4	2	0	1	5	0	0	0	0	127	1	325	38	0	11	5	0	2	6	0	0	0	0	388
19:15	0	159	26	1	0	1	0	0	3	0	0	0	0	190	0	128	21	0	4	0	0	1	2	0	0	0	0	156	0	287	47	1	4	1	0	1	5	0	0	0	0	346
19:30	0	173	12	0	0	1	0	0	6	0	0	0	0	192	0	95	12	1	2	0	0	0	2	0	0	0	0	112	0	268	24	1	2	1	0	0	8	0	0	0	0	304
19:45	1	137	15	0	1	1	0	0	6	0	0	0	0	161	0	119	15	0	3	1	0	1	9	0	0	0	0	148	1	256	30	0	4	2	0	1	15	0	0	0	0	309
20:00	1	112	24	0	2	4	0	0	2	0	0	0	0	145	1	94	11	1	2	3	0	1	2	0	0	0	0	115	2	206	35	1	4	7	0	1	4	0	0	0	0	260
20:15	0	110	12	0	1	2	0	1	5	2	0	0	0	133	0	100	15	0	2	2	0	0	4	0	0	0	0	123	0	210	27	0	3	4	0	1	9	2	0	0	0	256
20:30	0	108	13	0	0	1	0	0	4	0	0	0	0	126	0	108	12	0	0	1	0	1	7	0	0	0	0	129	0	216	25	0	0	2	0	1	11	0	0	0	0	255
20:45	0	82	14	0	0	2	0	0	3	0	0	0	0	101	0	107	17	0	3	2	0	1	1	0	0	1	0	132	0	189	31	0	3	4	0	1	4	0	0	1	0	233
21:00	0	82	11	0	1	1	0	0	1	0	2	0	0	98	0	99	11	1	3	1	0	2	0	0	0	0	0	117	0	181	22	1	4	2	0	2	1	0	2	0	0	215
21:15	0	74	6	1	1	0	0	0	3	0	0	0	0	85	1	99	8	0	0	2	0	0	3	0	0	0	0	113	1	173	14	1	1	2	0	0	6	0	0	0	0	198
21:30	0	66	8	0	3	1	0	0	4	0	1	0	0	83	0	82	6	0	0	1	0	2	2	0	1	0	0	94	0	148	14	0	3	2	0	2	6	0	2	0	0	177
21:45	0	65	5	0	1	0	0	0	5	0	2	0	0	78	0	89	7	1	0	1	0	1	3	0	1	0	0	103	0	154	12	1	1	1	0	1	8	0	3	0	0	181
22:00	1	74	2	0	1	0	0	0	2	0	2	0	0	82	0	70	3	0	1	0	0	0	4	0	0	0	0	78	1	144	5	0	2	0	0	0	6	0	2	0	0	160
22:15	0	48	6	0	0	2	0	0	1	0	1	0	0	58	0	102	7	0	1	1	0	0	3	0	0	0	0	114	0	150	13	0	1	3	0	0	4	0	1	0	0	172
22:30	0	50	7	0	1	2	0	2	2	0	2	0	0	66	0	70	8	0	0	2	0	0	1	0	0	0	0	81	0	120	15	0	1	4	0	2	3	0	2	0	0	147
22:45	0	32	16	0	0	1	0	1	4	0	0	0	0	54	0	53	6	0	1	6	0	0	3	0	0	0	0	69	0	85	22	0	1	7	0	1	7	0	0	0	0	123
23:00	0	54	7	0	1	0	0	0	3	0	1	0	0	66	0	54	3	0	2	1	0	1	3	0	0	0	0	64	0	108	10	0	3	1	0	1	6	0	1	0	0	130
23:15	0	36	3	0	4	3	0	2	4	0	1	0	0	53	0	46	2	0	3	0	0	0	2	0	0	0	0	53	0	82	5	0	7	3	0	2	6	0	1	0	0	106
23:30	1	27	5	0	0	4	0	0	4	0	1	0	0	42	1	39	5	0	0	3	0	0	6	0	0	0	0	54	2	66	10	0	0	7	0	0	10	0	1	0	0	96
23:45	1	32	8	0	1	0	0	0	2	0	3	0	0	47	0	25	2	0	0	2	0	0	3	0	1	0	0	33	1	57	10	0	1	2	0	0	5	0	4	0	0	80
Totals	28	11,179	2,437	26	564	228	9	129	526	5	30	8	0	15,169	26	11,134	2,285	22	489	300	3	104	488	9	21	9	0	14,890	54	22,313	4,722	48	1,053	528	12	233	1,014	14	51	17	0	30,059
% of Totals	0%	74%	16%	0%	4%	2%	0%	1%	3%	0%	0%	0%		100%	0%	75%	15%	0%	3%	2%	0%	1%	3%	0%	0%	0%		100%	0%	74%	16%	0%	4%	2%	0%	1%	3%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

Washington Blvd Bet Carob Way & S Bluff Rd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_020

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,169	14,890	30,059

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00			25	40	65	12:00			205	201	406
0:15			26	35	61	12:15			195	184	379
0:30			26	25	51	12:30			200	200	400
0:45			23	24	47	12:45			191	208	399
1:00			33	18	51	13:00			203	220	423
1:15			23	26	49	13:15			208	232	440
1:30			18	30	48	13:30			249	204	453
1:45			23	23	46	13:45			231	180	411
2:00			22	20	42	14:00			266	214	480
2:15			17	24	41	14:15			259	207	466
2:30			20	32	52	14:30			307	228	535
2:45			24	21	45	14:45			285	219	504
3:00			25	25	50	15:00			318	215	533
3:15			32	36	68	15:15			279	226	505
3:30			29	59	88	15:30			341	177	518
3:45			40	58	98	15:45			387	239	626
4:00			35	40	75	16:00			356	205	561
4:15			30	61	91	16:15			336	169	505
4:30			49	88	137	16:30			417	221	638
4:45			53	112	165	16:45			380	171	551
5:00			63	111	174	17:00			352	232	584
5:15			66	127	193	17:15			344	240	584
5:30			99	195	294	17:30			301	206	507
5:45			86	201	287	17:45			357	199	556
6:00			89	196	285	18:00			373	175	548
6:15			118	206	324	18:15			392	193	585
6:30			111	277	388	18:30			309	181	490
6:45			148	260	408	18:45			251	172	423
7:00			142	289	431	19:00			261	127	388
7:15			148	364	512	19:15			190	156	346
7:30			214	332	546	19:30			192	112	304
7:45			199	359	558	19:45			161	148	309
8:00			212	322	534	20:00			145	115	260
8:15			186	308	494	20:15			133	123	256
8:30			157	294	451	20:30			126	129	255
8:45			188	253	441	20:45			101	132	233
9:00			161	216	377	21:00			98	117	215
9:15			178	253	431	21:15			85	113	198
9:30			163	181	344	21:30			83	94	177
9:45			139	182	321	21:45			78	103	181
10:00			160	182	342	22:00			82	78	160
10:15			141	183	324	22:15			58	114	172
10:30			152	171	323	22:30			66	81	147
10:45			178	175	353	22:45			54	69	123
11:00			174	174	348	23:00			66	64	130
11:15			165	196	361	23:15			53	53	106
11:30			154	178	332	23:30			42	54	96
11:45			192	175	367	23:45			47	33	80
TOTALS	0	0	4756	7157	11913	TOTALS	0	0	10413	7733	18146
SPLIT %	0%	0%	40%	60%	40%	SPLIT %	0%	0%	57%	43%	60%

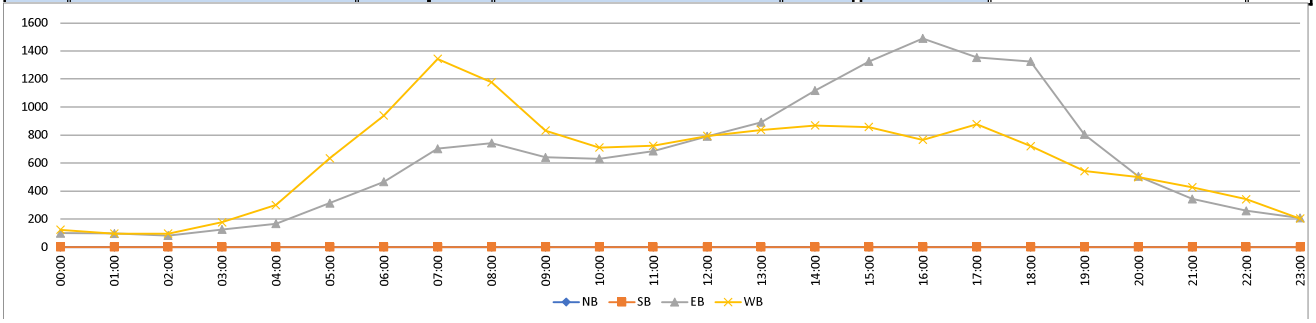
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00			100	124	224
01:00	02:00			97	97	194
02:00	03:00			83	97	180
03:00	04:00			126	178	304
04:00	05:00			167	301	468
05:00	06:00			314	634	948
06:00	07:00			466	939	1405
07:00	08:00			703	1344	2047
08:00	09:00			743	1177	1920
09:00	10:00			641	832	1473
10:00	11:00			631	711	1342
11:00	12:00			685	723	1408
12:00	13:00			791	793	1584
13:00	14:00			891	836	1727
14:00	15:00			1117	868	1985
15:00	16:00			1325	857	2182
16:00	17:00			1489	766	2255
17:00	18:00			1354	877	2231
18:00	19:00			1325	721	2046
19:00	20:00			804	543	1347
20:00	21:00			505	499	1004
21:00	22:00			344	427	771
22:00	23:00			260	342	602
23:00	00:00			208	204	412

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume			4756	7157	11913
Peak Hour			7:30	7:15	7:15
Peak Volume			811	1377	2150
Peak Hour Factor			0.947	0.946	0.963
Peak Period	12:00	to	00:00		
Volume			10413	7733	18146
Peak Hour			15:45	14:30	16:30
Peak Volume			1496	888	2357
Peak Hour Factor			0.897	0.974	0.924
Peak Period	07:00	to	09:00		
Volume			1446	2521	3967
Peak Hour			7:30	7:15	7:15
Peak Volume			811	1377	2150
Peak Hour Factor			0.947	0.946	0.963
Peak Period	16:00	to	18:00		
Volume			2843	1643	4486
Peak Hour			16:30	17:00	16:30
Peak Volume			1493	877	2357
Peak Hour Factor			0.895	0.914	0.924



Prepared by National Data & Surveying Services

CLASSIFICATION

S Woods Ave N/O North of Pomona Blvd/E 3rd St

Day: Tuesday
Date: 2/18/2025

City: Los Angeles
Project #: CA25_020021_021

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	25	2	0	0	0	0	0	0	0	0	0	0	27
1:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	21	4	0	0	0	0	0	0	0	0	0	0	25
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	9	3	0	0	0	0	0	0	0	0	0	0	12
3:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	21	5	0	0	0	0	0	0	0	0	0	0	26
4:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	1	17	2	0	0	0	0	0	0	0	0	0	0	20	1	36	4	0	0	0	0	0	0	0	0	0	0	41
5:00	0	62	8	0	0	0	0	0	0	0	0	0	0	70	0	31	6	0	1	0	0	0	0	0	0	0	0	38	0	93	14	0	1	0	0	0	0	0	0	0	0	108
6:00	0	190	24	0	1	1	0	0	0	0	0	0	0	216	0	85	11	0	1	2	0	0	0	0	0	0	0	99	0	275	35	0	2	3	0	0	0	0	0	0	0	315
7:00	0	400	41	2	3	1	0	0	0	0	0	0	0	447	1	241	27	1	0	0	0	0	0	0	0	0	0	270	1	641	68	3	3	1	0	0	0	0	0	0	0	717
8:00	0	310	46	2	4	1	0	0	0	0	0	0	0	363	0	353	27	1	4	1	0	1	0	0	0	0	0	387	0	663	73	3	8	2	0	1	0	0	0	0	0	750
9:00	0	203	26	0	4	0	0	0	0	0	0	0	0	233	2	197	30	1	1	1	0	0	0	0	0	0	0	232	2	400	56	1	5	1	0	0	0	0	0	0	0	465
10:00	1	193	40	0	3	0	0	0	0	0	0	0	0	237	1	229	29	0	4	1	0	0	0	0	0	0	0	264	2	422	69	0	7	1	0	0	0	0	0	0	0	501
11:00	0	186	29	0	7	1	0	0	0	0	0	0	0	223	1	212	27	0	4	0	0	0	0	0	0	0	0	244	1	398	56	0	11	1	0	0	0	0	0	0	0	467
12:00	0	189	32	1	4	0	0	0	0	0	0	0	0	226	1	226	39	0	1	1	0	0	0	0	0	0	0	268	1	415	71	1	5	1	0	0	0	0	0	0	0	494
13:00	0	244	48	1	2	0	0	0	0	0	0	0	0	295	2	294	42	4	5	0	0	0	0	0	0	0	0	347	2	538	90	5	7	0	0	0	0	0	0	0	0	642
14:00	0	256	37	2	4	2	0	0	0	0	0	0	0	301	0	363	47	0	5	1	0	0	0	0	0	0	0	416	0	619	84	2	9	3	0	0	0	0	0	0	0	717
15:00	0	306	47	1	8	0	0	1	0	0	0	0	0	363	2	369	58	0	6	0	0	0	0	0	0	0	0	435	2	675	105	1	14	0	0	1	0	0	0	0	0	798
16:00	0	245	30	0	3	0	0	0	0	0	0	0	0	278	1	472	65	0	6	0	0	0	0	0	0	0	0	544	1	717	95	0	9	0	0	0	0	0	0	0	0	822
17:00	0	305	29	0	1	0	0	0	0	0	0	0	0	335	1	458	51	0	2	0	0	0	0	0	0	0	0	512	1	763	80	0	3	0	0	0	0	0	0	0	0	847
18:00	1	230	24	0	2	0	0	0	0	0	0	0	0	257	0	393	46	0	1	0	0	0	0	0	0	0	0	440	1	623	70	0	3	0	0	0	0	0	0	0	0	697
19:00	0	161	19	0	1	0	0	0	0	0	0	0	0	181	0	190	19	0	5	0	0	0	0	0	0	0	0	214	0	351	38	0	6	0	0	0	0	0	0	0	0	395
20:00	1	127	9	0	0	0	0	0	0	0	0	0	0	137	1	115	14	0	1	1	0	0	0	0	0	0	0	132	2	242	23	0	1	1	0	0	0	0	0	0	0	269
21:00	0	75	10	0	0	0	0	0	0	0	0	0	0	85	0	62	8	0	1	0	0	0	0	0	0	0	0	71	0	137	18	0	1	0	0	0	0	0	0	0	0	156
22:00	2	50	6	0	0	0	0	0	0	0	0	0	0	58	0	37	5	0	0	0	0	0	0	0	0	0	0	42	2	87	11	0	0	0	0	0	0	0	0	0	0	100
23:00	0	28	5	0	1	0	0	0	0	0	0	0	0	34	1	20	5	0	4	0	0	0	0	0	0	0	0	30	1	48	10	0	5	0	0	0	0	0	0	0	0	64
Totals	5	3,815	521	9	48	6	0	1	0	0	0	0	0	4,405	15	4,404	563	7	52	8	0	1	0	0	0	0	0	5,050	20	8,219	1,084	16	100	14	0	2	0	0	0	0	0	9,455
% of Totals	0%	87%	12%	0%	1%	0%		0%						100%	0%	87%	11%	0%	1%	0%		0%						100%	0%	87%	11%	0%	1%	0%		0%						100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



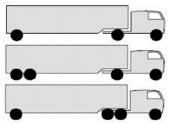
#5 2-Axle, 6-Tire Single Units



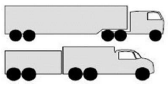
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1599	225	4	22	4	0	0	0	0	0	0	0	1855	6	1405	164	3	15	5	0	1	0	0	0	0	0	1599	7	3004	389	7	37	9	0	1	0	0	0	0	0	3454
%	0%	36%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%	28%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	32%	0%	32%	4%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	37%
Peak Hour	9:45	7:15	7:15	7:15	11:00	6:30	0:00	0:00	0:00	0:00	0:00	0:00	0:00	7:15	8:15	7:30	7:45	8:30	8:00	6:00	0:00	7:45	0:00	0:00	0:00	0:00	0:00	7:30	8:15	7:30	7:45	7:15	11:00	6:30	0:00	7:45	0:00	0:00	0:00	0:00	0:00	7:30
Peak Volume	1	408	49	3	7	2	0	0	0	0	0	0	0	464	2	391	42	2	4	2	0	1	0	0	0	0	0	429	2	799	90	4	11	4	0	1	0	0	0	0	0	881
12:00 - 24:00	4	2216	296	5	26	2	0	1	0	0	0	0	0	2550	9	2999	399	4	37	3	0	0	0	0	0	0	0	3451	13	5215	695	9	63	5	0	1	0	0	0	0	0	6001
%	0%	50%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	58%	0%	59%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	68%	0%	55%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%
Peak Hour	21:45	15:00	13:15	14:30	15:00	13:30	12:00	14:15	12:00	12:00	12:00	12:00	12:00	15:00	12:30	16:00	15:45	13:00	15:15	12:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00	16:00	22:15	17:00	15:45	13:00	15:15	14:00	12:00	14:15	12:00	12:00	12:00	12:00	12:00	15:45
Peak Volume	2	306	49	3	8	2	0	1	0	0	0	0	0	363	2	472	72	4	9	1	0	0	0	0	0	0	0	544	3	763	110	5	15	3	0	1	0	0	0	0	0	853
07:00 - 09:00	0	710	87	4	7	2	0	0	0	0	0	0	0	810	1	594	54	2	4	1	0	1	0	0	0	0	0	657	1	1304	141	6	11	3	0	1	0	0	0	0	0	1467
%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	14%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	7:00	7:15	7:15	7:15	7:45	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:15	7:00	7:30	7:45	7:00	8:00	8:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:15	8:00	8:00	7:00	7:45	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	408	49	3	4	1	0	0	0	0	0	0	0	464	1	391	42	1	4	1	0	1	0	0	0	0	0	429	1	799	90	4	8	2	0	1	0	0	0	0	0	881
16:00 - 18:00	0	550	59	0	4	0	0	0	0	0	0	0	0	613	2	930	116	0	8	0	0	0	0	0	0	0	0	1056	2	1480	175	0	12	0	0	0	0	0	0	0	0	1669
%	0%	12%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	18%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	16%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	17:00
Peak Volume	0	305	30	0	3	0	0	0	0	0	0	0	0	335	2	472	65	0	6	0	0	0	0	0	0	0	0	544	2	763	95	0	9	0	0	0	0	0	0	0	0	847

Prepared by National Data & Surveying Services

CLASSIFICATION

S Woods Ave N/O North of Pomona Blvd/E 3rd St

Day: Tuesday
Date: 2/18/2025

City: Los Angeles
Project #: CA25_020021_021

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	6	1	0	0	0	0	0	0	0	0	0	0	7
0:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	8	3	0	0	0	0	0	0	0	0	0	0	11
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:30	0	1	0	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	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	12	3	0	0	0	0	0	0	0	0	0	0	15
4:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	0	6	1	8	1	0	0	0	0	0	0	0	0	0	0	10
4:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	12	1	0	0	0	0	0	0	0	0	0	0	13
5:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	15	1	0	0	0	0	0	0	0	0	0	0	16
5:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	13	3	0	0	0	0	0	0	0	0	0	0	16
5:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	23	5	0	0	0	0	0	0	0	0	0	0	28
5:45	0	29	3	0	0	0	0	0	0	0	0	0	0	32	0	13	2	0	1	0	0	0	0	0	0	0	0	16	0	42	5	0	1	0	0	0	0	0	0	0	0	48
6:00	0	26	4	0	0	0	0	0	0	0	0	0	0	30	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	42	6	0	0	0	0	0	0	0	0	0	0	48
6:15	0	39	6	0	0	0	0	0	0	0	0	0	0	45	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	56	8	0	1	0	0	0	0	0	0	0	0	65
6:30	0	58	6	0	1	1	0	0	0	0	0	0	0	66	0	22	5	0	0	1	0	0	0	0	0	0	0	28	0	80	11	0	1	2	0	0	0	0	0	0	0	94
6:45	0	67	8	0	0	0	0	0	0	0	0	0	0	75	0	30	2	0	0	1	0	0	0	0	0	0	0	33	0	97	10	0	0	1	0	0	0	0	0	0	0	108
7:00	0	76	5	1	0	0	0	0	0	0	0	0	0	82	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0	108	8	1	0	0	0	0	0	0	0	0	0	117
7:15	0	90	13	1	2	1	0	0	0	0	0	0	0	107	1	40	5	1	0	0	0	0	0	0	0	0	0	47	1	130	18	2	2	1	0	0	0	0	0	0	0	154
7:30	0	103	11	0	0	0	0	0	0	0	0	0	0	114	0	76	1	0	0	0	0	0	0	0	0	0	0	77	0	179	12	0	0	0	0	0	0	0	0	0	0	191
7:45	0	131	12	0	1	0	0	0	0	0	0	0	0	144	0	93	18	0	0	0	0	0	0	0	0	0	0	111	0	224	30	0	1	0	0	0	0	0	0	0	0	255
8:00	0	84	13	2	0	0	0	0	0	0	0	0	0	99	0	129	11	0	1	0	0	0	0	0	0	0	0	141	0	213	24	2	1	0	0	0	0	0	0	0	0	240
8:15	0	90	5	0	0	0	0	0	0	0	0	0	0	95	0	93	6	0	1	0	0	0	0	0	0	0	0	100	0	183	11	0	1	0	0	0	0	0	0	0	0	195
8:30	0	74	18	0	3	1	0	0	0	0	0	0	0	96	0	66	7	1	0	0	0	1	0	0	0	0	0	75	0	140	25	1	3	1	0	1	0	0	0	0	0	171
8:45	0	62	10	0	1	0	0	0	0	0	0	0	0	73	0	65	3	0	2	1	0	0	0	0	0	0	0	71	0	127	13	0	3	1	0	0	0	0	0	0	0	144
9:00	0	49	10	0	1	0	0	0	0	0	0	0	0	60	2	50	5	0	0	1	0	0	0	0	0	0	0	58	2	99	15	0	1	1	0	0	0	0	0	0	0	118
9:15	0	41	3	0	0	0	0	0	0	0	0	0	0	44	0	53	8	1	1	0	0	0	0	0	0	0	0	63	0	94	11	1	1	0	0	0	0	0	0	0	0	107
9:30	0	58	9	0	2	0	0	0	0	0	0	0	0	69	0	51	6	0	0	0	0	0	0	0	0	0	0	57	0	109	15	0	2	0	0	0	0	0	0	0	0	126
9:45	0	55	4	0	1	0	0	0	0	0	0	0	0	60	0	43	11	0	0	0	0	0	0	0	0	0	0	54	0	98	15	0	1	0	0	0	0	0	0	0	0	114
10:00	0	52	14	0	0	0	0	0	0	0	0	0	0	66	0	54	7	0	0	0	0	0	0	0	0	0	0	61	0	106	21	0	0	0	0	0	0	0	0	0	0	127
10:15	0	48	10	0	2	0	0	0	0	0	0	0	0	60	0	52	8	0	1	0	0	0	0	0	0	0	0	61	0	100	18	0	3	0	0	0	0	0	0	0	0	121
10:30	1	52	9	0	0	0	0	0	0	0	0	0	0	62	1	67	7	0	2	1	0	0	0	0	0	0	0	78	2	119	16	0	2	1	0	0	0	0	0	0	0	140
10:45	0	41	7	0	1	0	0	0	0	0	0	0	0	49	0	56	7	0	1	0	0	0	0	0	0	0	0	64	0	97	14	0	2	0	0	0	0	0	0	0	0	113
11:00	0	51	1	0	2	0	0	0	0	0	0	0	0	54	0	47	4	0	0	0	0	0	0	0	0	0	0	51	0	98	5	0	2	0	0	0	0	0	0	0	0	105
11:15	0	35	11	0	1	0	0	0	0	0	0	0	0	47	0	55	4	0	1	0	0	0	0	0	0	0	0	60	0	90	15	0	2	0	0	0	0	0	0	0	0	107
11:30	0	46	8	0	1	0	0	0	0	0	0	0	0	55	1	55	12	0	2	0	0	0	0	0	0	0	0	70	1	101	20	0	3	0	0	0	0	0	0	0	0	125
11:45	0	54	9	0	3	1	0	0	0	0	0	0	0	67	0	55	7	0	1	0	0	0	0	0	0	0	0	63	0	109	16	0	4	1	0	0	0	0	0	0	0	130

Prepared by National Data & Surveying Services

CLASSIFICATION

S Woods Ave N/O North of Pomona Blvd/E 3rd St

Day: Tuesday
Date: 2/18/2025

City: Los Angeles
Project #: CA25_020021_021

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	48	8	0	0	0	0	0	0	0	0	0	0	56	0	54	9	0	0	0	0	0	0	0	0	0	0	63	0	102	17	0	0	0	0	0	0	0	0	0	0	119
12:15	0	61	9	1	1	0	0	0	0	0	0	0	0	72	1	56	14	0	1	0	0	0	0	0	0	0	0	72	1	117	23	1	2	0	0	0	0	0	0	0	0	144
12:30	0	33	9	0	0	0	0	0	0	0	0	0	0	42	0	71	7	0	0	0	0	0	0	0	0	0	0	78	0	104	16	0	0	0	0	0	0	0	0	0	0	120
12:45	0	47	6	0	3	0	0	0	0	0	0	0	0	56	0	45	9	0	0	1	0	0	0	0	0	0	0	55	0	92	15	0	3	1	0	0	0	0	0	0	0	111
13:00	0	58	9	1	1	0	0	0	0	0	0	0	0	69	0	57	10	1	1	0	0	0	0	0	0	0	0	69	0	115	19	2	2	0	0	0	0	0	0	0	0	138
13:15	0	80	18	0	0	0	0	0	0	0	0	0	0	98	2	53	5	0	1	0	0	0	0	0	0	0	0	61	2	133	23	0	1	0	0	0	0	0	0	0	0	159
13:30	0	59	6	0	0	0	0	0	0	0	0	0	0	65	0	100	13	0	1	0	0	0	0	0	0	0	0	114	0	159	19	0	1	0	0	0	0	0	0	0	0	179
13:45	0	47	15	0	1	0	0	0	0	0	0	0	0	63	0	84	14	3	2	0	0	0	0	0	0	0	0	103	0	131	29	3	3	0	0	0	0	0	0	0	0	166
14:00	0	59	10	0	2	0	0	0	0	0	0	0	0	71	0	68	10	0	1	0	0	0	0	0	0	0	0	79	0	127	20	0	3	0	0	0	0	0	0	0	0	150
14:15	0	48	6	0	0	2	0	0	0	0	0	0	0	56	0	108	16	0	3	0	0	0	0	0	0	0	0	127	0	156	22	0	3	2	0	0	0	0	0	0	0	183
14:30	0	85	11	1	1	0	0	0	0	0	0	0	0	98	0	87	6	0	1	0	0	0	0	0	0	0	0	94	0	172	17	1	2	0	0	0	0	0	0	0	0	192
14:45	0	64	10	1	1	0	0	0	0	0	0	0	0	76	0	100	15	0	0	1	0	0	0	0	0	0	0	116	0	164	25	1	1	1	0	0	0	0	0	0	0	192
15:00	0	64	9	0	3	0	0	1	0	0	0	0	0	77	1	88	20	0	1	0	0	0	0	0	0	0	0	110	1	152	29	0	4	0	0	1	0	0	0	0	0	187
15:15	0	72	18	1	1	0	0	0	0	0	0	0	0	92	0	86	12	0	2	0	0	0	0	0	0	0	0	100	0	158	30	1	3	0	0	0	0	0	0	0	0	192
15:30	0	84	6	0	1	0	0	0	0	0	0	0	0	91	0	96	10	0	2	0	0	0	0	0	0	0	0	108	0	180	16	0	3	0	0	0	0	0	0	0	0	199
15:45	0	86	14	0	3	0	0	0	0	0	0	0	0	103	1	99	16	0	1	0	0	0	0	0	0	0	0	117	1	185	30	0	4	0	0	0	0	0	0	0	0	220
16:00	0	62	7	0	1	0	0	0	0	0	0	0	0	70	0	125	25	0	4	0	0	0	0	0	0	0	0	154	0	187	32	0	5	0	0	0	0	0	0	0	0	224
16:15	0	63	8	0	1	0	0	0	0	0	0	0	0	72	0	115	19	0	1	0	0	0	0	0	0	0	0	135	0	178	27	0	2	0	0	0	0	0	0	0	0	207
16:30	0	61	9	0	1	0	0	0	0	0	0	0	0	71	0	118	12	0	1	0	0	0	0	0	0	0	0	131	0	179	21	0	2	0	0	0	0	0	0	0	0	202
16:45	0	59	6	0	0	0	0	0	0	0	0	0	0	65	1	114	9	0	0	0	0	0	0	0	0	0	0	124	1	173	15	0	0	0	0	0	0	0	0	0	0	189
17:00	0	81	7	0	0	0	0	0	0	0	0	0	0	88	0	122	13	0	0	0	0	0	0	0	0	0	0	135	0	203	20	0	0	0	0	0	0	0	0	0	0	223
17:15	0	78	2	0	0	0	0	0	0	0	0	0	0	80	1	98	14	0	0	0	0	0	0	0	0	0	0	113	1	176	16	0	0	0	0	0	0	0	0	0	0	193
17:30	0	82	12	0	0	0	0	0	0	0	0	0	0	94	0	122	9	0	0	0	0	0	0	0	0	0	0	131	0	204	21	0	0	0	0	0	0	0	0	0	0	225
17:45	0	64	8	0	1	0	0	0	0	0	0	0	0	73	0	116	15	0	2	0	0	0	0	0	0	0	0	133	0	180	23	0	3	0	0	0	0	0	0	0	0	206
18:00	0	62	9	0	0	0	0	0	0	0	0	0	0	71	0	93	6	0	1	0	0	0	0	0	0	0	0	100	0	155	15	0	1	0	0	0	0	0	0	0	0	171
18:15	0	68	4	0	1	0	0	0	0	0	0	0	0	73	0	94	14	0	0	0	0	0	0	0	0	0	0	108	0	162	18	0	1	0	0	0	0	0	0	0	0	181
18:30	0	50	3	0	1	0	0	0	0	0	0	0	0	54	0	102	17	0	0	0	0	0	0	0	0	0	0	119	0	152	20	0	1	0	0	0	0	0	0	0	0	173
18:45	1	50	8	0	0	0	0	0	0	0	0	0	0	59	0	104	9	0	0	0	0	0	0	0	0	0	0	113	1	154	17	0	0	0	0	0	0	0	0	0	0	172
19:00	0	43	7	0	0	0	0	0	0	0	0	0	0	50	0	75	8	0	0	0	0	0	0	0	0	0	0	83	0	118	15	0	0	0	0	0	0	0	0	0	0	133
19:15	0	39	5	0	1	0	0	0	0	0	0	0	0	45	0	49	7	0	2	0	0	0	0	0	0	0	0	58	0	88	12	0	3	0	0	0	0	0	0	0	0	103
19:30	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0	26	1	0	3	0	0	0	0	0	0	0	0	30	0	66	5	0	3	0	0	0	0	0	0	0	0	74
19:45	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	40	3	0	0	0	0	0	0	0	0	0	0	43	0	79	6	0	0	0	0	0	0	0	0	0	0	85
20:00	0	38	4	0	0	0	0	0	0	0	0	0	0	42	1	32	3	0	0	0	0	0	0	0	0	0	0	36	1	70	7	0	0	0	0	0	0	0	0	0	0	78
20:15	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	34	7	0	1	1	0	0	0	0	0	0	0	43	0	59	10	0	1	1	0	0	0	0	0	0	0	71
20:30	0	32	1	0	0	0	0	0	0	0	0	0	0	33	0	25	3	0	0	0	0	0	0	0	0	0	0	28	0	57	4	0	0	0	0	0	0	0	0	0	0	61
20:45	1	32	1	0	0	0	0	0	0	0	0	0	0	34	0	24	1	0	0	0	0	0	0	0	0	0	0	25	1	56	2	0	0	0	0	0	0	0	0	0	0	59
21:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	24	3	0	0	0	0	0	0	0	0	0	0	27	0	44	5	0	0	0	0	0	0	0	0	0	0	49
21:15	0	19	3	0	0	0	0	0	0	0	0	0	0	22	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	37	5	0	0	0	0	0	0	0	0	0	0	42
21:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	12	3	0	1	0	0	0	0	0	0	0	0	16	0	29	4	0	1	0	0	0	0	0	0	0	0	34
21:45	0	19	4	0	0	0	0	0	0	0	0	0	0	23	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	27	4	0	0	0	0	0	0	0	0	0	0	31
22:00	0	22	3	0	0	0	0	0	0	0	0	0	0	25	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0	32	5	0	0	0	0	0	0	0	0	0	0	37
22:15	1	12	0	0	0	0	0	0	0	0	0	0	0	13	0	13	2	0	0	0	0	0	0	0	0	0	0	15	1	25	2	0	0	0	0	0	0	0	0	0	0	28
22:30	1	9	1	0	0	0	0	0	0	0	0	0	0	11	0	9	1	0	0	0	0	0	0	0	0	0	0	10	1	18	2	0	0	0	0	0	0	0	0	0	0	21
22:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	12	2	0	0	0	0	0	0	0	0	0	0	14
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	1	8	3	0	1	0	0	0	0	0	0	0	0	13	1	19	4	0	1	0	0	0	0	0	0	0	0	25
23:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	8	0	0	1	0	0	0	0	0	0	0	0	9
23:30	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	3	2	0	2	0	0	0	0	0	0	0	0	7	0	7	5	0	2	0	0	0	0	0	0	0	0	14
23:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	14	1	0	1	0	0	0	0	0	0	0	0	16
Totals	5	3,815	521	9	48	6	0	1	0	0	0	0	0	4,405	15	4,404	563	7	52	8	0	1	0	0	0	0	0	5,050	20	8,219	1,084	16	100	14	0	2	0	0	0	0	0	9,455
% of Totals	0%	87%	12%	0%	1%	0%		0%						100%	0%	87%	11%	0%	1%	0%		0%						100%	0%	87%	11%	0%	1%	0%		0%						100%

Prepared by National Data & Surveying Services

VOLUME

S Woods Ave N/O North of Pomona Blvd/E 3rd St

Day: Tuesday
Date: 2/18/2025

City: Los Angeles
Project #: CA25_020021_021

DAILY TOTALS	NB	SB	EB	WB	Total
	4,405	5,050	0	0	9,455

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	7	3			10	12:00	56	63			119
0:15	4	3			7	12:15	72	72			144
0:30	2	4			6	12:30	42	78			120
0:45	3	1			4	12:45	56	55			111
1:00	6	5			11	13:00	69	69			138
1:15	2	1			3	13:15	98	61			159
1:30	1	3			4	13:30	65	114			179
1:45	2	5			7	13:45	63	103			166
2:00	4	1			5	14:00	71	79			150
2:15	1	3			4	14:15	56	127			183
2:30	0	1			1	14:30	98	94			192
2:45	1	1			2	14:45	76	116			192
3:00	1	3			4	15:00	77	110			187
3:15	2	4			6	15:15	92	100			192
3:30	1	0			1	15:30	91	108			199
3:45	8	7			15	15:45	103	117			220
4:00	7	3			10	16:00	70	154			224
4:15	4	6			10	16:15	72	135			207
4:30	3	5			8	16:30	71	131			202
4:45	7	6			13	16:45	65	124			189
5:00	8	8			16	17:00	88	135			223
5:15	11	5			16	17:15	80	113			193
5:30	19	9			28	17:30	94	131			225
5:45	32	16			48	17:45	73	133			206
6:00	30	18			48	18:00	71	100			171
6:15	45	20			65	18:15	73	108			181
6:30	66	28			94	18:30	54	119			173
6:45	75	33			108	18:45	59	113			172
7:00	82	35			117	19:00	50	83			133
7:15	107	47			154	19:15	45	58			103
7:30	114	77			191	19:30	44	30			74
7:45	144	111			255	19:45	42	43			85
8:00	99	141			240	20:00	42	36			78
8:15	95	100			195	20:15	28	43			71
8:30	96	75			171	20:30	33	28			61
8:45	73	71			144	20:45	34	25			59
9:00	60	58			118	21:00	22	27			49
9:15	44	63			107	21:15	22	20			42
9:30	69	57			126	21:30	18	16			34
9:45	60	54			114	21:45	23	8			31
10:00	66	61			127	22:00	25	12			37
10:15	60	61			121	22:15	13	15			28
10:30	62	78			140	22:30	11	10			21
10:45	49	64			113	22:45	9	5			14
11:00	54	51			105	23:00	12	13			25
11:15	47	60			107	23:15	5	4			9
11:30	55	70			125	23:30	7	7			14
11:45	67	63			130	23:45	10	6			16
TOTALS	1855	1599	0	0	3454	TOTALS	2550	3451	0	0	6001
SPLIT %	54%	46%	0%	0%	37%	SPLIT %	42%	58%	0%	0%	63%

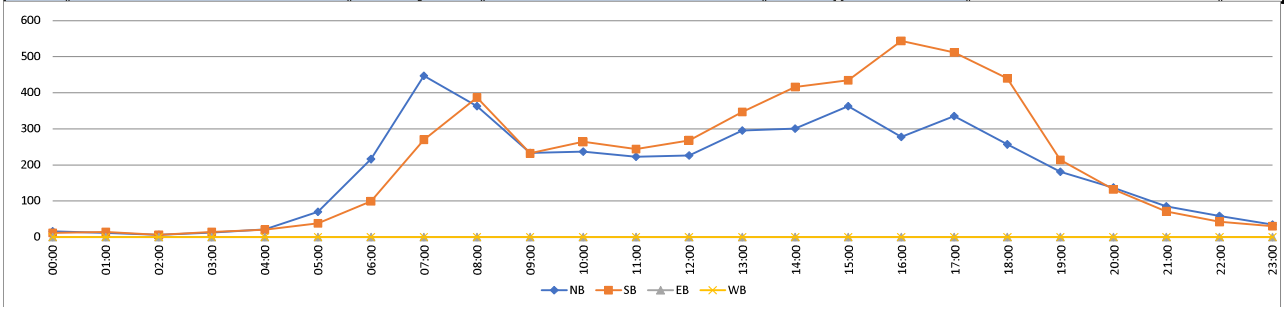
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	16	11			27
01:00	02:00	11	14			25
02:00	03:00	6	6			12
03:00	04:00	12	14			26
04:00	05:00	21	20			41
05:00	06:00	70	38			108
06:00	07:00	216	99			315
07:00	08:00	447	270			717
08:00	09:00	363	387			750
09:00	10:00	233	232			465
10:00	11:00	237	264			501
11:00	12:00	223	244			467
12:00	13:00	226	268			494
13:00	14:00	295	347			642
14:00	15:00	301	416			717
15:00	16:00	363	435			798
16:00	17:00	278	544			822
17:00	18:00	335	512			847
18:00	19:00	257	440			697
19:00	20:00	181	214			395
20:00	21:00	137	132			269
21:00	22:00	85	71			156
22:00	23:00	58	42			100
23:00	00:00	34	30			64

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	1855	1599			3454
Peak Hour	7:15	7:30			7:30
Peak Volume	464	429			881
Peak Hour Factor	0.806	0.761			0.864
Peak Period	12:00	to	00:00		
Volume	2550	3451			6001
Peak Hour	15:00	16:00			15:45
Peak Volume	363	544			853
Peak Hour Factor	0.881	0.883			0.952
Peak Period	07:00	to	09:00		
Volume	810	657			1467
Peak Hour	7:15	7:30			7:30
Peak Volume	464	429			881
Peak Hour Factor	0.806	0.761			0.864
Peak Period	16:00	to	18:00		
Volume	613	1056			1669
Peak Hour	17:00	16:00			17:00
Peak Volume	335	544			847
Peak Hour Factor	0.891	0.883			0.941



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Pomona Blvd & SR-60 EB Off-Ramp

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_022

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	128	16	1	0	1	0	0	2	2	0	0	0	150	1	130	12	0	3	1	0	0	3	1	0	0	0	151	1	258	28	1	3	2	0	0	5	3	0	0	0	301
1:00	0	83	13	1	2	1	0	0	1	1	0	0	0	102	1	75	15	1	1	0	0	0	3	0	0	0	0	96	1	158	28	2	3	1	0	0	4	1	0	0	0	198
2:00	0	65	12	0	0	1	0	0	6	3	0	0	0	87	0	73	13	1	1	0	0	0	3	1	0	0	0	92	0	138	25	1	1	1	0	0	9	4	0	0	0	179
3:00	0	97	28	0	4	1	0	1	2	1	0	0	0	134	0	54	13	0	3	2	0	0	3	0	0	1	0	76	0	151	41	0	7	3	0	1	5	1	0	1	0	210
4:00	1	182	54	2	9	5	0	1	5	1	0	0	0	260	0	114	18	3	2	1	0	0	2	2	0	0	0	142	1	296	72	5	11	6	0	1	7	3	0	0	0	402
5:00	1	380	115	8	3	2	0	0	6	3	0	0	0	518	0	189	60	10	4	3	0	1	1	0	0	0	0	268	1	569	175	18	7	5	0	1	7	3	0	0	0	786
6:00	2	555	148	14	15	0	0	1	5	0	0	0	0	740	0	407	75	18	10	3	0	2	4	3	0	0	0	522	2	962	223	32	25	3	0	3	9	3	0	0	0	1262
7:00	3	943	190	8	28	2	1	3	5	1	0	0	0	1184	3	916	131	17	16	6	0	3	4	1	0	0	0	1097	6	1859	321	25	44	8	1	6	9	2	0	0	0	2281
8:00	0	901	143	14	16	2	0	1	5	2	0	0	0	1084	3	1005	143	14	12	1	0	1	2	2	0	0	0	1183	3	1906	286	28	28	3	0	2	7	4	0	0	0	2267
9:00	2	673	135	13	26	6	0	0	4	1	0	0	0	860	2	743	149	11	18	2	0	2	7	3	0	0	0	937	4	1416	284	24	44	8	0	2	11	4	0	0	0	1797
10:00	2	654	138	13	26	5	1	1	4	1	0	0	0	845	5	912	145	12	33	2	2	3	9	11	0	0	0	1134	7	1566	283	25	59	7	3	4	13	12	0	0	0	1979
11:00	2	722	134	10	21	7	2	2	3	0	0	0	0	903	5	901	159	13	24	7	0	0	9	5	0	0	0	1123	7	1623	293	23	45	14	2	2	12	5	0	0	0	2026
12:00	1	832	145	11	16	5	1	2	3	0	0	0	0	1016	1	1041	174	11	23	3	1	3	2	9	0	0	0	1268	2	1873	319	22	39	8	2	5	5	9	0	0	0	2284
13:00	6	876	143	12	17	6	2	0	3	0	0	0	0	1065	6	973	175	14	24	4	0	0	6	3	0	0	0	1205	12	1849	318	26	41	10	2	0	9	3	0	0	0	2270
14:00	2	842	153	11	24	4	0	1	8	1	0	0	0	1046	4	979	196	11	20	2	0	0	10	3	0	0	0	1225	6	1821	349	22	44	6	0	1	18	4	0	0	0	2271
15:00	2	935	132	12	21	3	0	1	5	1	0	0	0	1112	5	963	165	14	19	1	0	2	7	5	0	1	0	1182	7	1898	297	26	40	4	0	3	12	6	0	1	0	2294
16:00	3	892	152	12	10	4	0	2	1	1	0	0	0	1077	0	902	153	13	17	4	0	1	15	0	0	0	0	1105	3	1794	305	25	27	8	0	3	16	1	0	0	0	2182
17:00	4	896	111	12	2	1	0	0	2	1	0	0	0	1029	4	959	183	12	13	7	0	1	7	1	0	0	0	1187	8	1855	294	24	15	8	0	1	9	2	0	0	0	2216
18:00	5	749	93	10	3	1	0	1	4	0	0	0	0	866	6	996	155	9	11	2	0	2	9	1	0	0	0	1191	11	1745	248	19	14	3	0	3	13	1	0	0	0	2057
19:00	4	621	94	8	5	3	0	1	5	2	0	0	0	743	2	774	106	8	6	2	1	0	4	1	0	0	0	904	6	1395	200	16	11	5	1	1	9	3	0	0	0	1647
20:00	2	520	67	7	2	0	0	0	6	0	0	0	0	604	0	604	85	7	2	0	0	0	2	1	0	0	0	701	2	1124	152	14	4	0	0	0	8	1	0	0	0	1305
21:00	0	415	67	5	0	0	0	0	5	0	0	0	0	492	2	486	53	4	2	0	0	0	2	0	0	0	0	549	2	901	120	9	2	0	0	0	7	0	0	0	0	1041
22:00	1	328	32	4	2	2	0	0	3	0	0	0	0	372	2	355	41	4	1	1	0	0	3	2	0	0	0	409	3	683	73	8	3	3	0	0	6	2	0	0	0	781
23:00	0	177	13	0	3	2	0	0	1	0	0	0	0	196	2	224	12	2	3	0	0	0	5	0	0	0	0	248	2	401	25	2	6	2	0	0	6	0	0	0	0	444
Totals	43	13,466	2,328	188	255	64	7	18	94	22	0	0	0	16,485	54	14,775	2,431	209	268	54	4	21	122	55	0	2	0	17,995	97	28,241	4,759	397	523	118	11	39	216	77	0	2	0	34,480
% of Totals	0%	82%	14%	1%	2%	0%	0%	0%	1%	0%				100%	0%	82%	14%	1%	1%	0%	0%	0%	1%	0%		0%		100%	0%	82%	14%	1%	2%	0%	0%	0%	1%	0%		0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



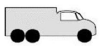
#3 2-Axle, 4-Tire Single Unit



#4 Buses



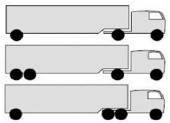
#5 2-Axle, 6-Tire Single Units



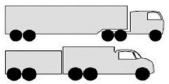
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	13	5383	1126	84	150	33	4	10	48	16	0	0	0	6867	20	5519	933	100	127	28	2	12	50	29	0	1	0	6821	33	10902	2059	184	277	61	6	22	98	45	0	1	0	13688
%	0%	33%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%	31%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%	0%	32%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%
Peak Hour	5:30	7:30	7:15	10:30	6:45	11:30	10:15	6:45	4:45	1:30	0:00	0:00	0:00	7:30	10:30	7:30	11:45	6:30	10:15	11:15	10:00	9:45	9:45	10:15	0:00	2:30	0:00	7:30	9:45	7:30	7:15	6:00	10:15	11:30	10:15	7:00	9:45	10:15	0:00	2:30	0:00	7:30
Peak Volume	3	1056	193	15	29	8	2	4	7	4	0	0	0	1278	6	1082	173	20	35	8	2	4	11	14	0	1	0	1250	8	2138	323	32	62	15	4	6	17	14	0	1	0	2528
12:00 - 24:00	30	8083	1202	104	105	31	3	8	46	6	0	0	0	9618	34	9256	1498	109	141	26	2	9	72	26	0	1	0	11174	64	17339	2700	213	246	57	5	17	118	32	0	1	0	20792
%	0%	49%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	58%	0%	51%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%	0%	50%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	60%
Peak Hour	13:15	15:15	13:45	14:45	13:15	12:15	13:00	15:15	14:00	15:30	12:00	12:00	12:00	15:15	13:30	12:00	13:45	16:15	12:45	16:45	12:00	12:00	16:15	12:15	12:00	14:15	12:00	12:00	13:30	15:15	13:45	14:45	13:15	12:15	12:00	12:00	16:15	12:15	12:00	14:15	12:00	13:45
Peak Volume	7	973	155	14	26	8	2	3	8	2	0	0	0	1156	7	1041	210	15	27	8	1	3	16	12	0	1	0	1268	13	1908	365	28	49	11	2	5	19	12	0	1	0	2318
07:00 - 09:00	3	1844	333	22	44	4	1	4	10	3	0	0	0	2268	6	1921	274	31	28	7	0	4	6	3	0	0	0	2280	9	3765	607	53	72	11	1	8	16	6	0	0	0	4548
%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:15	7:15	7:00	7:45	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30	7:15	7:30	8:00	7:00	7:30	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30	7:15	7:30	7:15	7:15	7:00	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30
Peak Volume	3	1056	193	14	28	3	1	3	5	2	0	0	0	1278	4	1082	143	17	17	6	0	3	4	2	0	0	0	1250	7	2138	323	28	44	8	1	6	9	4	0	0	0	2528
16:00 - 18:00	7	1788	263	24	12	5	0	2	3	2	0	0	0	2106	4	1861	336	25	30	11	0	2	22	1	0	0	0	2292	11	3649	599	49	42	16	0	4	25	3	0	0	0	4398
%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	16:15	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:15	16:15	16:00	16:00	16:00	16:30	17:00	17:00	17:00	16:15	16:00	16:45	16:00	16:00	16:15	16:45	16:00	16:00	16:00	17:00	16:45	16:45	16:00	16:30	16:00	16:45	16:00	16:00	16:15	16:15	16:00	16:00	16:00	16:30
Peak Volume	6	926	152	12	10	4	0	2	3	2	0	0	0	1085	4	959	183	15	17	8	0	1	16	1	0	0	0	1187	8	1862	305	26	27	10	0	3	19	2	0	0	0	2228

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Pomona Blvd & SR-60 EB Off-Ramp

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_022

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	32	4	1	0	1	0	0	1	2	0	0	0	41	0	43	3	0	0	0	0	0	2	0	0	0	0	48	0	75	7	1	0	1	0	0	3	2	0	0	0	89
0:15	0	36	5	0	0	0	0	0	0	0	0	0	0	41	0	34	1	0	1	0	0	0	1	0	0	0	0	37	0	70	6	0	1	0	0	0	1	0	0	0	0	78
0:30	0	29	5	0	0	0	0	0	1	0	0	0	0	35	0	25	5	0	0	1	0	0	0	0	0	0	0	31	0	54	10	0	0	1	0	0	1	0	0	0	0	66
0:45	0	31	2	0	0	0	0	0	0	0	0	0	0	33	1	28	3	0	2	0	0	0	0	1	0	0	0	35	1	59	5	0	2	0	0	0	0	1	0	0	0	68
1:00	0	15	2	1	1	1	0	0	0	0	0	0	0	20	1	24	3	0	0	0	0	0	0	0	0	0	0	28	1	39	5	1	1	1	0	0	0	0	0	0	0	48
1:15	0	25	5	0	1	0	0	0	0	0	0	0	0	31	0	19	3	0	1	0	0	0	3	0	0	0	0	26	0	44	8	0	2	0	0	0	3	0	0	0	0	57
1:30	0	19	3	0	0	0	0	0	0	1	0	0	0	23	0	14	5	1	0	0	0	0	0	0	0	0	0	20	0	33	8	1	0	0	0	0	0	1	0	0	0	43
1:45	0	24	3	0	0	0	0	0	1	0	0	0	0	28	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	42	7	0	0	0	0	0	1	0	0	0	0	50
2:00	0	20	4	0	0	1	0	0	2	1	0	0	0	28	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	41	8	0	0	1	0	0	2	1	0	0	0	53
2:15	0	13	2	0	0	0	0	0	2	2	0	0	0	19	0	16	4	1	0	0	0	0	1	1	0	0	0	23	0	29	6	1	0	0	0	0	3	3	0	0	0	42
2:30	0	17	3	0	0	0	0	0	1	0	0	0	0	21	0	16	3	0	0	0	0	0	2	0	0	0	0	21	0	33	6	0	0	0	0	0	3	0	0	0	0	42
2:45	0	15	3	0	0	0	0	0	1	0	0	0	0	19	0	20	2	0	1	0	0	0	0	0	0	0	0	23	0	35	5	0	1	0	0	0	1	0	0	0	0	42
3:00	0	14	8	0	0	1	0	1	0	0	0	0	0	24	0	11	4	0	0	0	0	0	2	0	0	0	0	17	0	25	12	0	0	1	0	1	2	0	0	0	0	41
3:15	0	19	5	0	1	0	0	0	1	0	0	0	0	26	0	15	2	0	1	1	0	0	0	0	0	1	0	20	0	34	7	0	2	1	0	0	1	0	0	1	0	46
3:30	0	36	8	0	0	0	0	0	1	0	0	0	0	45	0	16	2	0	0	1	0	0	1	0	0	0	0	20	0	52	10	0	0	1	0	0	2	0	0	0	0	65
3:45	0	28	7	0	3	0	0	0	0	1	0	0	0	39	0	12	5	0	2	0	0	0	0	0	0	0	0	19	0	40	12	0	5	0	0	0	0	1	0	0	0	58
4:00	1	34	10	0	0	0	0	0	3	1	0	0	0	49	0	19	3	0	1	0	0	0	0	0	0	0	0	23	1	53	13	0	1	0	0	0	3	1	0	0	0	72
4:15	0	46	9	0	4	1	0	0	1	0	0	0	0	61	0	29	4	1	0	1	0	0	0	1	0	0	0	36	0	75	13	1	4	2	0	0	1	1	0	0	0	97
4:30	0	56	20	0	2	0	0	0	0	0	0	0	0	78	0	29	5	1	0	0	0	0	1	1	0	0	0	37	0	85	25	1	2	0	0	0	1	1	0	0	0	115
4:45	0	46	15	2	3	4	0	1	1	0	0	0	0	72	0	37	6	1	1	0	0	0	1	0	0	0	0	46	0	83	21	3	4	4	0	1	2	0	0	0	0	118
5:00	0	63	13	1	2	1	0	0	3	0	0	0	0	83	0	29	13	0	0	1	0	1	0	0	0	0	0	44	0	92	26	1	2	2	0	1	3	0	0	0	0	127
5:15	0	97	29	3	0	0	0	0	1	1	0	0	0	131	0	36	14	3	1	0	0	0	1	0	0	0	0	55	0	133	43	6	1	0	0	0	2	1	0	0	0	186
5:30	1	113	46	2	0	1	0	0	2	1	0	0	0	166	0	43	16	4	2	0	0	0	0	0	0	0	0	65	1	156	62	6	2	1	0	0	2	1	0	0	0	231
5:45	0	107	27	2	1	0	0	0	0	1	0	0	0	138	0	81	17	3	1	2	0	0	0	0	0	0	0	104	0	188	44	5	2	2	0	0	0	1	0	0	0	242
6:00	1	118	32	3	2	0	0	0	1	0	0	0	0	157	0	68	23	5	2	0	0	1	1	1	0	0	0	101	1	186	55	8	4	0	0	1	2	1	0	0	0	258
6:15	1	125	44	5	2	0	0	0	2	0	0	0	0	179	0	88	17	3	3	2	0	1	0	2	0	0	0	116	1	213	61	8	5	2	0	1	2	2	0	0	0	295
6:30	0	161	39	3	6	0	0	0	0	0	0	0	0	209	0	99	14	7	0	1	0	0	1	0	0	0	0	122	0	260	53	10	6	1	0	0	1	0	0	0	0	331
6:45	0	151	33	3	5	0	0	1	2	0	0	0	0	195	0	152	21	3	5	0	0	0	2	0	0	0	0	183	0	303	54	6	10	0	0	1	4	0	0	0	0	378
7:00	0	175	38	0	8	1	0	1	2	0	0	0	0	225	0	162	33	5	2	1	0	0	2	1	0	0	0	206	0	337	71	5	10	2	0	1	4	1	0	0	0	431
7:15	1	207	47	4	3	0	0	1	2	1	0	0	0	266	1	220	33	5	2	2	0	0	2	0	0	0	0	265	2	427	80	9	5	2	0	1	4	1	0	0	0	531
7:30	2	292	51	2	13	0	1	1	1	0	0	0	0	363	1	259	40	4	2	1	0	1	0	0	0	0	0	308	3	551	91	6	15	1	1	2	1	0	0	0	0	671
7:45	0	269	54	2	4	1	0	0	0	0	0	0	0	330	1	275	25	3	10	2	0	2	0	0	0	0	0	318	1	544	79	5	14	3	0	2	0	0	0	0	0	648
8:00	0	248	41	6	2	0	0	0	1	0	0	0	0	298	1	266	32	2	2	1	0	0	1	0	0	0	0	305	1	514	73	8	4	1	0	0	2	0	0	0	0	603
8:15	0	247	31	1	5	0	0	0	2	1	0	0	0	287	0	282	30	4	3	0	0	0	0	0	0	0	0	319	0	529	61	5	8	0	0	0	2	1	0	0	0	606
8:30	0	222	34	3	1	2	0	1	1	0	0	0	0	264	2	222	33	7	2	0	0	1	0	1	0	0	0	268	2	444	67	10	3	2	0	2	1	1	0	0	0	532
8:45	0	184	37	4	8	0	0	0	1	1	0	0	0	235	0	235	48	1	5	0	0	0	1	1	0	0	0	291	0	419	85	5	13	0	0	0	2	2	0	0	0	526
9:00	0	152	28	2	7	0	0	0	0	0	0	0	0	189	0	191	36	3	2	0	0	0	2	3	0	0	0	237	0	343	64	5	9	0	0	0	2	3	0	0	0	426
9:15	0	181	42	4	6	1	0	0	1	1	0	0	0	236	1	208	28	3	3	0	0	0	2	0	0	0	0	245	1	389	70	7	9	1	0	0	3	1	0	0	0	481
9:30	0	178	33	4	4	3	0	0	1	0	0	0	0	223	1	162	46	2	5	1	0	0	0	0	0	0	0	217	1	340	79	6	9	4	0	0	1	0	0	0	0	440
9:45	2	162	32	3	9	2	0	0	2	0	0	0	0	212	0	182	39	3	8	1	0	2	3	0	0	0	0	238	2	344	71	6	17	3	0	2	5	0	0	0	0	450
10:00	0	155	42	1	5	0	0	0	1	1	0	0	0	205	2	213	38	4	6	1	0	0	2	0	0	0	0	266	2	368	80	5	11	1	0	0	3	1	0	0	0	471
10:15	1	171	35	3	5	2	0	0	1	0	0	0	0	218	0	233	35	3	13	1	0	0	4	4	0	0	0	293	1	404	70	6	18	3	0	0	5	4	0	0	0	511
10:30	0	163	29	6	9	3	0	0	2	0	0	0	0	212	3	204	40	3	4	0	1	2	2	4	0	0	0	263	3	367	69	9	13	3	1	2	4	4	0	0	0	475
10:45	1	165	32	3	7	0	1	1	0	0	0	0	0	210	0	262	32	2	10	0	1	1	1	3	0	0	0	312	1	427	64	5	17	0	2	2	1	3	0	0	0	522
11:00	1	175	24	1	6	2	1	0	2	0	0	0	0	212	1	219	36	5	8	0	0	0	4	3	0	0	0	276	2	394	60	6	14	2	1	0	6	3	0	0	0	488
11:15	0	183	36	5	4	0	0	1	0	0	0	0	0	229	2	246	44	2	5	2	0	0	2	1	0	0	0	304	2	429	80	7	9	2	0	1	2	1	0	0	0	533
11:30	0	187	37	2	6	4	0	1	1	0	0	0	0	238	0	225	35	3	4	2	0	0	1	0	0	0	0	270	0	412	72	5	10	6	0	1	2	0	0	0	0	508
11:45	1	177	37	2	5	1	1	0	0	0	0	0	0	224	2	211	44	3	7	3	0	0	2	1	0	0	0	273	3	388	81	5	12	4	1	0	2	1	0	0	0	497

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Pomona Blvd & SR-60 EB Off-Ramp

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_022

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	209	42	4	5	0	1	1	0	0	0	0	0	263	0	252	47	3	4	1	1	0	1	0	0	0	0	309	1	461	89	7	9	1	2	1	1	0	0	0	0	572
12:15	0	212	33	2	4	3	0	1	2	0	0	0	0	257	0	278	39	3	6	1	0	1	0	2	0	0	0	330	0	490	72	5	10	4	0	2	2	2	0	0	0	587
12:30	0	209	32	2	3	2	0	0	1	0	0	0	0	249	1	223	43	4	6	1	0	0	0	3	0	0	0	281	1	432	75	6	9	3	0	0	1	3	0	0	0	530
12:45	0	202	38	3	4	0	0	0	0	0	0	0	0	247	0	288	45	1	7	0	0	2	1	4	0	0	0	348	0	490	83	4	11	0	0	2	1	4	0	0	0	595
13:00	0	227	34	2	2	3	1	0	0	0	0	0	0	269	1	234	46	5	6	1	0	0	1	3	0	0	0	297	1	461	80	7	8	4	1	0	1	3	0	0	0	566
13:15	1	210	41	3	5	1	0	0	2	0	0	0	0	263	0	227	40	4	6	0	0	0	1	0	0	0	0	278	1	437	81	7	11	1	0	0	3	0	0	0	0	541
13:30	4	224	29	2	6	1	0	0	1	0	0	0	0	267	3	237	34	2	8	0	0	0	2	0	0	0	0	286	7	461	63	4	14	1	0	0	3	0	0	0	0	553
13:45	1	215	39	5	4	1	1	0	0	0	0	0	0	266	2	275	55	3	4	3	0	0	2	0	0	0	0	344	3	490	94	8	8	4	1	0	2	0	0	0	0	610
14:00	1	172	45	2	11	0	0	0	4	1	0	0	0	236	0	240	45	2	5	1	0	0	3	1	0	0	0	297	1	412	90	4	16	1	0	0	7	2	0	0	0	533
14:15	0	242	37	3	2	3	0	1	0	0	0	0	0	288	2	244	49	4	5	0	0	0	3	0	0	0	0	307	2	486	86	7	7	3	0	1	3	0	0	0	0	595
14:30	1	215	34	2	7	0	0	0	3	0	0	0	0	262	0	248	61	2	5	1	0	0	1	0	0	0	0	318	1	463	95	4	12	1	0	0	4	0	0	0	0	580
14:45	0	213	37	4	4	1	0	0	1	0	0	0	0	260	2	247	41	3	5	0	0	0	3	2	0	0	0	303	2	460	78	7	9	1	0	0	4	2	0	0	0	563
15:00	2	218	39	2	2	0	0	0	2	0	0	0	0	265	0	248	46	4	4	0	0	1	1	4	0	1	0	309	2	466	85	6	6	0	0	1	3	4	0	1	0	574
15:15	0	227	34	2	6	2	0	0	1	0	0	0	0	272	1	244	39	4	4	1	0	1	4	0	0	0	0	298	1	471	73	6	10	3	0	1	5	0	0	0	0	570
15:30	0	256	35	6	5	1	0	1	0	0	0	0	0	304	2	251	37	3	5	0	0	0	2	0	0	0	0	300	2	507	72	9	10	1	0	1	2	0	0	0	0	604
15:45	0	234	24	2	8	0	0	0	2	1	0	0	0	271	2	220	43	3	6	0	0	0	0	1	0	0	0	275	2	454	67	5	14	0	0	0	2	2	0	0	0	546
16:00	0	256	42	4	2	3	0	2	0	0	0	0	0	309	0	220	43	2	8	1	0	1	3	0	0	0	0	278	0	476	85	6	10	4	0	3	3	0	0	0	0	587
16:15	2	203	34	2	4	0	0	0	1	1	0	0	0	247	0	213	33	3	5	0	0	0	2	0	0	0	0	256	2	416	67	5	9	0	0	0	3	1	0	0	0	503
16:30	0	230	46	3	3	0	0	0	0	0	0	0	0	282	0	243	40	5	3	2	0	0	6	0	0	0	0	299	0	473	86	8	6	2	0	0	6	0	0	0	0	581
16:45	1	203	30	3	1	1	0	0	0	0	0	0	0	239	0	226	37	3	1	1	0	0	4	0	0	0	0	272	1	429	67	6	2	2	0	0	4	0	0	0	0	511
17:00	3	250	25	2	1	1	0	0	2	1	0	0	0	285	0	244	52	4	3	1	0	0	4	0	0	0	0	308	3	494	77	6	4	2	0	0	6	1	0	0	0	593
17:15	1	243	32	3	0	0	0	0	0	0	0	0	0	279	1	214	39	3	5	1	0	0	1	0	0	0	0	264	2	457	71	6	5	1	0	0	1	0	0	0	0	543
17:30	0	216	26	4	1	0	0	0	0	0	0	0	0	247	2	266	46	2	2	5	0	0	1	1	0	0	0	325	2	482	72	6	3	5	0	0	1	1	0	0	0	572
17:45	0	187	28	3	0	0	0	0	0	0	0	0	0	218	1	235	46	3	3	0	0	1	1	0	0	0	0	290	1	422	74	6	3	0	0	1	1	0	0	0	0	508
18:00	1	236	24	2	2	1	0	0	1	0	0	0	0	267	3	282	40	2	4	0	0	0	4	0	0	0	0	335	4	518	64	4	6	1	0	0	5	0	0	0	0	602
18:15	2	171	27	3	0	0	0	0	1	0	0	0	0	204	0	222	48	2	2	1	0	2	2	0	0	0	0	279	2	393	75	5	2	1	0	2	3	0	0	0	0	483
18:30	0	163	21	4	1	0	0	0	1	0	0	0	0	190	1	260	43	2	3	0	0	0	2	1	0	0	0	312	1	423	64	6	4	0	0	0	3	1	0	0	0	502
18:45	2	179	21	1	0	0	0	1	1	0	0	0	0	205	2	232	24	3	2	1	0	0	1	0	0	0	0	265	4	411	45	4	2	1	0	1	2	0	0	0	0	470
19:00	3	186	24	2	0	2	0	1	3	1	0	0	0	222	1	210	32	2	0	0	0	0	2	1	0	0	0	248	4	396	56	4	0	2	0	1	5	2	0	0	0	470
19:15	1	150	27	2	0	1	0	0	0	0	0	0	0	181	0	190	24	2	1	2	0	0	1	0	0	0	0	220	1	340	51	4	1	3	0	0	1	0	0	0	0	401
19:30	0	146	22	3	2	0	0	0	0	0	0	0	0	173	0	188	21	2	3	0	0	0	0	0	0	0	0	214	0	334	43	5	5	0	0	0	0	0	0	0	0	387
19:45	0	139	21	1	3	0	0	0	2	1	0	0	0	167	1	186	29	2	2	0	1	0	1	0	0	0	0	222	1	325	50	3	5	0	1	0	3	1	0	0	0	389
20:00	0	146	19	2	0	0	0	0	1	0	0	0	0	168	0	185	21	1	0	0	0	0	0	0	0	0	0	207	0	331	40	3	0	0	0	0	1	0	0	0	0	375
20:15	1	145	18	2	2	0	0	0	3	0	0	0	0	171	0	144	28	2	0	0	0	0	0	1	0	0	0	175	1	289	46	4	2	0	0	0	3	1	0	0	0	346
20:30	1	100	17	1	0	0	0	0	1	0	0	0	0	120	0	153	23	3	1	0	0	0	1	0	0	0	0	181	1	253	40	4	1	0	0	0	2	0	0	0	0	301
20:45	0	129	13	2	0	0	0	0	1	0	0	0	0	145	0	122	13	1	1	0	0	0	1	0	0	0	0	138	0	251	26	3	1	0	0	0	2	0	0	0	0	283
21:00	0	126	13	0	0	0	0	0	2	0	0	0	0	141	0	138	15	2	1	0	0	0	0	0	0	0	0	156	0	264	28	2	1	0	0	0	2	0	0	0	0	297
21:15	0	99	23	3	0	0	0	0	3	0	0	0	0	128	0	131	22	0	0	0	0	0	0	0	0	0	0	153	0	230	45	3	0	0	0	0	3	0	0	0	0	281
21:30	0	100	16	1	0	0	0	0	0	0	0	0	0	117	1	122	10	2	1	0	0	0	2	0	0	0	0	138	1	222	26	3	1	0	0	0	2	0	0	0	0	255
21:45	0	90	15	1	0	0	0	0	0	0	0	0	0	106	1	95	6	0	0	0	0	0	0	0	0	0	0	102	1	185	21	1	0	0	0	0	0	0	0	0	0	208
22:00	0	98	10	1	0	0	0	0	2	0	0	0	0	111	0	106	10	1	1	0	0	0	0	1	0	0	0	119	0	204	20	2	1	0	0	0	2	1	0	0	0	230
22:15	0	100	6	1	0	2	0	0	0	0	0	0	0	109	1	83	8	1	0	0	0	0	1	1	0	0	0	95	1	183	14	2	0	2	0	0	1	1	0	0	0	204
22:30	0	74	7	0	0	0	0	0	0	0	0	0	0	81	0	90	13	1	0	1	0	0	0	0	0	0	0	105	0	164	20	1	0	1	0	0	0	0	0	0	0	186
22:45	1	56	9	2	2	0	0	0	1	0	0	0	0	71	1	76	10	1	0	0	0	0	2	0	0	0	0	90	2	132	19	3	2	0	0	0	3	0	0	0	0	161
23:00	0	44	5	0	0	0	0	0	1	0	0	0	0	50	1	73	6	1	1	0	0	0	2	0	0	0	0	84	1	117	11	1	1	0	0	0	3	0	0	0	0	134
23:15	0	53	2	0	2	0	0	0	0	0	0	0	0	57	0	66	3	0	1	0	0	0	1	0	0	0	0	71	0	119	5	0	3	0	0	0	1	0	0	0	0	128
23:30	0	32	1	0	1	2	0	0	0	0	0	0	0	36	0	38	2	1	0	0	0	0	2	0	0	0	0	43	0	70	3	1	1	2	0	0	2	0	0	0	0	79
23:45	0	48	5	0	0	0	0	0	0	0	0	0	0	53	1	47	1	0	1	0	0	0	0	0	0	0	0	50	1	95	6	0	1	0	0	0	0	0	0	0	0	103
Totals	**43**	**13,466**	**2,328**	**188**	**255**	**64**	**7**	**18**	**94**	**22**	**0**	**0**	**0**	**16,485**	**54**	**14,775**	**2,431**	**209**	**268**	**54**	**4**	**21**	**122**	**55**	**0**	**2**	**0**	**17,995**	**97**	**28,241**	**4,759**	**397**	**523**	**118**	**11**	**39**	**216**	**77**	**0**	**2**	**0**	**34,480**
% of Totals	0%	82%	14%	1%	2%	0%	0%	0%	1%	0%				100%	0%	82%	14%	1%	1%	0%	0%	0%	1%	0%		0%		100%	0%	82%	14%	1%	2%	0%	0%	0%	1%	0%		0%		100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Pomona Blvd & SR-60 EB Off-Ramp

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_022

DAILY TOTALS	NB	SB	EB	WB	Total
	16,485	17,995	0	0	34,480

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	41	48			89	12:00	263	309			572
0:15	41	37			78	12:15	257	330			587
0:30	35	31			66	12:30	249	281			530
0:45	33	35			68	12:45	247	348			595
1:00	20	28			48	13:00	269	297			566
1:15	31	26			57	13:15	263	278			541
1:30	23	20			43	13:30	267	286			553
1:45	28	22			50	13:45	266	344			610
2:00	28	25			53	14:00	236	297			533
2:15	19	23			42	14:15	288	307			595
2:30	21	21			42	14:30	262	318			580
2:45	19	23			42	14:45	260	303			563
3:00	24	17			41	15:00	265	309			574
3:15	26	20			46	15:15	272	298			570
3:30	45	20			65	15:30	304	300			604
3:45	39	19			58	15:45	271	275			546
4:00	49	23			72	16:00	309	278			587
4:15	61	36			97	16:15	247	256			503
4:30	78	37			115	16:30	282	299			581
4:45	72	46			118	16:45	239	272			511
5:00	83	44			127	17:00	285	308			593
5:15	131	55			186	17:15	279	264			543
5:30	166	65			231	17:30	247	325			572
5:45	138	104			242	17:45	218	290			508
6:00	157	101			258	18:00	267	335			602
6:15	179	116			295	18:15	204	279			483
6:30	209	122			331	18:30	190	312			502
6:45	195	183			378	18:45	205	265			470
7:00	225	206			431	19:00	222	248			470
7:15	266	265			531	19:15	181	220			401
7:30	363	308			671	19:30	173	214			387
7:45	330	318			648	19:45	167	222			389
8:00	298	305			603	20:00	168	207			375
8:15	287	319			606	20:15	171	175			346
8:30	264	268			532	20:30	120	181			301
8:45	235	291			526	20:45	145	138			283
9:00	189	237			426	21:00	141	156			297
9:15	236	245			481	21:15	128	153			281
9:30	223	217			440	21:30	117	138			255
9:45	212	238			450	21:45	106	102			208
10:00	205	266			471	22:00	111	119			230
10:15	218	293			511	22:15	109	95			204
10:30	212	263			475	22:30	81	105			186
10:45	210	312			522	22:45	71	90			161
11:00	212	276			488	23:00	50	84			134
11:15	229	304			533	23:15	57	71			128
11:30	238	270			508	23:30	36	43			79
11:45	224	273			497	23:45	53	50			103
TOTALS	6867	6821	0	0	13688	TOTALS	9618	11174	0	0	20792
SPLIT %	50%	50%	0%	0%	40%	SPLIT %	46%	54%	0%	0%	60%

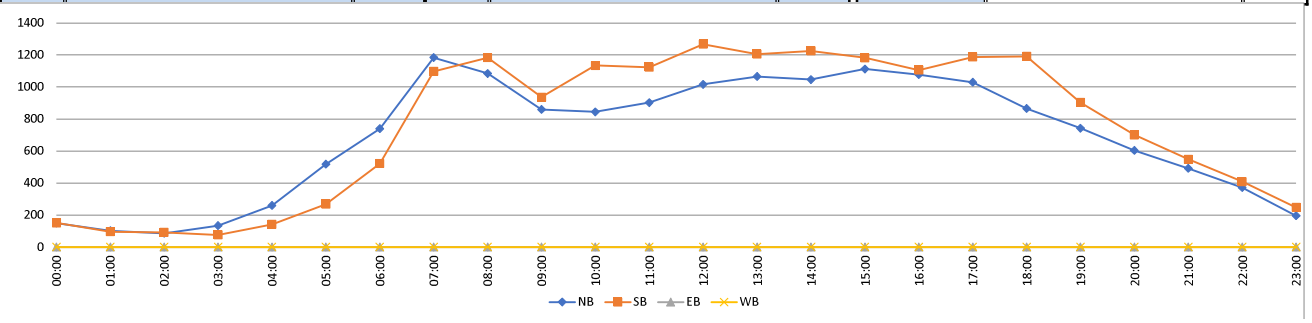
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	150	151			301
01:00	02:00	102	96			198
02:00	03:00	87	92			179
03:00	04:00	134	76			210
04:00	05:00	260	142			402
05:00	06:00	518	268			786
06:00	07:00	740	522			1262
07:00	08:00	1184	1097			2281
08:00	09:00	1084	1183			2267
09:00	10:00	860	937			1797
10:00	11:00	845	1134			1979
11:00	12:00	903	1123			2026
12:00	13:00	1016	1268			2284
13:00	14:00	1065	1205			2270
14:00	15:00	1046	1225			2271
15:00	16:00	1112	1182			2294
16:00	17:00	1077	1105			2182
17:00	18:00	1029	1187			2216
18:00	19:00	866	1191			2057
19:00	20:00	743	904			1647
20:00	21:00	604	701			1305
21:00	22:00	492	549			1041
22:00	23:00	372	409			781
23:00	00:00	196	248			444

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	6867	6821			13688
Peak Hour	7:30	7:30			7:30
Peak Volume	1278	1250			2528
Peak Hour Factor	0.880	0.980			0.942
Peak Period	12:00	to	00:00		
Volume	9618	11174			20792
Peak Hour	15:15	12:00			13:45
Peak Volume	1156	1268			2318
Peak Hour Factor	0.935	0.911			0.950
Peak Period	07:00	to	09:00		
Volume	2268	2280			4548
Peak Hour	7:30	7:30			7:30
Peak Volume	1278	1250			2528
Peak Hour Factor	0.880	0.980			0.942
Peak Period	16:00	to	18:00		
Volume	2106	2292			4398
Peak Hour	16:30	17:00			16:30
Peak Volume	1085	1187			2228
Peak Hour Factor	0.952	0.913			0.939



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Pomona Blvd & E Beverly Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_023

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	70	13	0	1	1	0	0	1	1	0	0	0	87	1	129	14	0	1	0	0	0	0	0	0	0	0	145	1	199	27	0	2	1	0	0	1	1	0	0	0	232
1:00	1	50	3	0	3	2	0	0	0	0	0	0	0	59	0	66	8	1	2	0	0	0	3	1	0	0	0	81	1	116	11	1	5	2	0	0	3	1	0	0	0	140
2:00	0	46	5	0	0	2	0	0	1	1	0	0	0	55	0	49	8	0	2	0	0	0	2	0	1	0	0	62	0	95	13	0	2	2	0	0	3	1	1	0	0	117
3:00	0	75	22	0	4	2	0	0	0	1	0	0	0	104	0	43	6	0	1	1	0	0	3	0	0	0	0	54	0	118	28	0	5	3	0	0	3	1	0	0	0	158
4:00	1	133	38	1	9	6	0	0	4	2	0	0	0	194	0	93	14	1	3	1	0	1	2	1	1	0	0	117	1	226	52	2	12	7	0	1	6	3	1	0	0	311
5:00	1	295	85	3	8	7	0	0	7	0	0	0	0	406	0	166	52	5	2	1	0	0	1	0	1	0	0	228	1	461	137	8	10	8	0	0	8	0	1	0	0	634
6:00	2	400	114	7	15	9	0	4	1	1	0	0	0	553	0	361	66	11	8	5	0	1	4	3	0	0	0	459	2	761	180	18	23	14	0	5	5	4	0	0	0	1012
7:00	3	700	153	5	19	9	0	1	1	1	0	0	0	892	2	820	113	10	15	6	0	1	4	2	0	0	0	973	5	1520	266	15	34	15	0	2	5	3	0	0	0	1865
8:00	0	656	113	8	11	8	0	2	1	2	0	0	0	801	2	825	125	9	14	2	0	0	2	3	0	0	0	982	2	1481	238	17	25	10	0	2	3	5	0	0	0	1783
9:00	1	499	104	4	19	8	0	3	3	1	0	0	0	642	2	633	122	7	15	2	0	3	8	1	0	0	0	793	3	1132	226	11	34	10	0	6	11	2	0	0	0	1435
10:00	1	519	112	6	24	5	1	0	6	2	0	0	0	676	5	728	133	7	26	3	0	3	10	8	0	0	0	923	6	1247	245	13	50	8	1	3	16	10	0	0	0	1599
11:00	2	589	113	6	14	8	1	3	2	3	0	0	0	741	6	759	128	6	21	6	0	2	5	7	0	0	0	940	8	1348	241	12	35	14	1	5	7	10	0	0	0	1681
12:00	1	643	115	6	9	8	0	1	2	2	0	0	0	787	2	882	156	5	23	2	0	5	5	5	0	0	0	1085	3	1525	271	11	32	10	0	6	7	7	0	0	0	1872
13:00	6	722	136	7	13	2	2	1	2	2	0	0	0	893	5	804	151	7	25	3	0	0	4	4	0	0	0	1003	11	1526	287	14	38	5	2	1	6	6	0	0	0	1896
14:00	3	659	133	5	20	7	0	1	4	5	0	0	0	837	4	819	170	7	16	5	0	3	4	6	0	0	0	1034	7	1478	303	12	36	12	0	4	8	11	0	0	0	1871
15:00	2	783	116	9	7	6	0	1	2	2	0	0	0	928	4	858	145	8	17	0	0	5	7	3	1	0	0	1048	6	1641	261	17	24	6	0	6	9	5	1	0	0	1976
16:00	6	767	121	5	8	4	0	0	1	2	1	0	0	915	0	860	133	12	11	4	0	2	10	5	0	0	0	1037	6	1627	254	17	19	8	0	2	11	7	1	0	0	1952
17:00	4	772	93	5	2	4	0	2	0	1	0	0	0	883	5	879	183	7	11	8	0	1	6	1	0	0	0	1101	9	1651	276	12	13	12	0	3	6	2	0	0	0	1984
18:00	4	655	82	5	5	3	0	1	3	0	0	0	0	758	5	856	149	5	9	3	0	2	7	4	0	0	0	1040	9	1511	231	10	14	6	0	3	10	4	0	0	0	1798
19:00	3	510	69	3	2	7	0	0	4	1	0	0	0	599	1	664	85	5	7	2	0	0	4	1	0	0	0	769	4	1174	154	8	9	9	0	0	8	2	0	0	0	1368
20:00	2	430	51	1	1	5	0	0	3	1	1	0	0	495	0	532	70	4	2	0	0	0	2	1	0	0	0	611	2	962	121	5	3	5	0	0	5	2	1	0	0	1106
21:00	0	346	51	0	0	5	0	0	2	0	0	0	0	404	1	401	43	3	2	0	0	1	1	0	0	0	0	452	1	747	94	3	2	5	0	1	3	0	0	0	0	856
22:00	1	249	30	0	1	6	0	0	1	0	0	0	0	288	2	285	34	2	1	0	0	1	3	1	0	0	0	329	3	534	64	2	2	6	0	1	4	1	0	0	0	617
23:00	0	141	11	0	3	2	0	0	0	0	0	0	0	157	1	178	11	1	2	0	0	1	4	0	0	0	0	198	1	319	22	1	5	2	0	1	4	0	0	0	0	355
Totals	44	10,709	1,883	86	198	126	4	20	51	31	2	0	0	13,154	48	12,690	2,119	123	236	54	0	32	101	57	4	0	0	15,464	92	23,399	4,002	209	434	180	4	52	152	88	6	0	0	28,618
% of Totals	0%	81%	14%	1%	2%	1%	0%	0%	0%	0%	0%			100%	0%	82%	14%	1%	2%	0%		0%	1%	0%	0%			100%	0%	82%	14%	1%	2%	1%	0%	0%	1%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



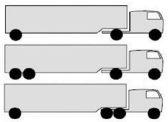
#5 2-Axle, 6-Tire Single Units



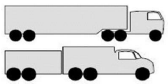
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	12	4032	875	40	127	67	2	13	27	15	0	0	0	5210	18	4672	789	57	110	27	0	11	44	26	3	0	0	5757	30	8704	1664	97	237	94	2	24	71	41	3	0	0	10967
%	0%	31%	7%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	40%	0%	30%	5%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	37%	0%	30%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	5:30	7:30	7:00	7:15	10:00	5:30	10:45	6:00	5:00	10:15	0:00	0:00	0:00	7:30	10:30	7:30	11:45	6:30	10:15	11:15	0:00	9:45	10:15	10:15	4:15	0:00	0:00	7:30	10:30	7:30	7:15	6:00	10:00	7:15	10:45	9:45	10:15	10:15	4:15	0:00	0:00	7:30
Peak Volume	3	788	153	9	24	11	2	4	7	5	0	0	0	952	6	945	152	13	28	7	0	6	13	10	2	0	0	1096	8	1733	271	18	50	17	2	8	18	15	2	0	0	2048
12:00 - 24:00	32	6677	1008	46	71	59	2	7	24	16	2	0	0	7944	30	8018	1330	66	126	27	0	21	57	31	1	0	0	9707	62	14695	2338	112	197	86	2	28	81	47	3	0	0	17651
%	0%	51%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	52%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	63%	0%	51%	8%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
Peak Hour	16:15	15:30	13:15	14:45	14:00	18:30	12:15	16:15	19:45	13:45	16:00	12:00	12:00	15:30	17:15	17:15	17:00	15:45	12:45	16:45	12:00	12:00	16:15	12:15	14:15	12:00	12:00	17:15	13:30	16:45	13:45	15:15	13:15	14:00	12:15	12:00	14:30	14:00	14:15	12:00	12:00	15:30
Peak Volume	8	830	144	10	20	9	2	2	6	5	1	0	0	978	7	906	183	12	28	8	0	5	11	7	1	0	0	1114	12	1679	314	18	43	12	2	6	12	11	1	0	0	2002
07:00 - 09:00	3	1356	266	13	30	17	0	3	2	3	0	0	0	1693	4	1645	238	19	29	8	0	1	6	5	0	0	0	1955	7	3001	504	32	59	25	0	4	8	8	0	0	0	3648
%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:00	7:15	7:00	7:15	7:00	7:30	7:00	8:00	7:00	7:00	7:00	7:30	7:45	7:30	8:00	7:00	7:45	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:45	7:00	7:15	7:00	7:30	7:00	8:00	7:00	7:00	7:00	7:30
Peak Volume	3	788	153	9	19	11	0	2	1	2	0	0	0	952	3	945	125	10	19	6	0	1	4	3	0	0	0	1096	5	1733	271	17	34	17	0	3	5	5	0	0	0	2048
16:00 - 18:00	10	1539	214	10	10	8	0	2	1	3	1	0	0	1798	5	1739	316	19	22	12	0	3	16	6	0	0	0	2138	15	3278	530	29	32	20	0	5	17	9	1	0	0	3936
%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:15	16:30	16:00	16:30	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:30	17:00	16:45	17:00	16:00	16:00	16:45	16:00	16:00	16:15	16:30	16:00	16:00	16:00	17:00	16:45	16:45	17:00	16:00	16:00	16:45	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:30
Peak Volume	8	805	121	7	8	4	0	2	1	2	1	0	0	941	5	883	183	12	11	8	0	2	11	6	0	0	0	1101	9	1679	276	17	19	12	0	4	12	7	1	0	0	2000

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Pomona Blvd & E Beverly Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_023

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0	63	8	0	0	0	0	0	0	0	0	0	0	71
0:15	0	11	5	0	1	0	0	0	0	1	0	0	0	18	0	36	4	0	1	0	0	0	0	0	0	0	0	41	0	47	9	0	2	0	0	0	0	1	0	0	0	59
0:30	0	14	2	0	0	1	0	0	1	0	0	0	0	18	0	31	3	0	0	0	0	0	0	0	0	0	0	34	0	45	5	0	0	1	0	0	1	0	0	0	0	52
0:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22	1	24	3	0	0	0	0	0	0	0	0	0	0	28	1	44	5	0	0	0	0	0	0	0	0	0	0	50
1:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	0	20	3	0	2	0	0	0	1	0	0	0	0	26	0	32	4	0	2	0	0	0	1	0	0	0	0	39
1:15	1	14	2	0	0	1	0	0	0	0	0	0	0	18	0	18	2	0	0	0	0	0	1	0	0	0	0	21	1	32	4	0	0	1	0	0	1	0	0	0	0	39
1:30	0	12	0	0	2	1	0	0	0	0	0	0	0	15	0	14	1	0	0	0	0	0	1	0	0	0	0	16	0	26	1	0	2	1	0	0	1	0	0	0	0	31
1:45	0	12	0	0	1	0	0	0	0	0	0	0	0	13	0	14	2	1	0	0	0	0	0	1	0	0	0	18	0	26	2	1	1	0	0	0	0	1	0	0	0	31
2:00	0	12	1	0	0	0	0	0	1	0	0	0	0	14	0	14	1	0	2	0	0	0	0	0	0	0	0	17	0	26	2	0	2	0	0	0	1	0	0	0	0	31
2:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	14	3	0	0	0	0	0	0	0	0	0	0	17
2:30	0	13	1	0	0	2	0	0	0	1	0	0	0	17	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	23	5	0	0	2	0	0	0	1	0	0	0	31
2:45	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	16	2	0	0	0	0	0	2	0	1	0	0	21	0	32	3	0	0	0	0	0	2	0	1	0	0	38
3:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17	0	8	1	0	0	0	0	0	2	0	0	0	0	11	0	19	7	0	0	0	0	0	2	0	0	0	0	28
3:15	0	19	4	0	1	1	0	0	0	0	0	0	0	25	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	31	6	0	1	1	0	0	0	0	0	0	0	39
3:30	0	23	6	0	0	1	0	0	0	0	0	0	0	30	0	13	1	0	0	1	0	0	1	0	0	0	0	16	0	36	7	0	0	2	0	0	1	0	0	0	0	46
3:45	0	22	6	0	3	0	0	0	0	1	0	0	0	32	0	10	2	0	1	0	0	0	0	0	0	0	0	13	0	32	8	0	4	0	0	0	0	1	0	0	0	45
4:00	1	21	9	0	0	2	0	0	2	0	0	0	0	35	0	14	3	0	2	0	0	0	0	0	0	0	0	19	1	35	12	0	2	2	0	0	2	0	0	0	0	54
4:15	0	39	9	0	5	0	0	0	2	0	0	0	0	55	0	26	3	0	0	1	0	0	1	1	0	0	0	32	0	65	12	0	5	1	0	0	3	1	0	0	0	87
4:30	0	37	12	0	2	1	0	0	0	0	0	0	0	52	0	29	5	0	0	0	0	0	1	0	1	0	0	36	0	66	17	0	2	1	0	0	1	0	1	0	0	88
4:45	0	36	8	1	2	3	0	0	0	2	0	0	0	52	0	24	3	1	1	0	0	1	0	0	0	0	0	30	0	60	11	2	3	3	0	1	0	2	0	0	0	82
5:00	0	47	11	1	3	1	0	0	3	0	0	0	0	66	0	26	11	0	0	1	0	0	0	0	1	0	0	39	0	73	22	1	3	2	0	0	3	0	1	0	0	105
5:15	0	78	23	1	1	2	0	0	1	0	0	0	0	106	0	36	10	1	1	0	0	0	1	0	0	0	0	49	0	114	33	2	2	2	0	0	2	0	0	0	0	155
5:30	1	84	32	1	2	2	0	0	2	0	0	0	0	124	0	37	15	2	0	0	0	0	0	0	0	0	0	54	1	121	47	3	2	2	0	0	2	0	0	0	0	178
5:45	0	86	19	0	2	2	0	0	1	0	0	0	0	110	0	67	16	2	1	0	0	0	0	0	0	0	0	86	0	153	35	2	3	2	0	0	1	0	0	0	0	196
6:00	1	98	29	2	3	2	0	1	0	1	0	0	0	137	0	58	13	3	2	2	0	0	0	1	0	0	0	79	1	156	42	5	5	4	0	1	0	2	0	0	0	216
6:15	1	89	24	4	2	5	0	0	0	0	0	0	0	125	0	78	18	2	3	2	0	1	2	1	0	0	0	107	1	167	42	6	5	7	0	1	2	1	0	0	0	232
6:30	0	109	31	0	6	1	0	0	0	0	0	0	0	147	0	86	13	3	0	1	0	0	1	0	0	0	0	104	0	195	44	3	6	2	0	0	1	0	0	0	0	251
6:45	0	104	30	1	4	1	0	3	1	0	0	0	0	144	0	139	22	3	3	0	0	0	1	1	0	0	0	169	0	243	52	4	7	1	0	3	2	1	0	0	0	313
7:00	0	121	32	0	8	0	0	1	1	1	0	0	0	164	0	144	26	4	1	1	0	0	2	2	0	0	0	180	0	265	58	4	9	1	0	1	3	3	0	0	0	344
7:15	1	169	46	3	1	5	0	0	0	0	0	0	0	225	1	207	35	3	2	2	0	0	2	0	0	0	0	252	2	376	81	6	3	7	0	0	2	0	0	0	0	477
7:30	2	199	38	1	8	4	0	0	0	0	0	0	0	252	0	222	28	1	2	1	0	0	0	0	0	0	0	254	2	421	66	2	10	5	0	0	0	0	0	0	0	506
7:45	0	211	37	1	2	0	0	0	0	0	0	0	0	251	1	247	24	2	10	2	0	1	0	0	0	0	0	287	1	458	61	3	12	2	0	1	0	0	0	0	0	538
8:00	0	170	27	4	1	2	0	0	1	0	0	0	0	205	0	233	36	1	3	1	0	0	0	0	0	0	0	274	0	403	63	5	4	3	0	0	1	0	0	0	0	479
8:15	0	208	25	0	4	5	0	2	0	0	0	0	0	244	0	243	30	3	3	1	0	0	0	1	0	0	0	281	0	451	55	3	7	6	0	2	0	1	0	0	0	525
8:30	0	153	33	2	1	1	0	0	0	0	0	0	0	190	2	159	25	4	3	0	0	0	1	1	0	0	0	195	2	312	58	6	4	1	0	0	1	1	0	0	0	385
8:45	0	125	28	2	5	0	0	0	0	2	0	0	0	162	0	190	34	1	5	0	0	0	1	1	0	0	0	232	0	315	62	3	10	0	0	0	1	3	0	0	0	394
9:00	0	116	27	1	5	0	0	0	1	0	0	0	0	150	1	152	23	2	0	1	0	0	4	0	0	0	0	183	1	268	50	3	5	1	0	0	5	0	0	0	0	333
9:15	0	135	30	1	2	3	0	1	0	1	0	0	0	173	0	189	26	2	2	0	0	0	2	1	0	0	0	222	0	324	56	3	4	3	0	1	2	2	0	0	0	395
9:30	1	131	24	1	6	3	0	0	1	0	0	0	0	167	1	127	36	0	6	0	0	0	0	0	0	0	0	170	2	258	60	1	12	3	0	0	1	0	0	0	0	337
9:45	0	117	23	1	6	2	0	2	1	0	0	0	0	152	0	165	37	3	7	1	0	3	2	0	0	0	0	218	0	282	60	4	13	3	0	5	3	0	0	0	0	370
10:00	0	133	33	1	7	0	0	0	2	0	0	0	0	176	1	167	35	2	4	0	0	0	0	0	0	0	0	209	1	300	68	3	11	0	0	0	2	0	0	0	0	385
10:15	0	131	27	1	3	2	0	0	0	1	0	0	0	165	1	198	38	2	8	2	0	1	3	4	0	0	0	257	1	329	65	3	11	4	0	1	3	5	0	0	0	422
10:30	0	125	27	2	6	3	0	0	3	0	0	0	0	166	3	155	31	2	5	0	0	2	4	3	0	0	0	205	3	280	58	4	11	3	0	2	7	3	0	0	0	371
10:45	1	130	25	2	8	0	1	0	1	1	0	0	0	169	0	208	29	1	9	1	0	0	3	1	0	0	0	252	1	338	54	3	17	1	1	0	4	2	0	0	0	421
11:00	1	147	24	0	3	0	0	0	1	3	0	0	0	179	1	177	32	2	6	0	0	1	3	2	0	0	0	224	2	324	56	2	9	0	0	1	4	5	0	0	0	403
11:15	0	147	28	3	4	1	0	1	0	0	0	0	0	184	2	216	34	1	6	0	0	1	1	3	0	0	0	264	2	363	62	4	10	1	0	2	1	3	0	0	0	448
11:30	0	133	30	2	5	4	1	1	1	0	0	0	0	177	0	181	26	1	1	2	0	0	0	1	0	0	0	212	0	314	56	3	6	6	1	1	1	1	0	0	0	389
11:45	1	162	31	1	2	3	0	1	0	0	0	0	0	201	3	185	36	2	8	4	0	0	1	1	0	0	0	240	4	347	67	3	10	7	0	1	1	1	0	0	0	441

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Pomona Blvd & E Beverly Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_023

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	160	30	3	2	1	0	1	0	0	0	0	0	198	1	210	40	1	4	1	0	1	1	0	0	0	0	259	2	370	70	4	6	2	0	2	1	0	0	0	0	457
12:15	0	169	26	0	3	2	0	0	2	1	0	0	0	203	0	255	40	1	8	0	0	2	0	1	0	0	0	307	0	424	66	1	11	2	0	2	2	2	0	0	0	510
12:30	0	153	25	1	2	3	0	0	0	1	0	0	0	185	1	185	36	2	4	1	0	0	2	1	0	0	0	232	1	338	61	3	6	4	0	0	2	2	0	0	0	417
12:45	0	161	34	2	2	2	0	0	0	0	0	0	0	201	0	232	40	1	7	0	0	2	2	3	0	0	0	287	0	393	74	3	9	2	0	2	2	3	0	0	0	488
13:00	0	184	34	1	3	0	2	1	0	0	0	0	0	225	1	191	39	2	6	2	0	0	2	2	0	0	0	245	1	375	73	3	9	2	2	1	2	2	0	0	0	470
13:15	1	181	40	2	2	2	0	0	0	1	0	0	0	229	0	213	37	2	9	1	0	0	0	0	0	0	0	262	1	394	77	4	11	3	0	0	0	1	0	0	0	491
13:30	5	187	29	2	3	0	0	0	2	0	0	0	0	228	3	171	28	2	6	0	0	0	1	2	0	0	0	213	8	358	57	4	9	0	0	0	3	2	0	0	0	441
13:45	0	170	33	2	5	0	0	0	0	1	0	0	0	211	1	229	47	1	4	0	0	0	1	0	0	0	0	283	1	399	80	3	9	0	0	0	1	1	0	0	0	494
14:00	1	135	42	1	8	2	0	1	1	2	0	0	0	193	0	179	41	1	6	2	0	0	3	2	0	0	0	234	1	314	83	2	14	4	0	1	4	4	0	0	0	427
14:15	0	177	28	2	1	2	0	0	1	0	0	0	0	211	2	213	42	3	4	1	0	2	0	1	0	0	0	268	2	390	70	5	5	3	0	2	1	1	0	0	0	479
14:30	2	173	31	1	5	1	0	0	2	2	0	0	0	217	0	214	50	2	4	1	0	1	0	0	0	0	0	272	2	387	81	3	9	2	0	1	2	2	0	0	0	489
14:45	0	174	32	1	6	2	0	0	0	1	0	0	0	216	2	213	37	1	2	1	0	0	1	3	0	0	0	260	2	387	69	2	8	3	0	0	1	4	0	0	0	476
15:00	2	174	29	1	2	1	0	0	2	0	0	0	0	211	0	227	39	2	4	0	0	2	2	0	1	0	0	277	2	401	68	3	6	1	0	2	4	0	1	0	0	488
15:15	0	166	30	3	4	2	0	0	0	0	0	0	0	205	1	215	30	2	5	0	0	1	5	0	0	0	0	259	1	381	60	5	9	2	0	1	5	0	0	0	0	464
15:30	0	245	30	5	1	2	0	0	0	0	0	0	0	283	1	227	38	2	5	0	0	1	0	2	0	0	0	276	1	472	68	7	6	2	0	1	0	2	0	0	0	559
15:45	0	198	27	0	0	1	0	1	0	2	0	0	0	229	2	189	38	2	3	0	0	1	0	1	0	0	0	236	2	387	65	2	3	1	0	2	0	3	0	0	0	465
16:00	1	209	27	1	4	3	0	0	0	1	0	0	0	246	0	220	37	3	3	1	0	1	2	0	0	0	0	267	1	429	64	4	7	4	0	1	2	1	0	0	0	513
16:15	2	178	35	0	2	1	0	0	1	1	0	0	0	220	0	203	32	3	5	0	0	0	2	0	0	0	0	245	2	381	67	3	7	1	0	0	3	1	0	0	0	465
16:30	0	200	36	1	2	0	0	0	0	0	0	0	0	239	0	224	31	4	3	2	0	0	4	3	0	0	0	271	0	424	67	5	5	2	0	0	4	3	0	0	0	510
16:45	3	180	23	3	0	0	0	0	0	0	1	0	0	210	0	213	33	2	0	1	0	1	2	2	0	0	0	254	3	393	56	5	0	1	0	1	2	2	1	0	0	464
17:00	3	207	24	0	1	3	0	2	0	1	0	0	0	241	0	213	55	3	3	1	0	0	3	0	0	0	0	278	3	420	79	3	4	4	0	2	3	1	0	0	0	519
17:15	1	218	28	3	1	0	0	0	0	0	0	0	0	251	1	208	38	1	4	2	0	1	0	1	0	0	0	256	2	426	66	4	5	2	0	1	0	1	0	0	0	507
17:30	0	191	19	1	0	1	0	0	0	0	0	0	0	212	1	249	40	2	0	4	0	0	2	0	0	0	0	298	1	440	59	3	0	5	0	0	2	0	0	0	0	510
17:45	0	156	22	1	0	0	0	0	0	0	0	0	0	179	3	209	50	1	4	1	0	0	1	0	0	0	0	269	3	365	72	2	4	1	0	0	1	0	0	0	0	448
18:00	1	204	22	1	5	0	0	1	1	0	0	0	0	235	2	240	40	1	3	1	0	0	2	2	0	0	0	291	3	444	62	2	8	1	0	1	3	2	0	0	0	526
18:15	1	152	23	2	0	0	0	0	1	0	0	0	0	179	0	184	48	1	2	1	0	1	3	0	0	0	0	240	1	336	71	3	2	1	0	1	4	0	0	0	0	419
18:30	0	147	15	1	0	1	0	0	1	0	0	0	0	165	1	228	39	2	1	0	0	1	1	1	0	0	0	274	1	375	54	3	1	1	0	1	2	1	0	0	0	439
18:45	2	152	22	1	0	2	0	0	0	0	0	0	0	179	2	204	22	1	3	1	0	0	1	1	0	0	0	235	4	356	44	2	3	3	0	0	1	1	0	0	0	414
19:00	2	142	19	1	0	5	0	0	1	1	0	0	0	171	0	169	25	1	0	0	0	0	2	1	0	0	0	198	2	311	44	2	0	5	0	0	3	2	0	0	0	369
19:15	1	136	20	1	0	1	0	0	0	0	0	0	0	159	0	168	20	2	1	2	0	0	0	0	0	0	0	193	1	304	40	3	1	3	0	0	0	0	0	0	0	352
19:30	0	120	14	1	0	0	0	0	0	0	0	0	0	135	0	162	17	1	3	0	0	0	1	0	0	0	0	184	0	282	31	2	3	0	0	0	1	0	0	0	0	319
19:45	0	112	16	0	2	1	0	0	3	0	0	0	0	134	1	165	23	1	3	0	0	0	1	0	0	0	0	194	1	277	39	1	5	1	0	0	4	0	0	0	0	328
20:00	1	118	15	1	0	1	0	0	0	0	0	0	0	136	0	159	15	1	0	0	0	0	0	0	0	0	0	175	1	277	30	2	0	1	0	0	0	0	0	0	0	311
20:15	1	116	14	0	0	2	0	0	2	1	1	0	0	137	0	123	22	1	0	0	0	0	0	1	0	0	0	147	1	239	36	1	0	2	0	0	2	2	1	0	0	284
20:30	0	96	14	0	1	0	0	0	1	0	0	0	0	112	0	133	22	2	1	0	0	0	1	0	0	0	0	159	0	229	36	2	2	0	0	0	2	0	0	0	0	271
20:45	0	100	8	0	0	2	0	0	0	0	0	0	0	110	0	117	11	0	1	0	0	0	1	0	0	0	0	130	0	217	19	0	1	2	0	0	1	0	0	0	0	240
21:00	0	101	14	0	0	0	0	0	1	0	0	0	0	116	0	104	11	2	1	0	0	0	0	0	0	0	0	118	0	205	25	2	1	0	0	0	1	0	0	0	0	234
21:15	0	76	15	0	0	4	0	0	1	0	0	0	0	96	0	101	17	0	0	0	0	0	0	0	0	0	0	118	0	177	32	0	0	4	0	0	1	0	0	0	0	214
21:30	0	96	11	0	0	0	0	0	0	0	0	0	0	107	1	104	9	1	1	0	0	1	1	0	0	0	0	118	1	200	20	1	1	0	0	1	1	0	0	0	0	225
21:45	0	73	11	0	0	1	0	0	0	0	0	0	0	85	0	92	6	0	0	0	0	0	0	0	0	0	0	98	0	165	17	0	0	1	0	0	0	0	0	0	0	183
22:00	0	79	9	0	0	2	0	0	0	0	0	0	0	90	0	88	10	1	1	0	0	0	0	1	0	0	0	101	0	167	19	1	1	2	0	0	0	1	0	0	0	191
22:15	0	74	5	0	0	2	0	0	0	0	0	0	0	81	0	78	6	0	0	0	0	1	1	0	0	0	0	86	0	152	11	0	0	2	0	1	1	0	0	0	0	167
22:30	0	56	7	0	0	0	0	0	0	0	0	0	0	63	1	57	12	1	0	0	0	0	0	0	0	0	0	71	1	113	19	1	0	0	0	0	0	0	0	0	0	134
22:45	1	40	9	0	1	2	0	0	1	0	0	0	0	54	1	62	6	0	0	0	0	0	2	0	0	0	0	71	2	102	15	0	1	2	0	0	3	0	0	0	0	125
23:00	0	34	5	0	0	1	0	0	0	0	0	0	0	40	1	63	7	0	1	0	0	1	1	0	0	0	0	74	1	97	12	0	1	1	0	1	1	0	0	0	0	114
23:15	0	42	1	0	2	0	0	0	0	0	0	0	0	45	0	47	3	1	1	0	0	0	1	0	0	0	0	53	0	89	4	1	3	0	0	0	1	0	0	0	0	98
23:30	0	28	1	0	1	1	0	0	0	0	0	0	0	31	0	30	0	0	0	0	0	0	2	0	0	0	0	32	0	58	1	0	1	1	0	0	2	0	0	0	0	63
23:45	0	37	4	0	0	0	0	0	0	0	0	0	0	41	0	38	1	0	0	0	0	0	0	0	0	0	0	39	0	75	5	0	0	0	0	0	0	0	0	0	0	80
Totals	44	10,709	1,883	86	198	126	4	20	51	31	2	0	0	13,154	48	12,690	2,119	123	236	54	0	32	101	57	4	0	0	15,464	92	23,399	4,002	209	434	180	4	52	152	88	6	0	0	28,618
% of Totals	0%	81%	14%	1%	2%	1%	0%	0%	0%	0%	0%			100%	0%	82%	14%	1%	2%	0%		0%	1%	0%	0%			100%	0%	82%	14%	1%	2%	1%	0%	0%	1%	0%	0%			100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Pomona Blvd & E Beverly Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_023

DAILY TOTALS	NB	SB	EB	WB	Total
	13,154	15,464	0	0	28,618

DAILY TOTALS

15-Minutes Interval

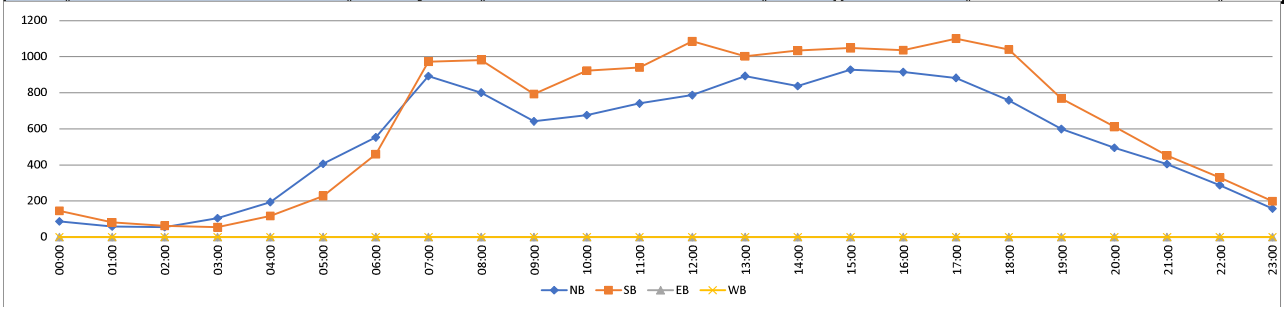
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	29	42			71	12:00	198	259			457
0:15	18	41			59	12:15	203	307			510
0:30	18	34			52	12:30	185	232			417
0:45	22	28			50	12:45	201	287			488
1:00	13	26			39	13:00	225	245			470
1:15	18	21			39	13:15	229	262			491
1:30	15	16			31	13:30	228	213			441
1:45	13	18			31	13:45	211	283			494
2:00	14	17			31	14:00	193	234			427
2:15	7	10			17	14:15	211	268			479
2:30	17	14			31	14:30	217	272			489
2:45	17	21			38	14:45	216	260			476
3:00	17	11			28	15:00	211	277			488
3:15	25	14			39	15:15	205	259			464
3:30	30	16			46	15:30	283	276			559
3:45	32	13			45	15:45	229	236			465
4:00	35	19			54	16:00	246	267			513
4:15	55	32			87	16:15	220	245			465
4:30	52	36			88	16:30	239	271			510
4:45	52	30			82	16:45	210	254			464
5:00	66	39			105	17:00	241	278			519
5:15	106	49			155	17:15	251	256			507
5:30	124	54			178	17:30	212	298			510
5:45	110	86			196	17:45	179	269			448
6:00	137	79			216	18:00	235	291			526
6:15	125	107			232	18:15	179	240			419
6:30	147	104			251	18:30	165	274			439
6:45	144	169			313	18:45	179	235			414
7:00	164	180			344	19:00	171	198			369
7:15	225	252			477	19:15	159	193			352
7:30	252	254			506	19:30	135	184			319
7:45	251	287			538	19:45	134	194			328
8:00	205	274			479	20:00	136	175			311
8:15	244	281			525	20:15	137	147			284
8:30	190	195			385	20:30	112	159			271
8:45	162	232			394	20:45	110	130			240
9:00	150	183			333	21:00	116	118			234
9:15	173	222			395	21:15	96	118			214
9:30	167	170			337	21:30	107	118			225
9:45	152	218			370	21:45	85	98			183
10:00	176	209			385	22:00	90	101			191
10:15	165	257			422	22:15	81	86			167
10:30	166	205			371	22:30	63	71			134
10:45	169	252			421	22:45	54	71			125
11:00	179	224			403	23:00	40	74			114
11:15	184	264			448	23:15	45	53			98
11:30	177	212			389	23:30	31	32			63
11:45	201	240			441	23:45	41	39			80
TOTALS	5210	5757	0	0	10967	TOTALS	7944	9707	0	0	17651
SPLIT %	48%	52%	0%	0%	38%	SPLIT %	45%	55%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	87	145			232
01:00	02:00	59	81			140
02:00	03:00	55	62			117
03:00	04:00	104	54			158
04:00	05:00	194	117			311
05:00	06:00	406	228			634
06:00	07:00	553	459			1012
07:00	08:00	892	973			1865
08:00	09:00	801	982			1783
09:00	10:00	642	793			1435
10:00	11:00	676	923			1599
11:00	12:00	741	940			1681
12:00	13:00	787	1085			1872
13:00	14:00	893	1003			1896
14:00	15:00	837	1034			1871
15:00	16:00	928	1048			1976
16:00	17:00	915	1037			1952
17:00	18:00	883	1101			1984
18:00	19:00	758	1040			1798
19:00	20:00	599	769			1368
20:00	21:00	495	611			1106
21:00	22:00	404	452			856
22:00	23:00	288	329			617
23:00	00:00	157	198			355

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	5210	5757			10967
Peak Hour	7:30	7:30			7:30
Peak Volume	952	1096			2048
Peak Hour Factor	0.944	0.955			0.952
Peak Period	12:00	to	00:00		
Volume	7944	9707			17651
Peak Hour	15:30	17:15			15:30
Peak Volume	978	1114			2002
Peak Hour Factor	0.864	0.935			0.895
Peak Period	07:00	to	09:00		
Volume	1693	1955			3648
Peak Hour	7:30	7:30			7:30
Peak Volume	952	1096			2048
Peak Hour Factor	0.944	0.955			0.952
Peak Period	16:00	to	18:00		
Volume	1798	2138			3936
Peak Hour	16:30	17:00			16:30
Peak Volume	941	1101			2000
Peak Hour Factor	0.937	0.924			0.963



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E 4th St & Eagle St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_024

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	56	11	0	0	1	0	0	2	0	0	0	0	70	1	87	10	0	1	0	0	0	0	0	0	0	0	99	1	143	21	0	1	1	0	0	2	0	0	0	0	169
1:00	1	40	6	0	1	2	0	0	1	0	0	0	0	51	0	59	6	0	3	0	0	0	4	0	0	0	0	72	1	99	12	0	4	2	0	0	5	0	0	0	0	123
2:00	1	39	6	0	0	1	0	0	9	0	0	0	0	56	0	43	9	1	0	0	0	0	3	2	0	0	0	58	1	82	15	1	0	1	0	0	12	2	0	0	0	114
3:00	0	53	12	0	4	1	0	1	4	0	0	0	0	75	0	47	8	0	3	2	0	0	4	0	0	1	0	65	0	100	20	0	7	3	0	1	8	0	0	1	0	140
4:00	2	81	19	2	8	1	0	1	7	0	0	0	0	121	0	93	14	1	3	1	0	0	3	0	0	1	0	116	2	174	33	3	11	2	0	1	10	0	0	1	0	237
5:00	0	188	49	6	6	0	0	0	8	0	0	0	0	257	0	175	54	5	5	1	0	0	1	0	0	1	0	242	0	363	103	11	11	1	0	0	9	0	0	1	0	499
6:00	1	265	74	9	24	2	0	1	4	2	0	0	0	382	0	339	55	9	7	4	0	1	6	1	0	0	0	422	1	604	129	18	31	6	0	2	10	3	0	0	0	804
7:00	1	621	122	8	22	2	0	1	6	0	0	0	0	783	3	820	120	15	12	5	0	1	6	0	0	0	0	982	4	1441	242	23	34	7	0	2	12	0	0	0	0	1765
8:00	0	670	118	12	15	2	0	2	7	0	0	0	0	826	1	840	130	10	10	2	0	0	3	2	0	0	0	998	1	1510	248	22	25	4	0	2	10	2	0	0	0	1824
9:00	3	415	96	7	20	3	0	0	6	0	0	0	0	550	1	578	123	7	13	3	0	1	10	2	0	0	0	738	4	993	219	14	33	6	0	1	16	2	0	0	0	1288
10:00	2	490	103	6	21	1	0	1	8	3	0	0	0	635	3	708	117	7	27	2	0	1	14	7	0	0	0	886	5	1198	220	13	48	3	0	2	22	10	0	0	0	1521
11:00	2	556	103	8	19	2	0	0	7	0	0	0	0	697	3	701	135	7	22	2	0	0	10	3	0	0	0	883	5	1257	238	15	41	4	0	0	17	3	0	0	0	1580
12:00	0	603	112	9	15	1	0	0	8	0	0	0	0	748	4	813	140	6	24	4	0	3	8	2	0	0	0	1004	4	1416	252	15	39	5	0	3	16	2	0	0	0	1752
13:00	5	684	123	10	18	0	0	2	7	0	0	0	0	849	5	740	123	7	25	2	0	2	7	1	0	0	0	912	10	1424	246	17	43	2	0	4	14	1	0	0	0	1761
14:00	4	692	123	10	18	1	0	1	7	0	0	0	0	856	3	724	148	10	18	4	0	0	10	1	0	0	0	918	7	1416	271	20	36	5	0	1	17	1	0	0	0	1774
15:00	2	820	133	10	7	2	0	0	6	0	0	0	0	980	3	791	139	10	12	0	0	2	11	0	0	1	0	969	5	1611	272	20	19	2	0	2	17	0	0	1	0	1949
16:00	6	825	154	7	11	3	0	1	3	0	0	0	0	1010	1	734	132	10	14	3	0	1	14	1	0	0	0	910	7	1559	286	17	25	6	0	2	17	1	0	0	0	1920
17:00	3	855	121	7	4	1	0	0	4	0	0	0	0	995	3	716	138	8	10	8	0	1	7	0	0	0	0	891	6	1571	259	15	14	9	0	1	11	0	0	0	0	1886
18:00	3	654	103	5	3	0	0	0	5	0	0	0	0	773	1	738	110	5	13	3	0	0	12	0	0	0	0	882	4	1392	213	10	16	3	0	0	17	0	0	0	0	1655
19:00	5	448	72	5	1	3	0	0	7	0	0	0	0	541	0	488	70	4	8	2	0	0	5	0	0	0	0	577	5	936	142	9	9	5	0	0	12	0	0	0	0	1118
20:00	1	365	52	3	2	0	0	0	6	0	0	0	0	429	0	431	51	4	3	0	0	0	1	0	0	0	0	490	1	796	103	7	5	0	0	0	7	0	0	0	0	919
21:00	1	291	47	1	2	0	0	0	4	0	0	0	0	346	1	320	35	4	1	0	0	0	2	0	0	0	0	363	2	611	82	5	3	0	0	0	6	0	0	0	0	709
22:00	0	190	25	2	2	0	0	0	4	0	0	0	0	223	0	248	29	2	5	0	0	0	5	0	0	0	0	289	0	438	54	4	7	0	0	0	9	0	0	0	0	512
23:00	0	123	10	0	1	0	0	0	2	0	0	0	0	136	2	135	7	1	1	0	0	0	5	0	0	0	0	151	2	258	17	1	2	0	0	0	7	0	0	0	0	287
Totals	43	10,024	1,794	127	224	29	0	11	132	5	0	0	0	12,389	35	11,368	1,903	133	240	48	0	13	151	22	0	4	0	13,917	78	21,392	3,697	260	464	77	0	24	283	27	0	4	0	26,306
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%				100%	0%	82%	14%	1%	2%	0%		0%	1%	0%		0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%		0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



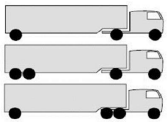
#5 2-Axle, 6-Tire Single Units



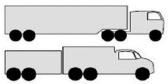
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00														12:00 - 24:00														00:00 - 24:00													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
Count	13	3474	719	58	140	18	0	7	69	5	0	0	0	4503	30	6550	1075	69	84	11	0	4	63	0	0	0	0	7886	43	10024	1794	127	224	29	0	11	132	5	0	0	0	12389
%	0%	28%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	36%	0%	53%	9%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	64%	0%	81%	14%	1%	2%	0%	0%	0%	1%	0%	0%	0%	0%	100%
Peak Hour	8:45	7:30	7:15	7:15	6:45	1:15	0:00	7:30	10:15	9:45	0:00	0:00	0:00	7:30	13:15	16:30	16:00	12:30	12:30	15:15	12:00	12:30	13:45	12:00	12:00	12:00	12:00	16:30	12:45	12:00	14:30	13:30	12:30	16:45	12:00	12:15	14:45	12:15	12:00	14:15	12:00	12:00
Peak Volume	3	794	126	13	26	3	0	3	10	3	0	0	0	952	3	1014	147	15	33	6	0	2	20	7	0	2	0	1182	6	1808	261	27	52	7	0	4	30	10	0	2	0	2134
Count	7	887	154	11	20	4	0	2	10	0	0	0	0	1041	6	813	152	13	26	8	0	5	14	3	0	1	0	1004	11	1632	286	24	46	10	0	7	20	3	0	1	0	1975
%	1%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:30	7:15	7:15	7:30	7:00	7:00	7:30	8:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:45	7:00	7:30	7:15	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:15	7:30	7:00	7:00	7:30	7:00	8:00	7:00	7:00	7:00	7:30
Peak Volume	1	794	126	13	23	2	0	3	7	0	0	0	0	952	3	1014	134	15	16	6	0	1	6	2	0	0	0	1182	4	1808	254	27	39	7	0	4	12	2	0	0	0	2134
Count	9	1680	275	14	15	4	0	1	7	0	0	0	0	2005	4	1450	270	18	24	11	0	2	21	1	0	0	0	1801	13	3130	545	32	39	15	0	3	28	1	0	0	0	3806
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	16:15	16:30	16:00	16:30	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:30	17:00	16:00	17:00	16:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:15	16:45	16:00	16:00	16:00	16:45	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:00
Peak Volume	7	887	154	8	11	3	0	1	4	0	0	0	0	1041	3	734	138	10	14	8	0	1	14	1	0	0	0	910	8	1582	286	17	25	10	0	2	18	1	0	0	0	1920

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E 4th St & Eagle St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_024

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	17	5	0	0	0	0	0	0	0	0	0	0	22	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	41	7	0	0	0	0	0	0	0	0	0	0	48
0:15	0	12	4	0	0	1	0	0	1	0	0	0	0	18	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	34	6	0	0	1	0	0	1	0	0	0	0	42
0:30	0	16	2	0	0	0	0	0	1	0	0	0	0	19	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	39	5	0	0	0	0	0	1	0	0	0	0	45
0:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	1	18	3	0	1	0	0	0	0	0	0	0	0	23	1	29	3	0	1	0	0	0	0	0	0	0	0	34
1:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	16	2	0	2	0	0	0	1	0	0	0	0	21	0	25	4	0	2	0	0	0	1	0	0	0	0	32
1:15	1	9	3	0	0	1	0	0	0	0	0	0	0	14	0	16	2	0	0	0	0	0	1	0	0	0	0	19	1	25	5	0	0	1	0	0	1	0	0	0	0	33
1:30	0	10	0	0	1	1	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	1	0	0	0	0	13	0	22	0	0	1	1	0	0	1	0	0	0	0	25
1:45	0	12	1	0	0	0	0	0	1	0	0	0	0	14	0	15	2	0	1	0	0	0	1	0	0	0	0	19	0	27	3	0	1	0	0	0	2	0	0	0	0	33
2:00	0	10	0	0	0	1	0	0	3	0	0	0	0	14	0	11	3	0	0	0	0	0	0	0	0	0	0	14	0	21	3	0	0	1	0	0	3	0	0	0	0	28
2:15	0	7	0	0	0	0	0	0	4	0	0	0	0	11	0	10	4	1	0	0	0	0	1	1	0	0	0	17	0	17	4	1	0	0	0	0	5	1	0	0	0	28
2:30	0	7	3	0	0	0	0	0	1	0	0	0	0	11	0	8	1	0	0	0	0	0	2	1	0	0	0	12	0	15	4	0	0	0	0	0	3	1	0	0	0	23
2:45	1	15	3	0	0	0	0	0	1	0	0	0	0	20	0	14	1	0	0	0	0	0	0	0	0	0	0	15	1	29	4	0	0	0	0	0	1	0	0	0	0	35
3:00	0	11	2	0	0	1	0	1	0	0	0	0	0	15	0	7	1	0	0	0	0	0	3	0	0	0	0	11	0	18	3	0	0	1	0	1	3	0	0	0	0	26
3:15	0	12	3	0	1	0	0	0	1	0	0	0	0	17	0	16	3	0	2	1	0	0	0	0	0	1	0	23	0	28	6	0	3	1	0	0	1	0	0	1	0	40
3:30	0	13	3	0	1	0	0	0	1	0	0	0	0	18	0	11	1	0	0	1	0	0	1	0	0	0	0	14	0	24	4	0	1	1	0	0	2	0	0	0	0	32
3:45	0	17	4	0	2	0	0	0	2	0	0	0	0	25	0	13	3	0	1	0	0	0	0	0	0	0	0	17	0	30	7	0	3	0	0	0	2	0	0	0	0	42
4:00	1	9	3	0	1	0	0	0	3	0	0	0	0	17	0	13	5	0	2	0	0	0	0	0	0	0	0	20	1	22	8	0	3	0	0	0	3	0	0	0	0	37
4:15	0	26	4	0	5	0	0	1	1	0	0	0	0	37	0	19	3	0	0	1	0	0	2	0	0	0	0	25	0	45	7	0	5	1	0	1	3	0	0	0	0	62
4:30	1	18	6	0	0	0	0	0	1	0	0	0	0	26	0	32	4	0	0	0	0	0	0	0	0	1	0	37	1	50	10	0	0	0	0	0	1	0	0	1	0	63
4:45	0	28	6	2	2	1	0	0	2	0	0	0	0	41	0	29	2	1	1	0	0	0	1	0	0	0	0	34	0	57	8	3	3	1	0	0	3	0	0	0	0	75
5:00	0	29	14	1	2	0	0	0	3	0	0	0	0	49	0	22	12	0	1	1	0	0	0	0	0	1	0	37	0	51	26	1	3	1	0	0	3	0	0	1	0	86
5:15	0	54	7	2	1	0	0	0	2	0	0	0	0	66	0	43	8	1	1	0	0	0	1	0	0	0	0	54	0	97	15	3	2	0	0	0	3	0	0	0	0	120
5:30	0	54	14	2	2	0	0	0	2	0	0	0	0	74	0	42	20	1	3	0	0	0	0	0	0	0	0	66	0	96	34	3	5	0	0	0	2	0	0	0	0	140
5:45	0	51	14	1	1	0	0	0	1	0	0	0	0	68	0	68	14	3	0	0	0	0	0	0	0	0	0	85	0	119	28	4	1	0	0	0	1	0	0	0	0	153
6:00	1	67	14	1	9	0	0	0	1	0	0	0	0	93	0	53	8	3	1	0	0	0	1	0	0	0	0	66	1	120	22	4	10	0	0	0	2	0	0	0	0	159
6:15	0	56	15	3	4	1	0	0	1	1	0	0	0	81	0	75	18	2	1	3	0	1	2	0	0	0	0	102	0	131	33	5	5	4	0	1	3	1	0	0	0	183
6:30	0	71	20	1	6	0	0	0	0	0	0	0	0	98	0	91	9	2	1	1	0	0	1	1	0	0	0	106	0	162	29	3	7	1	0	0	1	1	0	0	0	204
6:45	0	71	25	4	5	1	0	1	2	1	0	0	0	110	0	120	20	2	4	0	0	0	2	0	0	0	0	148	0	191	45	6	9	1	0	1	4	1	0	0	0	258
7:00	0	87	23	1	8	1	0	0	4	0	0	0	0	124	0	134	25	4	0	0	0	0	4	0	0	0	0	167	0	221	48	5	8	1	0	0	8	0	0	0	0	291
7:15	0	136	37	3	2	0	0	0	2	0	0	0	0	180	1	178	35	3	1	1	0	0	2	0	0	0	0	221	1	314	72	6	3	1	0	0	4	0	0	0	0	401
7:30	1	182	38	2	11	1	0	1	0	0	0	0	0	236	0	237	32	4	3	2	0	0	0	0	0	0	0	278	1	419	70	6	14	3	0	1	0	0	0	0	0	514
7:45	0	216	24	2	1	0	0	0	0	0	0	0	0	243	2	271	28	4	8	2	0	1	0	0	0	0	0	316	2	487	52	6	9	2	0	1	0	0	0	0	0	559
8:00	0	192	27	6	4	0	0	1	1	0	0	0	0	231	0	291	33	3	3	1	0	0	0	0	0	0	0	331	0	483	60	9	7	1	0	1	1	0	0	0	0	562
8:15	0	204	25	1	7	0	0	1	4	0	0	0	0	242	0	215	36	3	2	0	0	0	0	1	0	0	0	257	0	419	61	4	9	0	0	1	4	1	0	0	0	499
8:30	0	151	41	2	2	1	0	0	0	0	0	0	0	197	1	164	37	2	2	1	0	0	2	0	0	0	0	209	1	315	78	4	4	2	0	0	2	0	0	0	0	406
8:45	0	123	25	3	2	1	0	0	2	0	0	0	0	156	0	170	24	2	3	0	0	0	1	1	0	0	0	201	0	293	49	5	5	1	0	0	3	1	0	0	0	357
9:00	0	101	28	1	4	0	0	0	2	0	0	0	0	136	1	133	23	1	1	1	0	0	2	2	0	0	0	164	1	234	51	2	5	1	0	0	4	2	0	0	0	300
9:15	2	94	25	2	7	1	0	0	1	0	0	0	0	132	0	157	29	2	3	0	0	0	5	0	0	0	0	196	2	251	54	4	10	1	0	0	6	0	0	0	0	328
9:30	1	116	20	2	5	1	0	0	1	0	0	0	0	146	0	130	39	2	3	1	0	0	0	0	0	0	0	175	1	246	59	4	8	2	0	0	1	0	0	0	0	321
9:45	0	104	23	2	4	1	0	0	2	0	0	0	0	136	0	158	32	2	6	1	0	1	3	0	0	0	0	203	0	262	55	4	10	2	0	1	5	0	0	0	0	339
10:00	0	129	26	2	7	0	0	0	1	1	0	0	0	166	1	168	28	2	3	0	0	0	0	0	0	0	0	202	1	297	54	4	10	0	0	0	1	1	0	0	0	368
10:15	0	115	30	1	2	1	0	0	1	0	0	0	0	150	1	172	37	1	9	0	0	1	4	2	0	0	0	227	1	287	67	2	11	1	0	1	5	2	0	0	0	377
10:30	1	129	22	1	8	0	0	1	3	2	0	0	0	167	1	184	31	2	6	1	0	0	7	4	0	0	0	236	2	313	53	3	14	1	0	1	10	6	0	0	0	403
10:45	1	117	25	2	4	0	0	0	3	0	0	0	0	152	0	184	21	2	9	1	0	0	3	1	0	0	0	221	1	301	46	4	13	1	0	0	6	1	0	0	0	373
11:00	1	151	27	0	5	0	0	0	3	0	0	0	0	187	1	173	37	2	9	0	0	0	6	0	0	0	0	228	2	324	64	2	14	0	0	0	9	0	0	0	0	415
11:15	0	133	25	4	4	2	0	0	1	0	0	0	0	169	1	201	25	1	3	0	0	0	2	1	0	0	0	234	1	334	50	5	7	2	0	0	3	1	0	0	0	403
11:30	0	139	24	3	6	0	0	0	3	0	0	0	0	175	0	177	34	2	1	1	0	0	0	2	0	0	0	217	0	316	58	5	7	1	0	0	3	2	0	0	0	392
11:45	1	133	27	1	4	0	0	0	0	0	0	0	0	166	1	150	39	2	9	1	0	0	2	0	0	0	0	204	2	283	66	3	13	1	0	0	2	0	0	0	0	370

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E 4th St & Eagle St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_024

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	142	36	2	4	0	0	0	2	0	0	0	0	186	0	211	35	0	6	2	0	0	1	0	0	0	0	255	0	353	71	2	10	2	0	0	3	0	0	0	0	441
12:15	0	150	23	1	4	0	0	0	4	0	0	0	0	182	0	203	36	3	7	1	0	0	2	1	0	0	0	253	0	353	59	4	11	1	0	0	6	1	0	0	0	435
12:30	0	164	28	3	4	1	0	0	2	0	0	0	0	202	2	213	37	2	5	1	0	2	1	0	0	0	0	263	2	377	65	5	9	2	0	2	3	0	0	0	0	465
12:45	0	147	25	3	3	0	0	0	0	0	0	0	0	178	2	186	32	1	6	0	0	1	4	1	0	0	0	233	2	333	57	4	9	0	0	1	4	1	0	0	0	411
13:00	0	184	36	2	7	0	0	1	1	0	0	0	0	231	1	184	35	1	4	2	0	2	3	1	0	0	0	233	1	368	71	3	11	2	0	3	4	1	0	0	0	464
13:15	2	172	28	3	6	0	0	1	2	0	0	0	0	214	0	174	25	1	11	0	0	0	0	0	0	0	0	211	2	346	53	4	17	0	0	1	2	0	0	0	0	425
13:30	3	186	34	3	2	0	0	0	1	0	0	0	0	229	3	195	33	2	5	0	0	0	3	0	0	0	0	241	6	381	67	5	7	0	0	0	4	0	0	0	0	470
13:45	0	142	25	2	3	0	0	0	3	0	0	0	0	175	1	187	30	3	5	0	0	0	1	0	0	0	0	227	1	329	55	5	8	0	0	0	4	0	0	0	0	402
14:00	2	175	33	3	9	0	0	0	2	0	0	0	0	224	0	169	41	3	5	2	0	0	5	0	0	0	0	225	2	344	74	6	14	2	0	0	7	0	0	0	0	449
14:15	0	155	30	3	3	0	0	0	0	0	0	0	0	191	1	203	36	5	3	0	0	0	2	0	0	0	0	250	1	358	66	8	6	0	0	0	2	0	0	0	0	441
14:30	1	218	28	3	4	0	0	1	5	0	0	0	0	260	0	182	41	2	4	1	0	0	0	0	0	0	0	230	1	400	69	5	8	1	0	1	5	0	0	0	0	490
14:45	1	144	32	1	2	1	0	0	0	0	0	0	0	181	2	170	30	0	6	1	0	0	3	1	0	0	0	213	3	314	62	1	8	2	0	0	3	1	0	0	0	394
15:00	2	167	31	1	3	0	0	0	2	0	0	0	0	206	0	201	42	4	2	0	0	1	4	0	0	1	0	255	2	368	73	5	5	0	0	1	6	0	0	1	0	461
15:15	0	210	41	4	0	0	0	0	1	0	0	0	0	256	1	208	39	2	5	0	0	0	5	0	0	0	0	260	1	418	80	6	5	0	0	0	6	0	0	0	0	516
15:30	0	244	32	4	1	1	0	0	0	0	0	0	0	282	0	198	30	2	3	0	0	0	2	0	0	0	0	235	0	442	62	6	4	1	0	0	2	0	0	0	0	517
15:45	0	199	29	1	3	1	0	0	3	0	0	0	0	236	2	184	28	2	2	0	0	1	0	0	0	0	0	219	2	383	57	3	5	1	0	1	3	0	0	0	0	455
16:00	1	203	42	2	3	2	0	0	2	0	0	0	0	255	0	186	34	4	4	1	0	1	2	0	0	0	0	232	1	389	76	6	7	3	0	1	4	0	0	0	0	487
16:15	2	212	47	1	3	0	0	1	1	0	0	0	0	267	1	195	37	2	6	0	0	0	2	0	0	0	0	243	3	407	84	3	9	0	0	1	3	0	0	0	0	510
16:30	1	192	33	1	3	0	0	0	0	0	0	0	0	230	0	187	21	3	4	1	0	0	6	0	0	0	0	222	1	379	54	4	7	1	0	0	6	0	0	0	0	452
16:45	2	218	32	3	2	1	0	0	0	0	0	0	0	258	0	166	40	1	0	1	0	0	4	1	0	0	0	213	2	384	72	4	2	2	0	0	4	1	0	0	0	471
17:00	2	239	37	1	0	0	0	0	3	0	0	0	0	282	0	158	30	3	1	1	0	0	2	0	0	0	0	195	2	397	67	4	1	1	0	0	5	0	0	0	0	477
17:15	1	238	28	3	1	0	0	0	0	0	0	0	0	271	0	171	38	1	4	2	0	1	2	0	0	0	0	219	1	409	66	4	5	2	0	1	2	0	0	0	0	490
17:30	0	183	25	1	0	1	0	0	1	0	0	0	0	211	1	209	29	3	0	4	0	0	2	0	0	0	0	248	1	392	54	4	0	5	0	0	3	0	0	0	0	459
17:45	0	195	31	2	3	0	0	0	0	0	0	0	0	231	2	178	41	1	5	1	0	0	1	0	0	0	0	229	2	373	72	3	8	1	0	0	1	0	0	0	0	460
18:00	0	201	33	0	1	0	0	0	1	0	0	0	0	236	0	217	30	1	2	1	0	0	4	0	0	0	0	255	0	418	63	1	3	1	0	0	5	0	0	0	0	491
18:15	1	169	23	3	1	0	0	0	1	0	0	0	0	198	0	151	37	2	2	1	0	0	3	0	0	0	0	196	1	320	60	5	3	1	0	0	4	0	0	0	0	394
18:30	1	140	22	1	1	0	0	0	1	0	0	0	0	166	1	191	25	2	5	0	0	0	3	0	0	0	0	227	2	331	47	3	6	0	0	0	4	0	0	0	0	393
18:45	1	144	25	1	0	0	0	0	2	0	0	0	0	173	0	179	18	0	4	1	0	0	2	0	0	0	0	204	1	323	43	1	4	1	0	0	4	0	0	0	0	377
19:00	2	137	24	2	0	2	0	0	4	0	0	0	0	171	0	135	20	1	1	0	0	0	2	0	0	0	0	159	2	272	44	3	1	2	0	0	6	0	0	0	0	330
19:15	3	109	15	1	1	1	0	0	0	0	0	0	0	130	0	135	16	1	2	2	0	0	1	0	0	0	0	157	3	244	31	2	3	3	0	0	1	0	0	0	0	287
19:30	0	104	17	1	0	0	0	0	1	0	0	0	0	123	0	113	13	1	3	0	0	0	1	0	0	0	0	131	0	217	30	2	3	0	0	0	2	0	0	0	0	254
19:45	0	98	16	1	0	0	0	0	2	0	0	0	0	117	0	105	21	1	2	0	0	0	1	0	0	0	0	130	0	203	37	2	2	0	0	0	3	0	0	0	0	247
20:00	1	108	16	1	1	0	0	0	1	0	0	0	0	128	0	135	12	1	0	0	0	0	0	0	0	0	0	148	1	243	28	2	1	0	0	0	1	0	0	0	0	276
20:15	0	85	14	1	0	0	0	0	4	0	0	0	0	104	0	105	19	1	0	0	0	0	0	0	0	0	0	125	0	190	33	2	0	0	0	0	4	0	0	0	0	229
20:30	0	91	13	0	1	0	0	0	1	0	0	0	0	106	0	97	14	2	2	0	0	0	0	0	0	0	0	115	0	188	27	2	3	0	0	0	1	0	0	0	0	221
20:45	0	81	9	1	0	0	0	0	0	0	0	0	0	91	0	94	6	0	1	0	0	0	1	0	0	0	0	102	0	175	15	1	1	0	0	0	1	0	0	0	0	193
21:00	1	81	13	0	0	0	0	0	1	0	0	0	0	96	0	93	7	2	1	0	0	0	0	0	0	0	0	103	1	174	20	2	1	0	0	0	1	0	0	0	0	199
21:15	0	67	10	1	1	0	0	0	3	0	0	0	0	82	0	80	14	0	0	0	0	0	0	0	0	0	0	94	0	147	24	1	1	0	0	0	3	0	0	0	0	176
21:30	0	76	12	0	0	0	0	0	0	0	0	0	0	88	0	76	7	2	0	0	0	0	2	0	0	0	0	87	0	152	19	2	0	0	0	0	2	0	0	0	0	175
21:45	0	67	12	0	1	0	0	0	0	0	0	0	0	80	1	71	7	0	0	0	0	0	0	0	0	0	0	79	1	138	19	0	1	0	0	0	0	0	0	0	0	159
22:00	0	56	8	0	0	0	0	0	2	0	0	0	0	66	0	77	11	1	2	0	0	0	1	0	0	0	0	92	0	133	19	1	2	0	0	0	3	0	0	0	0	158
22:15	0	61	4	1	0	0	0	0	1	0	0	0	0	67	0	68	5	0	1	0	0	0	2	0	0	0	0	76	0	129	9	1	1	0	0	0	3	0	0	0	0	143
22:30	0	43	5	0	1	0	0	0	0	0	0	0	0	49	0	45	7	1	0	0	0	0	0	0	0	0	0	53	0	88	12	1	1	0	0	0	0	0	0	0	0	102
22:45	0	30	8	1	1	0	0	0	1	0	0	0	0	41	0	58	6	0	2	0	0	0	2	0	0	0	0	68	0	88	14	1	3	0	0	0	3	0	0	0	0	109
23:00	0	34	6	0	0	0	0	0	1	0	0	0	0	41	1	49	4	0	0	0	0	0	2	0	0	0	0	56	1	83	10	0	0	0	0	0	3	0	0	0	0	97
23:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37	1	38	1	1	0	0	0	0	1	0	0	0	0	42	1	72	4	1	0	0	0	0	1	0	0	0	0	79
23:30	0	28	0	0	1	0	0	0	1	0	0	0	0	30	0	23	2	0	1	0	0	0	2	0	0	0	0	28	0	51	2	0	2	0	0	0	3	0	0	0	0	58
23:45	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	52	1	0	0	0	0	0	0	0	0	0	0	53
Totals	43	10,024	1,794	127	224	29	0	11	132	5	0	0	0	12,389	35	11,368	1,903	133	240	48	0	13	151	22	0	4	0	13,917	78	21,392	3,697	260	464	77	0	24	283	27	0	4	0	26,306
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%				100%	0%	82%	14%	1%	2%	0%		0%	1%	0%		0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%		0%		100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet E 4th St & Eagle St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_024

DAILY TOTALS	NB	SB	EB	WB	Total
	12,389	13,917	0	0	26,306

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	22	26			48	12:00	186	255			441
0:15	18	24			42	12:15	182	253			435
0:30	19	26			45	12:30	202	263			465
0:45	11	23			34	12:45	178	233			411
1:00	11	21			32	13:00	231	233			464
1:15	14	19			33	13:15	214	211			425
1:30	12	13			25	13:30	229	241			470
1:45	14	19			33	13:45	175	227			402
2:00	14	14			28	14:00	224	225			449
2:15	11	17			28	14:15	191	250			441
2:30	11	12			23	14:30	260	230			490
2:45	20	15			35	14:45	181	213			394
3:00	15	11			26	15:00	206	255			461
3:15	17	23			40	15:15	256	260			516
3:30	18	14			32	15:30	282	235			517
3:45	25	17			42	15:45	236	219			455
4:00	17	20			37	16:00	255	232			487
4:15	37	25			62	16:15	267	243			510
4:30	26	37			63	16:30	230	222			452
4:45	41	34			75	16:45	258	213			471
5:00	49	37			86	17:00	282	195			477
5:15	66	54			120	17:15	271	219			490
5:30	74	66			140	17:30	211	248			459
5:45	68	85			153	17:45	231	229			460
6:00	93	66			159	18:00	236	255			491
6:15	81	102			183	18:15	198	196			394
6:30	98	106			204	18:30	166	227			393
6:45	110	148			258	18:45	173	204			377
7:00	124	167			291	19:00	171	159			330
7:15	180	221			401	19:15	130	157			287
7:30	236	278			514	19:30	123	131			254
7:45	243	316			559	19:45	117	130			247
8:00	231	331			562	20:00	128	148			276
8:15	242	257			499	20:15	104	125			229
8:30	197	209			406	20:30	106	115			221
8:45	156	201			357	20:45	91	102			193
9:00	136	164			300	21:00	96	103			199
9:15	132	196			328	21:15	82	94			176
9:30	146	175			321	21:30	88	87			175
9:45	136	203			339	21:45	80	79			159
10:00	166	202			368	22:00	66	92			158
10:15	150	227			377	22:15	67	76			143
10:30	167	236			403	22:30	49	53			102
10:45	152	221			373	22:45	41	68			109
11:00	187	228			415	23:00	41	56			97
11:15	169	234			403	23:15	37	42			79
11:30	175	217			392	23:30	30	28			58
11:45	166	204			370	23:45	28	25			53
TOTALS	4503	5561	0	0	10064	TOTALS	7886	8356	0	0	16242
SPLIT %	45%	55%	0%	0%	38%	SPLIT %	49%	51%	0%	0%	62%

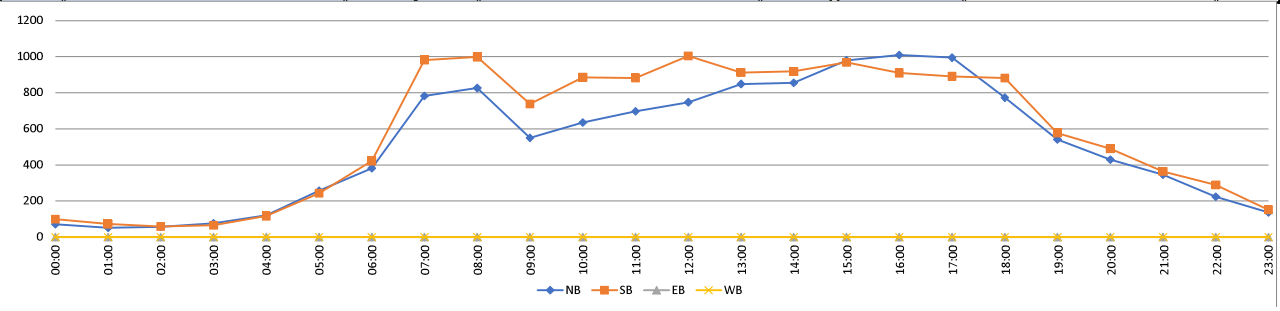
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	70	99			169
01:00	02:00	51	72			123
02:00	03:00	56	58			114
03:00	04:00	75	65			140
04:00	05:00	121	116			237
05:00	06:00	257	242			499
06:00	07:00	382	422			804
07:00	08:00	783	982			1765
08:00	09:00	826	998			1824
09:00	10:00	550	738			1288
10:00	11:00	635	886			1521
11:00	12:00	697	883			1580
12:00	13:00	748	1004			1752
13:00	14:00	849	912			1761
14:00	15:00	856	918			1774
15:00	16:00	980	969			1949
16:00	17:00	1010	910			1920
17:00	18:00	995	891			1886
18:00	19:00	773	882			1655
19:00	20:00	541	577			1118
20:00	21:00	429	490			919
21:00	22:00	346	363			709
22:00	23:00	223	289			512
23:00	00:00	136	151			287

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4503	5561			10064
Peak Hour	7:30	7:30			7:30
Peak Volume	952	1182			2134
Peak Hour Factor	0.979	0.893			0.949
Peak Period	12:00	to	00:00		
Volume	7886	8356			16242
Peak Hour	16:30	12:00			15:15
Peak Volume	1041	1004			1975
Peak Hour Factor	0.923	0.954			0.955
Peak Period	07:00	to	09:00		
Volume	1609	1980			3589
Peak Hour	7:30	7:30			7:30
Peak Volume	952	1182			2134
Peak Hour Factor	0.979	0.893			0.949
Peak Period	16:00	to	18:00		
Volume	2005	1801			3806
Peak Hour	16:30	16:00			16:00
Peak Volume	1041	910			1920
Peak Hour Factor	0.923	0.936			0.941



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Eagle St & E 6th St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_025

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	62	10	0	1	0	0	0	2	0	0	0	0	75	0	83	11	0	1	0	0	0	0	0	0	0	0	95	0	145	21	0	2	0	0	0	2	0	0	0	0	170
1:00	2	42	3	0	1	2	0	0	0	0	0	0	0	50	0	53	9	2	1	0	0	0	3	1	0	0	0	69	2	95	12	2	2	2	0	0	3	1	0	0	0	119
2:00	0	37	5	0	0	1	0	0	7	2	0	0	0	52	0	42	8	1	0	0	0	0	3	2	0	0	0	56	0	79	13	1	0	1	0	0	10	4	0	0	0	108
3:00	0	48	12	0	4	1	0	1	4	0	0	0	0	70	0	56	6	0	3	2	0	0	4	0	0	1	0	72	0	104	18	0	7	3	0	1	8	0	0	1	0	142
4:00	2	79	14	2	7	1	0	1	7	0	0	0	0	113	1	90	17	1	3	0	0	0	3	0	1	0	0	116	3	169	31	3	10	1	0	1	10	0	1	0	0	229
5:00	0	181	45	5	9	0	0	1	7	0	0	0	0	248	0	188	63	5	1	1	0	0	1	0	1	0	0	260	0	369	108	10	10	1	0	1	8	0	1	0	0	508
6:00	1	266	76	9	22	2	0	1	5	1	0	0	0	383	0	314	63	9	4	3	0	1	5	1	0	0	0	400	1	580	139	18	26	5	0	2	10	2	0	0	0	783
7:00	1	596	127	12	15	2	0	2	7	0	0	0	0	762	2	748	121	16	14	0	0	1	8	0	0	0	0	910	3	1344	248	28	29	2	0	3	15	0	0	0	0	1672
8:00	0	647	119	9	13	3	0	3	6	0	0	0	0	800	1	804	129	9	11	1	0	0	6	0	0	0	0	961	1	1451	248	18	24	4	0	3	12	0	0	0	0	1761
9:00	3	391	92	7	18	3	0	0	6	0	0	0	0	520	2	591	126	7	13	3	0	0	10	2	0	0	0	754	5	982	218	14	31	6	0	0	16	2	0	0	0	1274
10:00	2	477	106	6	19	2	0	1	7	1	0	0	0	621	4	705	113	7	23	2	0	1	18	5	0	0	0	878	6	1182	219	13	42	4	0	2	25	6	0	0	0	1499
11:00	2	541	98	7	17	3	0	0	7	0	0	0	0	675	3	698	130	6	19	2	0	1	11	2	0	0	0	872	5	1239	228	13	36	5	0	1	18	2	0	0	0	1547
12:00	1	586	99	8	15	1	0	2	7	0	0	0	0	719	4	807	139	6	21	2	0	2	13	0	0	0	0	994	5	1393	238	14	36	3	0	4	20	0	0	0	0	1713
13:00	3	655	112	6	15	0	0	0	7	0	0	0	0	798	5	741	117	11	28	2	0	0	6	1	0	0	0	911	8	1396	229	17	43	2	0	0	13	1	0	0	0	1709
14:00	4	669	121	9	19	0	0	1	7	0	0	0	0	830	4	754	135	11	18	3	0	0	11	1	0	0	0	937	8	1423	256	20	37	3	0	1	18	1	0	0	0	1767
15:00	3	794	132	11	6	2	0	0	5	0	0	0	0	953	5	819	148	10	14	1	0	1	11	0	0	1	0	1010	8	1613	280	21	20	3	0	1	16	0	0	1	0	1963
16:00	2	789	152	7	10	3	0	0	3	0	0	0	0	966	0	751	131	10	13	3	0	1	13	2	0	0	0	924	2	1540	283	17	23	6	0	1	16	2	0	0	0	1890
17:00	3	815	115	7	4	0	0	0	4	0	0	0	0	948	5	753	143	8	6	7	0	2	5	2	0	0	0	931	8	1568	258	15	10	7	0	2	9	2	0	0	0	1879
18:00	4	647	101	4	4	0	0	0	5	0	0	0	0	765	2	709	119	5	4	3	0	0	10	0	0	0	0	852	6	1356	220	9	8	3	0	0	15	0	0	0	0	1617
19:00	3	443	66	5	0	2	0	0	7	1	0	0	0	527	0	471	81	5	2	2	0	0	5	1	0	0	0	567	3	914	147	10	2	4	0	0	12	2	0	0	0	1094
20:00	1	344	45	3	1	0	0	0	6	0	0	0	0	400	0	414	52	4	1	0	0	0	1	0	0	0	0	472	1	758	97	7	2	0	0	0	7	0	0	0	0	872
21:00	1	283	41	1	3	0	0	0	5	0	0	0	0	334	1	314	42	4	1	0	0	0	2	0	0	0	0	364	2	597	83	5	4	0	0	0	7	0	0	0	0	698
22:00	0	189	21	2	2	0	0	0	3	0	0	0	0	217	1	229	36	2	1	0	0	1	4	0	0	0	0	274	1	418	57	4	3	0	0	1	7	0	0	0	0	491
23:00	0	122	10	0	1	1	0	0	2	0	0	0	0	136	1	128	9	1	1	0	0	0	5	0	0	0	0	145	1	250	19	1	2	1	0	0	7	0	0	0	0	281
Totals	38	9,703	1,722	120	206	29	0	13	126	5	0	0	0	11,962	41	11,262	1,948	140	203	37	0	11	158	20	2	2	0	13,824	79	20,965	3,670	260	409	66	0	24	284	25	2	2	0	25,786
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%				100%	0%	81%	14%	1%	1%	0%		0%	1%	0%	0%	0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



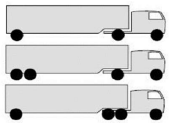
#5 2-Axle, 6-Tire Single Units



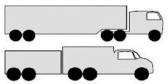
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	13	3367	707	57	126	20	0	10	65	4	0	0	0	4369	13	4372	796	63	93	14	0	4	72	13	2	1	0	5443	26	7739	1503	120	219	34	0	14	137	17	2	1	0	9812
%	0%	28%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	37%	0%	32%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	39%	0%	30%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	38%
Peak Hour	8:45	7:30	7:15	6:45	6:00	6:15	0:00	7:30	6:30	1:30	0:00	0:00	0:00	7:30	9:45	7:30	11:45	7:00	10:15	11:45	0:00	5:30	10:15	10:15	4:15	2:30	0:00	7:30	10:15	7:30	7:15	7:00	10:15	6:15	0:00	7:30	10:15	10:00	4:15	2:30	0:00	7:30
Peak Volume	3	765	135	13	22	4	0	5	9	2	0	0	0	926	4	909	139	16	29	4	0	1	22	6	2	1	0	1077	7	1674	270	28	45	7	0	6	31	6	2	1	0	2003
12:00 - 24:00	25	6336	1015	63	80	9	0	3	61	1	0	0	0	7593	28	6890	1152	77	110	23	0	7	86	7	0	1	0	8381	53	13226	2167	140	190	32	0	10	147	8	0	1	0	15974
%	0%	53%	8%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	63%	0%	50%	8%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	61%	0%	51%	8%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	62%
Peak Hour	13:15	16:30	15:45	15:15	13:30	15:15	12:00	12:00	13:45	18:30	12:00	12:00	12:00	16:15	12:45	15:00	14:30	13:45	13:00	17:00	12:00	12:00	12:15	15:45	12:00	14:15	12:00	15:00	13:15	15:15	14:30	13:45	13:15	16:45	12:00	12:00	12:15	15:45	12:00	14:15	12:00	15:00
Peak Volume	5	852	152	12	20	4	0	2	10	1	0	0	0	1009	6	819	150	14	28	7	0	2	15	2	0	1	0	1010	10	1616	285	23	47	7	0	4	21	2	0	1	0	1963
07:00 - 09:00	1	1243	246	21	28	5	0	5	13	0	0	0	0	1562	3	1552	250	25	25	1	0	1	14	0	0	0	0	1871	4	2795	496	46	53	6	0	6	27	0	0	0	0	3433
%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:15	7:15	7:30	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:00	7:15	7:15	7:00	7:00	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:00	7:30	8:00	7:00	7:30	7:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	1	765	135	13	17	3	0	5	7	0	0	0	0	926	2	909	135	16	17	1	0	1	8	0	0	0	0	1077	3	1674	270	28	34	4	0	6	15	0	0	0	0	2003
16:00 - 18:00	5	1604	267	14	14	3	0	0	7	0	0	0	0	1914	5	1504	274	18	19	10	0	3	18	4	0	0	0	1855	10	3108	541	32	33	13	0	3	25	4	0	0	0	3769
%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:30	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:15	17:00	17:00	16:45	16:00	16:00	17:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	17:00	17:00	16:45	16:00	16:00	16:00	16:45	16:00	16:30	16:15	16:00	16:00	16:00	16:00	16:15
Peak Volume	4	852	152	9	10	3	0	0	5	0	0	0	0	1009	5	753	144	10	13	7	0	2	13	2	0	0	0	931	8	1582	283	17	23	7	0	2	18	2	0	0	0	1912

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Eagle St & E 6th St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_025

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	19	5	0	1	0	0	0	0	0	0	0	0	25	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	41	7	0	1	0	0	0	0	0	0	0	0	49
0:15	0	14	3	0	0	0	0	0	1	0	0	0	0	18	0	19	2	0	1	0	0	0	0	0	0	0	0	22	0	33	5	0	1	0	0	0	1	0	0	0	0	40
0:30	0	17	2	0	0	0	0	0	1	0	0	0	0	20	0	21	4	0	0	0	0	0	0	0	0	0	0	25	0	38	6	0	0	0	0	0	1	0	0	0	0	45
0:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	21	3	0	0	0	0	0	0	0	0	0	0	24	0	33	3	0	0	0	0	0	0	0	0	0	0	36
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	0	16	2	0	1	0	0	0	0	0	0	0	0	19	0	26	2	0	1	0	0	0	0	0	0	0	0	29
1:15	2	9	3	0	0	1	0	0	0	0	0	0	0	15	0	15	3	0	0	0	0	0	2	0	0	0	0	20	2	24	6	0	0	1	0	0	2	0	0	0	0	35
1:30	0	11	0	0	1	1	0	0	0	0	0	0	0	13	0	10	1	0	0	0	0	1	0	0	0	0	0	12	0	21	1	0	1	1	0	0	1	0	0	0	0	25
1:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	12	3	2	0	0	0	0	0	1	0	0	0	18	0	24	3	2	0	0	0	0	0	1	0	0	0	30
2:00	0	9	0	0	0	1	0	0	3	0	0	0	0	13	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	18	3	0	0	1	0	0	3	0	0	0	0	25
2:15	0	7	1	0	0	0	0	0	2	2	0	0	0	12	0	10	1	1	0	0	0	0	1	1	0	0	0	14	0	17	2	1	0	0	0	0	3	3	0	0	0	26
2:30	0	8	2	0	0	0	0	0	1	0	0	0	0	11	0	9	3	0	0	0	0	0	1	1	0	0	0	14	0	17	5	0	0	0	0	0	2	1	0	0	0	25
2:45	0	13	2	0	0	0	0	0	1	0	0	0	0	16	0	14	1	0	0	0	0	0	1	0	0	0	0	16	0	27	3	0	0	0	0	0	2	0	0	0	0	32
3:00	0	11	2	0	0	1	0	1	0	0	0	0	0	15	0	6	1	0	0	0	0	0	3	0	0	0	0	10	0	17	3	0	0	1	0	1	3	0	0	0	0	25
3:15	0	11	3	0	1	0	0	0	1	0	0	0	0	16	0	19	2	0	2	1	0	0	0	0	0	1	0	25	0	30	5	0	3	1	0	0	1	0	0	1	0	41
3:30	0	11	4	0	2	0	0	0	1	0	0	0	0	18	0	14	1	0	0	1	0	0	1	0	0	0	0	17	0	25	5	0	2	1	0	0	2	0	0	0	0	35
3:45	0	15	3	0	1	0	0	0	2	0	0	0	0	21	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	32	5	0	2	0	0	0	2	0	0	0	0	41
4:00	1	9	3	0	0	0	0	0	3	0	0	0	0	16	0	12	5	0	2	0	0	0	0	0	0	0	0	19	1	21	8	0	2	0	0	0	3	0	0	0	0	35
4:15	0	26	3	0	5	0	0	0	2	0	0	0	0	36	1	19	6	0	0	0	0	0	2	0	0	0	0	28	1	45	9	0	5	0	0	0	4	0	0	0	0	64
4:30	1	17	3	0	0	0	0	0	1	0	0	0	0	22	0	35	4	0	0	0	0	0	0	0	1	0	0	40	1	52	7	0	0	0	0	0	1	0	1	0	0	62
4:45	0	27	5	2	2	1	0	1	1	0	0	0	0	39	0	24	2	1	1	0	0	0	1	0	0	0	0	29	0	51	7	3	3	1	0	1	2	0	0	0	0	68
5:00	0	26	14	1	3	0	0	1	2	0	0	0	0	47	0	26	12	0	0	1	0	0	0	0	1	0	0	40	0	52	26	1	3	1	0	1	2	0	1	0	0	87
5:15	0	49	7	2	2	0	0	0	2	0	0	0	0	62	0	43	7	1	1	0	0	0	1	0	0	0	0	53	0	92	14	3	3	0	0	0	3	0	0	0	0	115
5:30	0	57	12	1	3	0	0	0	2	0	0	0	0	75	0	50	28	1	0	0	0	0	0	0	0	0	0	79	0	107	40	2	3	0	0	0	2	0	0	0	0	154
5:45	0	49	12	1	1	0	0	0	1	0	0	0	0	64	0	69	16	3	0	0	0	0	0	0	0	0	0	88	0	118	28	4	1	0	0	0	1	0	0	0	0	152
6:00	1	70	13	1	9	0	0	0	1	0	0	0	0	95	0	49	12	3	0	0	0	0	0	1	0	0	0	65	1	119	25	4	9	0	0	0	1	1	0	0	0	160
6:15	0	53	19	4	4	1	0	0	1	1	0	0	0	83	0	63	22	2	1	2	0	1	1	0	0	0	0	92	0	116	41	6	5	3	0	1	2	1	0	0	0	175
6:30	0	63	20	0	6	0	0	0	0	0	0	0	0	89	0	88	12	2	1	1	0	0	2	0	0	0	0	106	0	151	32	2	7	1	0	0	2	0	0	0	0	195
6:45	0	80	24	4	3	1	0	1	3	0	0	0	0	116	0	114	17	2	2	0	0	0	2	0	0	0	0	137	0	194	41	6	5	1	0	1	5	0	0	0	0	253
7:00	0	82	22	2	5	2	0	0	4	0	0	0	0	117	0	128	22	4	1	0	0	0	3	0	0	0	0	158	0	210	44	6	6	2	0	0	7	0	0	0	0	275
7:15	0	132	38	5	2	0	0	0	2	0	0	0	0	179	1	173	41	3	2	0	0	0	2	0	0	0	0	222	1	305	79	8	4	0	0	0	4	0	0	0	0	401
7:30	1	171	42	2	7	0	0	1	0	0	0	0	0	224	0	202	32	4	4	0	0	0	1	0	0	0	0	243	1	373	74	6	11	0	0	1	1	0	0	0	0	467
7:45	0	211	25	3	1	0	0	1	1	0	0	0	0	242	1	245	26	5	7	0	0	1	2	0	0	0	0	287	1	456	51	8	8	0	0	2	3	0	0	0	0	529
8:00	0	186	30	3	3	1	0	1	0	0	0	0	0	224	0	243	36	3	4	1	0	0	1	0	0	0	0	288	0	429	66	6	7	2	0	1	1	0	0	0	0	512
8:15	0	197	26	1	6	0	0	2	4	0	0	0	0	236	0	219	34	3	2	0	0	0	1	0	0	0	0	259	0	416	60	4	8	0	0	2	5	0	0	0	0	495
8:30	0	139	36	2	2	1	0	0	0	0	0	0	0	180	1	170	34	1	2	0	0	0	2	0	0	0	0	210	1	309	70	3	4	1	0	0	2	0	0	0	0	390
8:45	0	125	27	3	2	1	0	0	2	0	0	0	0	160	0	172	25	2	3	0	0	0	2	0	0	0	0	204	0	297	52	5	5	1	0	0	4	0	0	0	0	364
9:00	0	94	26	1	4	0	0	0	2	0	0	0	0	127	2	131	26	1	1	1	0	0	3	0	0	0	0	165	2	225	52	2	5	1	0	0	5	0	0	0	0	292
9:15	2	92	23	2	8	1	0	0	1	0	0	0	0	129	0	165	29	1	1	1	0	0	3	1	0	0	0	201	2	257	52	3	9	2	0	0	4	1	0	0	0	330
9:30	1	100	22	2	3	1	0	0	1	0	0	0	0	130	0	137	41	3	3	1	0	0	1	1	0	0	0	187	1	237	63	5	6	2	0	0	2	1	0	0	0	317
9:45	0	105	21	2	3	1	0	0	2	0	0	0	0	134	0	158	30	2	8	0	0	0	3	0	0	0	0	201	0	263	51	4	11	1	0	0	5	0	0	0	0	335
10:00	0	128	25	2	7	0	0	0	1	1	0	0	0	164	1	170	27	2	2	1	0	1	1	0	0	0	0	205	1	298	52	4	9	1	0	1	2	1	0	0	0	369
10:15	0	110	32	1	2	1	0	0	1	0	0	0	0	147	1	166	34	1	9	0	0	0	5	1	0	0	0	217	1	276	66	2	11	1	0	0	6	1	0	0	0	364
10:30	1	119	24	1	8	1	0	1	3	0	0	0	0	158	2	180	32	1	4	1	0	0	7	3	0	0	0	230	3	299	56	2	12	2	0	1	10	3	0	0	0	388
10:45	1	120	25	2	2	0	0	0	2	0	0	0	0	152	0	189	20	3	8	0	0	0	5	1	0	0	0	226	1	309	45	5	10	0	0	0	7	1	0	0	0	378
11:00	1	143	26	0	4	0	0	0	3	0	0	0	0	177	1	180	42	1	8	0	0	0	5	1	0	0	0	238	2	323	68	1	12	0	0	0	8	1	0	0	0	415
11:15	0	129	24	3	4	2	0	0	1	0	0	0	0	163	1	188	26	2	2	0	0	0	3	0	0	0	0	222	1	317	50	5	6	2	0	0	4	0	0	0	0	385
11:30	0	125	22	3	5	1	0	0	3	0	0	0	0	159	0	187	33	1	0	0	0	0	1	1	0	0	0	223	0	312	55	4	5	1	0	0	4	1	0	0	0	382
11:45	1	144	26	1	4	0	0	0	0	0	0	0	0	176	1	143	29	2	9	2	0	1	2	0	0	0	0	189	2	287	55	3	13	2	0	1	2	0	0	0	0	365

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Eagle St & E 6th St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_025

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	134	29	2	4	0	0	0	2	0	0	0	0	171	0	222	34	1	5	1	0	0	2	0	0	0	0	265	0	356	63	3	9	1	0	0	4	0	0	0	0	436
12:15	0	164	20	1	4	0	0	1	3	0	0	0	0	193	0	193	35	3	8	0	0	0	3	0	0	0	0	242	0	357	55	4	12	0	0	1	6	0	0	0	0	435
12:30	1	141	27	3	3	1	0	0	2	0	0	0	0	178	2	201	41	1	4	1	0	0	3	0	0	0	0	253	3	342	68	4	7	2	0	0	5	0	0	0	0	431
12:45	0	147	23	2	4	0	0	1	0	0	0	0	0	177	2	191	29	1	4	0	0	2	5	0	0	0	0	234	2	338	52	3	8	0	0	3	5	0	0	0	0	411
13:00	0	167	33	1	5	0	0	0	1	0	0	0	0	207	1	175	36	4	7	2	0	0	4	0	0	0	0	229	1	342	69	5	12	2	0	0	5	0	0	0	0	436
13:15	3	187	35	2	3	0	0	0	2	0	0	0	0	232	0	174	25	2	10	0	0	0	0	0	0	0	0	211	3	361	60	4	13	0	0	0	2	0	0	0	0	443
13:30	0	165	23	2	5	0	0	0	1	0	0	0	0	196	3	203	33	2	6	0	0	0	2	1	0	0	0	250	3	368	56	4	11	0	0	0	3	1	0	0	0	446
13:45	0	136	21	1	2	0	0	0	3	0	0	0	0	163	1	189	23	3	5	0	0	0	0	0	0	0	0	221	1	325	44	4	7	0	0	0	3	0	0	0	0	384
14:00	2	172	31	2	9	0	0	0	2	0	0	0	0	218	1	170	38	3	7	1	0	0	6	0	0	0	0	226	3	342	69	5	16	1	0	0	8	0	0	0	0	444
14:15	0	168	31	3	4	0	0	0	0	0	0	0	0	206	1	192	32	5	4	0	0	0	2	0	0	0	0	236	1	360	63	8	8	0	0	0	2	0	0	0	0	442
14:30	1	179	24	3	3	0	0	1	5	0	0	0	0	216	0	205	36	3	2	1	0	0	0	0	0	0	0	247	1	384	60	6	5	1	0	1	5	0	0	0	0	463
14:45	1	150	35	1	3	0	0	0	0	0	0	0	0	190	2	187	29	0	5	1	0	0	3	1	0	0	0	228	3	337	64	1	8	1	0	0	3	1	0	0	0	418
15:00	2	163	36	1	2	0	0	0	1	0	0	0	0	205	0	210	45	4	4	0	0	1	4	0	0	1	0	269	2	373	81	5	6	0	0	1	5	0	0	1	0	474
15:15	0	207	40	4	0	0	0	0	1	0	0	0	0	252	2	211	40	2	5	0	0	0	5	0	0	0	0	265	2	418	80	6	5	0	0	0	6	0	0	0	0	517
15:30	0	231	28	4	1	1	0	0	0	0	0	0	0	265	0	207	31	1	2	1	0	0	2	0	0	0	0	244	0	438	59	5	3	2	0	0	2	0	0	0	0	509
15:45	1	193	28	2	3	1	0	0	3	0	0	0	0	231	3	191	32	3	3	0	0	0	0	0	0	0	0	232	4	384	60	5	6	1	0	0	3	0	0	0	0	463
16:00	1	187	43	2	3	2	0	0	1	0	0	0	0	239	0	189	30	4	2	1	0	1	2	0	0	0	0	229	1	376	73	6	5	3	0	1	3	0	0	0	0	468
16:15	0	198	48	1	3	0	0	0	2	0	0	0	0	252	0	190	37	2	6	0	0	0	1	1	0	0	0	237	0	388	85	3	9	0	0	0	3	1	0	0	0	489
16:30	1	201	33	1	3	0	0	0	0	0	0	0	0	239	0	197	24	3	5	1	0	0	5	1	0	0	0	236	1	398	57	4	8	1	0	0	5	1	0	0	0	475
16:45	0	203	28	3	1	1	0	0	0	0	0	0	0	236	0	175	40	1	0	1	0	0	5	0	0	0	0	222	0	378	68	4	1	2	0	0	5	0	0	0	0	458
17:00	2	238	38	1	0	0	0	0	3	0	0	0	0	282	0	175	27	2	1	1	0	0	2	0	0	0	0	208	2	413	65	3	1	1	0	0	5	0	0	0	0	490
17:15	1	210	21	3	2	0	0	0	0	0	0	0	0	237	0	172	42	1	3	1	0	2	1	1	0	0	0	223	1	382	63	4	5	1	0	2	1	1	0	0	0	460
17:30	0	188	26	2	0	0	0	0	1	0	0	0	0	217	1	221	35	4	0	3	0	0	1	1	0	0	0	266	1	409	61	6	0	3	0	0	2	1	0	0	0	483
17:45	0	179	30	1	2	0	0	0	0	0	0	0	0	212	4	185	39	1	2	2	0	0	1	0	0	0	0	234	4	364	69	2	4	2	0	0	1	0	0	0	0	446
18:00	1	194	33	1	1	0	0	0	2	0	0	0	0	232	0	207	33	1	1	1	0	0	4	0	0	0	0	247	1	401	66	2	2	1	0	0	6	0	0	0	0	479
18:15	1	168	22	2	1	0	0	0	0	0	0	0	0	194	1	147	37	2	2	1	0	0	3	0	0	0	0	193	2	315	59	4	3	1	0	0	3	0	0	0	0	387
18:30	1	143	22	1	1	0	0	0	1	0	0	0	0	169	1	170	28	2	1	0	0	0	2	0	0	0	0	204	2	313	50	3	2	0	0	0	3	0	0	0	0	373
18:45	1	142	24	0	1	0	0	0	2	0	0	0	0	170	0	185	21	0	0	1	0	0	1	0	0	0	0	208	1	327	45	0	1	1	0	0	3	0	0	0	0	378
19:00	2	137	24	2	0	2	0	0	4	0	0	0	0	171	0	133	28	1	0	0	0	0	2	1	0	0	0	165	2	270	52	3	0	2	0	0	6	1	0	0	0	336
19:15	1	106	12	1	0	0	0	0	0	1	0	0	0	121	0	127	16	1	0	2	0	0	1	0	0	0	0	147	1	233	28	2	0	2	0	0	1	1	0	0	0	268
19:30	0	109	16	1	0	0	0	0	1	0	0	0	0	127	0	112	14	2	1	0	0	0	1	0	0	0	0	130	0	221	30	3	1	0	0	0	2	0	0	0	0	257
19:45	0	91	14	1	0	0	0	0	2	0	0	0	0	108	0	99	23	1	1	0	0	0	1	0	0	0	0	125	0	190	37	2	1	0	0	0	3	0	0	0	0	233
20:00	0	101	13	1	0	0	0	0	1	0	0	0	0	116	0	134	14	1	1	0	0	0	0	0	0	0	0	150	0	235	27	2	1	0	0	0	1	0	0	0	0	266
20:15	0	84	10	1	0	0	0	0	4	0	0	0	0	99	0	91	16	1	0	0	0	0	0	0	0	0	0	108	0	175	26	2	0	0	0	0	4	0	0	0	0	207
20:30	1	85	12	0	1	0	0	0	1	0	0	0	0	100	0	106	16	2	0	0	0	0	0	0	0	0	0	124	1	191	28	2	1	0	0	0	1	0	0	0	0	224
20:45	0	74	10	1	0	0	0	0	0	0	0	0	0	85	0	83	6	0	0	0	0	0	1	0	0	0	0	90	0	157	16	1	0	0	0	0	1	0	0	0	0	175
21:00	1	77	10	0	0	0	0	0	1	0	0	0	0	89	0	91	10	2	1	0	0	0	0	0	0	0	0	104	1	168	20	2	1	0	0	0	1	0	0	0	0	193
21:15	0	68	8	1	2	0	0	0	3	0	0	0	0	82	0	77	16	0	0	0	0	0	0	0	0	0	0	93	0	145	24	1	2	0	0	0	3	0	0	0	0	175
21:30	0	69	12	0	0	0	0	0	0	0	0	0	0	81	0	78	9	2	0	0	0	0	2	0	0	0	0	91	0	147	21	2	0	0	0	0	2	0	0	0	0	172
21:45	0	69	11	0	1	0	0	0	1	0	0	0	0	82	1	68	7	0	0	0	0	0	0	0	0	0	0	76	1	137	18	0	1	0	0	0	1	0	0	0	0	158
22:00	0	57	7	0	0	0	0	0	1	0	0	0	0	65	0	68	15	1	0	0	0	0	1	0	0	0	0	85	0	125	22	1	0	0	0	0	2	0	0	0	0	150
22:15	0	59	3	1	0	0	0	0	1	0	0	0	0	64	0	67	5	0	0	0	0	0	2	0	0	0	0	74	0	126	8	1	0	0	0	0	3	0	0	0	0	138
22:30	0	45	4	0	1	0	0	0	0	0	0	0	0	50	1	38	7	1	0	0	0	0	0	0	0	0	0	47	1	83	11	1	1	0	0	0	0	0	0	0	0	97
22:45	0	28	7	1	1	0	0	0	1	0	0	0	0	38	0	56	9	0	1	0	0	1	1	0	0	0	0	68	0	84	16	1	2	0	0	1	2	0	0	0	0	106
23:00	0	36	6	0	0	0	0	0	1	0	0	0	0	43	1	49	5	0	0	0	0	0	2	0	0	0	0	57	1	85	11	0	0	0	0	0	3	0	0	0	0	100
23:15	0	33	3	0	0	0	0	0	0	0	0	0	0	36	0	29	2	1	0	0	0	0	1	0	0	0	0	33	0	62	5	1	0	0	0	0	1	0	0	0	0	69
23:30	0	27	0	0	1	1	0	0	1	0	0	0	0	30	0	27	2	0	1	0	0	0	2	0	0	0	0	32	0	54	2	0	2	1	0	0	3	0	0	0	0	62
23:45	0	26	1	0	0	0	0	0	0	0	0	0	0	27	0	23	0	0	0	0	0	0	0	0	0	0	0	23	0	49	1	0	0	0	0	0	0	0	0	0	0	50
Totals	38	9,703	1,722	120	206	29	0	13	126	5	0	0	0	11,962	41	11,262	1,948	140	203	37	0	11	158	20	2	2	0	13,824	79	20,965	3,670	260	409	66	0	24	284	25	2	2	0	25,786
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%				100%	0%	81%	14%	1%	1%	0%		0%	1%	0%	0%	0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Eagle St & E 6th St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_025

DAILY TOTALS	NB	SB	EB	WB	Total
	11,962	13,824	0	0	25,786

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	25	24			49	12:00	171	265			436
0:15	18	22			40	12:15	193	242			435
0:30	20	25			45	12:30	178	253			431
0:45	12	24			36	12:45	177	234			411
1:00	10	19			29	13:00	207	229			436
1:15	15	20			35	13:15	232	211			443
1:30	13	12			25	13:30	196	250			446
1:45	12	18			30	13:45	163	221			384
2:00	13	12			25	14:00	218	226			444
2:15	12	14			26	14:15	206	236			442
2:30	11	14			25	14:30	216	247			463
2:45	16	16			32	14:45	190	228			418
3:00	15	10			25	15:00	205	269			474
3:15	16	25			41	15:15	252	265			517
3:30	18	17			35	15:30	265	244			509
3:45	21	20			41	15:45	231	232			463
4:00	16	19			35	16:00	239	229			468
4:15	36	28			64	16:15	252	237			489
4:30	22	40			62	16:30	239	236			475
4:45	39	29			68	16:45	236	222			458
5:00	47	40			87	17:00	282	208			490
5:15	62	53			115	17:15	237	223			460
5:30	75	79			154	17:30	217	266			483
5:45	64	88			152	17:45	212	234			446
6:00	95	65			160	18:00	232	247			479
6:15	83	92			175	18:15	194	193			387
6:30	89	106			195	18:30	169	204			373
6:45	116	137			253	18:45	170	208			378
7:00	117	158			275	19:00	171	165			336
7:15	179	222			401	19:15	121	147			268
7:30	224	243			467	19:30	127	130			257
7:45	242	287			529	19:45	108	125			233
8:00	224	288			512	20:00	116	150			266
8:15	236	259			495	20:15	99	108			207
8:30	180	210			390	20:30	100	124			224
8:45	160	204			364	20:45	85	90			175
9:00	127	165			292	21:00	89	104			193
9:15	129	201			330	21:15	82	93			175
9:30	130	187			317	21:30	81	91			172
9:45	134	201			335	21:45	82	76			158
10:00	164	205			369	22:00	65	85			150
10:15	147	217			364	22:15	64	74			138
10:30	158	230			388	22:30	50	47			97
10:45	152	226			378	22:45	38	68			106
11:00	177	238			415	23:00	43	57			100
11:15	163	222			385	23:15	36	33			69
11:30	159	223			382	23:30	30	32			62
11:45	176	189			365	23:45	27	23			50
TOTALS	4369	5443	0	0	9812	TOTALS	7593	8381	0	0	15974
SPLIT %	45%	55%	0%	0%	38%	SPLIT %	48%	52%	0%	0%	62%

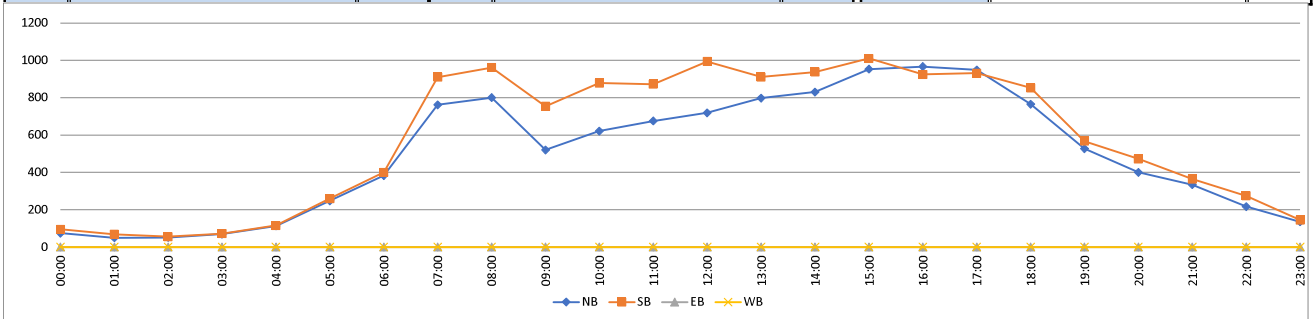
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	75	95			170
01:00	02:00	50	69			119
02:00	03:00	52	56			108
03:00	04:00	70	72			142
04:00	05:00	113	116			229
05:00	06:00	248	260			508
06:00	07:00	383	400			783
07:00	08:00	762	910			1672
08:00	09:00	800	961			1761
09:00	10:00	520	754			1274
10:00	11:00	621	878			1499
11:00	12:00	675	872			1547
12:00	13:00	719	994			1713
13:00	14:00	798	911			1709
14:00	15:00	830	937			1767
15:00	16:00	953	1010			1963
16:00	17:00	966	924			1890
17:00	18:00	948	931			1879
18:00	19:00	765	852			1617
19:00	20:00	527	567			1094
20:00	21:00	400	472			872
21:00	22:00	334	364			698
22:00	23:00	217	274			491
23:00	00:00	136	145			281

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4369	5443			9812
Peak Hour	7:30	7:30			7:30
Peak Volume	926	1077			2003
Peak Hour Factor	0.957	0.935			0.947
Peak Period	12:00	to	00:00		
Volume	7593	8381			15974
Peak Hour	16:15	15:00			15:00
Peak Volume	1009	1010			1963
Peak Hour Factor	0.895	0.939			0.949
Peak Period	07:00	to	09:00		
Volume	1562	1871			3433
Peak Hour	7:30	7:30			7:30
Peak Volume	926	1077			2003
Peak Hour Factor	0.957	0.935			0.947
Peak Period	16:00	to	18:00		
Volume	1914	1855			3769
Peak Hour	16:15	17:00			16:15
Peak Volume	1009	931			1912
Peak Hour Factor	0.895	0.875			0.976



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E 6th St & Hubbard St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_026

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	58	14	0	1	0	0	1	0	1	0	0	0	75	0	81	11	0	0	0	0	0	0	0	0	0	0	92	0	139	25	0	1	0	0	1	0	1	0	0	0	167
1:00	0	43	6	0	0	2	0	0	0	0	0	0	0	51	0	45	9	1	3	0	0	0	4	0	0	0	0	62	0	88	15	1	3	2	0	0	4	0	0	0	0	113
2:00	1	31	7	0	0	2	0	0	4	1	0	0	0	46	0	42	5	1	2	0	0	0	5	1	0	0	0	56	1	73	12	1	2	2	0	0	9	2	0	0	0	102
3:00	0	40	10	0	3	2	0	1	3	1	0	0	0	60	0	54	8	0	3	2	0	0	4	0	0	1	0	72	0	94	18	0	6	4	0	1	7	1	0	1	0	132
4:00	1	61	9	2	6	1	0	0	3	2	1	0	0	86	1	102	21	1	3	1	0	0	3	0	1	0	0	133	2	163	30	3	9	2	0	0	6	2	2	0	0	219
5:00	1	128	37	5	7	4	0	0	5	1	0	0	0	188	0	201	63	5	3	1	0	0	1	0	1	0	0	275	1	329	100	10	10	5	0	0	6	1	1	0	0	463
6:00	0	228	60	14	19	2	0	3	2	1	1	0	0	330	0	328	63	8	6	3	0	1	6	2	0	0	0	417	0	556	123	22	25	5	0	4	8	3	1	0	0	747
7:00	1	559	108	12	18	0	0	5	0	3	0	0	0	706	1	670	120	12	18	2	0	1	4	1	0	0	0	829	2	1229	228	24	36	2	0	6	4	4	0	0	0	1535
8:00	0	607	109	9	11	3	0	3	2	4	0	0	0	748	1	764	119	8	11	4	0	0	3	2	0	0	0	912	1	1371	228	17	22	7	0	3	5	6	0	0	0	1660
9:00	3	374	88	8	19	1	0	4	1	0	0	0	0	498	3	588	126	6	18	2	0	1	9	2	0	0	0	755	6	962	214	14	37	3	0	5	10	2	0	0	0	1253
10:00	2	462	100	6	18	2	0	4	4	1	0	0	0	599	3	686	115	7	28	4	0	4	10	7	1	0	0	865	5	1148	215	13	46	6	0	8	14	8	1	0	0	1464
11:00	2	498	98	7	22	1	0	5	1	1	1	0	0	636	4	683	133	8	19	2	0	0	10	3	0	0	0	862	6	1181	231	15	41	3	0	5	11	4	1	0	0	1498
12:00	1	576	83	8	19	2	0	4	2	2	0	0	0	697	4	735	128	7	23	3	0	5	4	4	0	0	0	913	5	1311	211	15	42	5	0	9	6	6	0	0	0	1610
13:00	2	623	114	6	15	1	0	2	2	2	0	0	0	767	5	716	112	10	28	2	0	2	4	3	0	0	0	882	7	1339	226	16	43	3	0	4	6	5	0	0	0	1649
14:00	3	679	114	9	16	0	0	3	4	2	0	0	0	830	5	721	130	7	20	3	0	1	10	1	0	0	0	898	8	1400	244	16	36	3	0	4	14	3	0	0	0	1728
15:00	4	749	122	11	7	3	0	1	2	1	0	0	0	900	5	810	132	8	15	1	0	2	9	3	1	0	0	986	9	1559	254	19	22	4	0	3	11	4	1	0	0	1886
16:00	5	748	145	8	12	4	0	0	3	1	0	0	0	926	0	745	136	9	14	3	0	3	8	5	0	0	0	923	5	1493	281	17	26	7	0	3	11	6	0	0	0	1849
17:00	5	838	109	6	5	0	0	1	1	1	0	0	0	966	4	726	146	8	12	8	0	3	3	2	0	0	0	912	9	1564	255	14	17	8	0	4	4	3	0	0	0	1878
18:00	3	596	107	5	2	0	0	1	4	1	0	0	0	719	1	706	113	5	12	4	0	0	10	0	0	0	0	851	4	1302	220	10	14	4	0	1	14	1	0	0	0	1570
19:00	4	399	62	5	2	2	0	1	4	1	0	0	0	480	0	448	67	5	6	2	0	0	4	2	0	0	0	534	4	847	129	10	8	4	0	1	8	3	0	0	0	1014
20:00	1	344	45	3	1	0	0	0	5	1	0	0	0	400	1	376	45	4	0	0	0	0	1	0	0	0	0	427	2	720	90	7	1	0	0	0	6	1	0	0	0	827
21:00	2	270	46	2	1	0	0	0	4	1	0	0	0	326	2	287	35	3	2	0	0	0	2	0	0	0	0	331	4	557	81	5	3	0	0	0	6	1	0	0	0	657
22:00	0	177	25	3	0	0	0	1	2	0	0	0	0	208	1	193	26	2	2	0	0	0	4	1	0	0	0	229	1	370	51	5	2	0	0	1	6	1	0	0	0	437
23:00	0	121	9	0	1	0	0	0	2	0	0	0	0	133	1	122	6	1	1	0	0	0	5	0	0	0	0	136	1	243	15	1	2	0	0	0	7	0	0	0	0	269
Totals	41	9,209	1,627	129	205	32	0	40	60	29	3	0	0	11,375	42	10,829	1,869	126	249	47	0	23	123	39	4	1	0	13,352	83	20,038	3,496	255	454	79	0	63	183	68	7	1	0	24,727
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%			100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



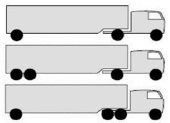
#5 2-Axle, 6-Tire Single Units



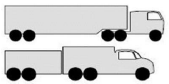
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	11	3089	646	63	124	20	0	26	25	16	3	0	0	4023	13	4244	793	57	114	21	0	7	59	18	3	1	0	5330	24	7333	1439	120	238	41	0	33	84	34	6	1	0	9353
%	0%	27%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	32%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	30%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	8:45	7:30	7:30	6:00	11:15	4:15	0:00	11:15	5:15	7:45	4:00	0:00	0:00	7:30	11:00	7:30	11:00	7:00	10:15	7:45	0:00	9:45	10:15	10:15	4:15	2:30	0:00	7:30	8:45	7:30	7:15	6:45	9:45	7:45	0:00	11:30	10:15	10:15	4:15	2:30	0:00	7:30
Peak Volume	3	711	117	14	24	4	0	8	6	4	1	0	0	860	4	831	133	12	31	6	0	5	14	8	2	1	0	986	6	1542	238	24	46	8	0	11	18	9	3	1	0	1846
12:00 - 24:00	30	6120	981	66	81	12	0	14	35	13	0	0	0	7352	29	6585	1076	69	135	26	0	16	64	21	1	0	0	8022	59	12705	2057	135	216	38	0	30	99	34	1	0	0	15374
%	0%	54%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	49%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	51%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
Peak Hour	16:15	16:30	16:00	15:15	12:30	15:15	12:00	12:00	19:45	13:45	12:00	12:00	12:00	16:15	12:45	15:15	17:15	15:45	13:15	17:00	12:00	12:00	14:45	12:15	14:15	12:00	12:00	15:00	13:15	17:00	16:00	13:30	13:15	15:15	12:00	12:00	14:00	12:15	14:15	12:00	12:00	15:30
Peak Volume	7	841	145	12	20	6	0	4	6	4	0	0	0	983	7	812	153	11	29	8	0	5	12	6	1	0	0	986	10	1564	281	19	45	8	0	9	14	8	1	0	0	1892
07:00 - 09:00	1	1166	217	21	29	3	0	8	2	7	0	0	0	1454	2	1434	239	20	29	6	0	1	7	3	0	0	0	1741	3	2600	456	41	58	9	0	9	9	10	0	0	0	3195
%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:30	7:00	7:00	8:00	7:00	7:00	8:00	7:45	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:00	7:15	7:45	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:00	7:00	7:45	7:00	7:00	8:00	8:00	7:00	7:00	7:00	7:30
Peak Volume	1	711	117	12	18	3	0	5	2	4	0	0	0	860	1	831	127	12	20	6	0	1	4	2	0	0	0	986	2	1542	238	24	36	8	0	6	5	6	0	0	0	1846
16:00 - 18:00	10	1586	254	14	17	4	0	1	4	2	0	0	0	1892	4	1471	282	17	26	11	0	6	11	7	0	0	0	1835	14	3057	536	31	43	15	0	7	15	9	0	0	0	3727
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:15	16:30	16:00	16:45	16:00	16:00	16:00	16:15	16:00	16:15	16:00	16:00	16:00	16:15	17:00	16:00	16:45	16:00	16:00	17:00	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	17:00	17:00	16:00	16:00	16:00	16:45	16:00	16:45	16:00	16:15	16:00	16:00	16:00	16:15
Peak Volume	7	841	145	9	12	4	0	1	3	2	0	0	0	983	4	745	148	9	14	8	0	4	8	5	0	0	0	923	9	1564	281	17	26	8	0	5	11	7	0	0	0	1886

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E 6th St & Hubbard St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_026

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	37	8	0	1	0	0	0	0	0	0	0	0	46
0:15	0	9	3	0	0	0	0	0	0	1	0	0	0	13	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	27	5	0	0	0	0	0	0	1	0	0	0	33
0:30	0	19	3	0	0	0	0	1	0	0	0	0	0	23	0	20	5	0	0	0	0	0	0	0	0	0	0	25	0	39	8	0	0	0	0	1	0	0	0	0	0	48
0:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	22	2	0	0	0	0	0	0	0	0	0	0	24	0	36	4	0	0	0	0	0	0	0	0	0	0	40
1:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	13	2	0	2	0	0	0	0	0	0	0	0	17	0	21	3	0	2	0	0	0	0	0	0	0	0	26
1:15	0	11	5	0	0	1	0	0	0	0	0	0	0	17	0	13	1	0	0	0	0	0	2	0	0	0	0	16	0	24	6	0	0	1	0	0	2	0	0	0	0	33
1:30	0	12	0	0	0	1	0	0	0	0	0	0	0	13	0	6	4	0	0	0	0	0	1	0	0	0	0	11	0	18	4	0	0	1	0	0	1	0	0	0	0	24
1:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	13	2	1	1	0	0	0	1	0	0	0	0	18	0	25	2	1	1	0	0	0	1	0	0	0	0	30
2:00	0	8	1	0	0	0	0	0	1	0	0	0	0	10	0	9	3	0	2	0	0	0	1	0	0	0	0	15	0	17	4	0	2	0	0	0	2	0	0	0	0	25
2:15	0	5	2	0	0	2	0	0	1	1	0	0	0	11	0	9	0	1	0	0	0	0	2	0	0	0	0	12	0	14	2	1	0	2	0	0	3	1	0	0	0	23
2:30	1	7	4	0	0	0	0	0	1	0	0	0	0	13	0	9	1	0	0	0	0	0	1	1	0	0	0	12	1	16	5	0	0	0	0	0	2	1	0	0	0	25
2:45	0	11	0	0	0	0	0	0	1	0	0	0	0	12	0	15	1	0	0	0	0	0	1	0	0	0	0	17	0	26	1	0	0	0	0	0	2	0	0	0	0	29
3:00	0	9	2	0	0	1	0	0	1	0	0	0	0	13	0	6	2	0	0	0	0	0	3	0	0	0	0	11	0	15	4	0	0	1	0	0	4	0	0	0	0	24
3:15	0	10	3	0	1	0	0	0	1	0	0	0	0	15	0	19	3	0	2	1	0	0	0	0	0	1	0	26	0	29	6	0	3	1	0	0	1	0	0	1	0	41
3:30	0	9	5	0	1	1	0	0	0	0	0	0	0	16	0	13	1	0	0	1	0	0	1	0	0	0	0	16	0	22	6	0	1	2	0	0	1	0	0	0	0	32
3:45	0	12	0	0	1	0	0	1	1	1	0	0	0	16	0	16	2	0	1	0	0	0	0	0	0	0	0	19	0	28	2	0	2	0	0	1	1	1	0	0	0	35
4:00	1	5	1	0	0	0	0	0	2	0	0	0	0	9	0	12	6	0	2	0	0	0	0	0	0	0	0	20	1	17	7	0	2	0	0	0	2	0	0	0	0	29
4:15	0	22	3	0	5	0	0	0	1	0	0	0	0	31	1	24	5	0	0	1	0	0	2	0	0	0	0	33	1	46	8	0	5	1	0	0	3	0	0	0	0	64
4:30	0	11	2	1	0	0	0	0	0	1	0	0	0	15	0	35	6	0	0	0	0	0	0	0	1	0	0	42	0	46	8	1	0	0	0	0	0	1	1	0	0	57
4:45	0	23	3	1	1	1	0	0	0	1	1	0	0	31	0	31	4	1	1	0	0	0	1	0	0	0	0	38	0	54	7	2	2	1	0	0	1	1	1	0	0	69
5:00	0	20	10	1	3	3	0	0	0	1	0	0	0	38	0	29	10	0	0	1	0	0	0	0	1	0	0	41	0	49	20	1	3	4	0	0	0	1	1	0	0	79
5:15	0	37	7	2	1	0	0	0	2	0	0	0	0	49	0	46	9	1	1	0	0	0	1	0	0	0	0	58	0	83	16	3	2	0	0	0	3	0	0	0	0	107
5:30	0	32	10	1	2	0	0	0	2	0	0	0	0	47	0	58	27	1	2	0	0	0	0	0	0	0	0	88	0	90	37	2	4	0	0	0	2	0	0	0	0	135
5:45	1	39	10	1	1	1	0	0	1	0	0	0	0	54	0	68	17	3	0	0	0	0	0	0	0	0	0	88	1	107	27	4	1	1	0	0	1	0	0	0	0	142
6:00	0	59	11	5	4	1	0	0	1	0	0	0	0	81	0	58	12	3	0	0	0	0	1	0	0	0	0	74	0	117	23	8	4	1	0	0	2	0	0	0	0	155
6:15	0	46	13	5	3	0	0	1	0	0	1	0	0	69	0	63	21	2	1	2	0	1	2	0	0	0	0	92	0	109	34	7	4	2	0	2	2	0	1	0	0	161
6:30	0	53	18	1	7	0	0	0	0	0	0	0	0	79	0	96	13	2	2	1	0	0	2	1	0	0	0	117	0	149	31	3	9	1	0	0	2	1	0	0	0	196
6:45	0	70	18	3	5	1	0	2	1	1	0	0	0	101	0	111	17	1	3	0	0	0	1	1	0	0	0	134	0	181	35	4	8	1	0	2	2	2	0	0	0	235
7:00	0	85	22	3	5	0	0	2	0	2	0	0	0	119	0	107	25	5	2	0	0	0	2	1	0	0	0	142	0	192	47	8	7	0	0	2	2	3	0	0	0	261
7:15	1	124	29	5	4	0	0	3	0	0	0	0	0	166	1	155	41	2	4	0	0	0	1	0	0	0	0	204	2	279	70	7	8	0	0	3	1	0	0	0	0	370
7:30	0	161	31	2	8	0	0	0	0	0	0	0	0	202	0	179	32	3	4	0	0	0	1	0	0	0	0	219	0	340	63	5	12	0	0	0	1	0	0	0	0	421
7:45	0	189	26	2	1	0	0	0	0	1	0	0	0	219	0	229	22	2	8	2	0	1	0	0	0	0	0	264	0	418	48	4	9	2	0	1	0	1	0	0	0	483
8:00	0	165	25	3	3	0	0	2	0	0	0	0	0	198	0	220	32	1	4	2	0	0	0	0	0	0	0	259	0	385	57	4	7	2	0	2	0	0	0	0	0	457
8:15	0	196	35	2	4	0	0	1	1	2	0	0	0	241	0	203	35	3	2	0	0	0	1	0	0	0	0	244	0	399	70	5	6	0	0	1	2	2	0	0	0	485
8:30	0	124	29	1	3	2	0	0	0	1	0	0	0	160	1	179	29	2	4	2	0	0	1	1	0	0	0	219	1	303	58	3	7	4	0	0	1	2	0	0	0	379
8:45	0	122	20	3	1	1	0	0	1	1	0	0	0	149	0	162	23	2	1	0	0	0	1	1	0	0	0	190	0	284	43	5	2	1	0	0	2	2	0	0	0	339
9:00	0	91	21	2	5	0	0	1	0	0	0	0	0	120	2	132	23	1	2	0	0	0	2	1	0	0	0	163	2	223	44	3	7	0	0	1	2	1	0	0	0	283
9:15	2	80	20	1	7	0	0	0	1	0	0	0	0	111	0	156	31	1	3	1	0	0	5	0	0	0	0	197	2	236	51	2	10	1	0	0	6	0	0	0	0	308
9:30	1	99	27	2	4	1	0	1	0	0	0	0	0	135	1	135	38	3	5	1	0	0	1	1	0	0	0	185	2	234	65	5	9	2	0	1	1	1	0	0	0	320
9:45	0	104	20	3	3	0	0	2	0	0	0	0	0	132	0	165	34	1	8	0	0	1	1	0	0	0	0	210	0	269	54	4	11	0	0	3	1	0	0	0	0	342
10:00	0	121	28	1	7	0	0	0	1	1	0	0	0	159	1	166	29	2	5	1	0	0	1	0	0	0	0	205	1	287	57	3	12	1	0	0	2	1	0	0	0	364
10:15	0	104	24	1	2	0	0	0	1	0	0	0	0	132	1	164	30	2	11	0	0	0	4	2	0	0	0	214	1	268	54	3	13	0	0	0	5	2	0	0	0	346
10:30	1	116	23	2	7	1	0	3	1	0	0	0	0	154	1	172	31	1	3	2	0	4	3	3	0	0	0	220	2	288	54	3	10	3	0	7	4	3	0	0	0	374
10:45	1	121	25	2	2	1	0	1	1	0	0	0	0	154	0	184	25	2	9	1	0	0	2	2	1	0	0	226	1	305	50	4	11	2	0	1	3	2	1	0	0	380
11:00	1	137	27	2	4	0	0	0	1	1	1	0	0	174	1	173	43	3	8	0	0	0	5	1	0	0	0	234	2	310	70	5	12	0	0	0	6	2	1	0	0	408
11:15	0	124	25	1	7	1	0	2	0	0	0	0	0	160	1	177	26	2	2	0	0	0	3	0	0	0	0	211	1	301	51	3	9	1	0	2	3	0	0	0	0	371
11:30	0	113	22	3	8	0	0	3	0	0	0	0	0	149	1	185	35	1	0	0	0	0	0	2	0	0	0	224	1	298	57	4	8	0	0	3	0	2	0	0	0	373
11:45	1	124	24	1	3	0	0	0	0	0	0	0	0	153	1	148	29	2	9	2	0	0	2	0	0	0	0	193	2	272	53	3	12	2	0	0	2	0	0	0	0	346

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E 6th St & Hubbard St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_026

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	131	29	2	6	0	0	3	0	0	0	0	0	171	0	163	28	1	6	1	0	2	0	0	0	0	0	201	0	294	57	3	12	1	0	5	0	0	0	0	0	372
12:15	0	158	13	1	3	0	0	1	1	1	0	0	0	178	0	199	37	4	9	0	0	2	0	1	0	0	0	252	0	357	50	5	12	0	0	3	1	2	0	0	0	430
12:30	1	146	21	3	5	1	0	0	1	1	0	0	0	179	2	181	35	1	4	2	0	1	1	1	0	0	0	228	3	327	56	4	9	3	0	1	2	2	0	0	0	407
12:45	0	141	20	2	5	1	0	0	0	0	0	0	0	169	2	192	28	1	4	0	0	0	3	2	0	0	0	232	2	333	48	3	9	1	0	0	3	2	0	0	0	401
13:00	0	161	38	1	5	0	0	1	0	0	0	0	0	206	1	171	36	3	6	2	0	2	2	2	0	0	0	225	1	332	74	4	11	2	0	3	2	2	0	0	0	431
13:15	2	174	31	2	5	1	0	1	1	0	0	0	0	217	1	173	27	2	9	0	0	0	0	0	0	0	0	212	3	347	58	4	14	1	0	1	1	0	0	0	0	429
13:30	0	151	25	2	3	0	0	0	1	0	0	0	0	182	3	185	23	2	7	0	0	0	1	1	0	0	0	222	3	336	48	4	10	0	0	0	2	1	0	0	0	404
13:45	0	137	20	1	2	0	0	0	0	2	0	0	0	162	0	187	26	3	6	0	0	0	1	0	0	0	0	223	0	324	46	4	8	0	0	0	1	2	0	0	0	385
14:00	2	173	26	3	6	0	0	0	2	0	0	0	0	212	2	163	31	1	7	1	0	0	6	0	0	0	0	211	4	336	57	4	13	1	0	0	8	0	0	0	0	423
14:15	0	172	24	3	5	0	0	0	1	0	0	0	0	205	1	188	32	4	6	0	0	1	1	0	0	0	0	233	1	360	56	7	11	0	0	1	2	0	0	0	0	438
14:30	0	172	25	2	3	0	0	2	1	2	0	0	0	207	0	199	35	2	2	1	0	0	0	0	0	0	0	239	0	371	60	4	5	1	0	2	1	2	0	0	0	446
14:45	1	162	39	1	2	0	0	1	0	0	0	0	0	206	2	171	32	0	5	1	0	0	3	1	0	0	0	215	3	333	71	1	7	1	0	1	3	1	0	0	0	421
15:00	2	166	35	1	3	0	0	0	1	0	0	0	0	208	0	192	31	3	3	0	0	1	2	2	1	0	0	235	2	358	66	4	6	0	0	1	3	2	1	0	0	443
15:15	0	198	33	4	0	0	0	0	1	0	0	0	0	236	1	188	32	1	5	0	0	0	4	0	0	0	0	231	1	386	65	5	5	0	0	0	5	0	0	0	0	467
15:30	0	195	31	5	0	1	0	0	0	0	0	0	0	232	1	242	37	1	4	1	0	0	3	1	0	0	0	290	1	437	68	6	4	2	0	0	3	1	0	0	0	522
15:45	2	190	23	1	4	2	0	1	0	1	0	0	0	224	3	188	32	3	3	0	0	1	0	0	0	0	0	230	5	378	55	4	7	2	0	2	0	1	0	0	0	454
16:00	1	165	33	2	3	3	0	0	1	0	0	0	0	208	0	194	28	2	2	1	0	1	1	1	0	0	0	230	1	359	61	4	5	4	0	1	2	1	0	0	0	438
16:15	2	184	48	1	5	0	0	0	2	0	0	0	0	242	0	187	38	2	7	0	0	0	1	1	0	0	0	236	2	371	86	3	12	0	0	0	3	1	0	0	0	478
16:30	1	187	30	1	3	0	0	0	0	0	0	0	0	222	0	196	29	4	5	1	0	1	3	2	0	0	0	241	1	383	59	5	8	1	0	1	3	2	0	0	0	463
16:45	1	212	34	4	1	1	0	0	0	1	0	0	0	254	0	168	41	1	0	1	0	1	3	1	0	0	0	216	1	380	75	5	1	2	0	1	3	2	0	0	0	470
17:00	3	228	31	0	1	0	0	1	0	1	0	0	0	265	0	174	29	2	2	1	0	0	1	1	0	0	0	210	3	402	60	2	3	1	0	1	1	2	0	0	0	475
17:15	1	214	22	3	1	0	0	0	0	0	0	0	0	241	0	159	42	1	4	2	0	1	1	1	0	0	0	211	1	373	64	4	5	2	0	1	1	1	0	0	0	452
17:30	1	187	28	2	1	0	0	0	1	0	0	0	0	220	0	213	36	4	0	3	0	2	0	0	0	0	0	258	1	400	64	6	1	3	0	2	1	0	0	0	0	478
17:45	0	209	28	1	2	0	0	0	0	0	0	0	0	240	4	180	39	1	6	2	0	0	1	0	0	0	0	233	4	389	67	2	8	2	0	0	1	0	0	0	0	473
18:00	1	170	33	1	0	0	0	0	2	0	0	0	0	207	0	204	36	1	2	1	0	0	4	0	0	0	0	248	1	374	69	2	2	1	0	0	6	0	0	0	0	455
18:15	0	160	22	2	1	0	0	0	0	0	0	0	0	185	0	157	32	2	1	1	0	0	3	0	0	0	0	196	0	317	54	4	2	1	0	0	3	0	0	0	0	381
18:30	2	130	26	1	0	0	0	0	1	0	0	0	0	160	1	164	28	1	1	1	0	0	2	0	0	0	0	198	3	294	54	2	1	1	0	0	3	0	0	0	0	358
18:45	0	136	26	1	1	0	0	1	1	1	0	0	0	167	0	181	17	1	8	1	0	0	1	0	0	0	0	209	0	317	43	2	9	1	0	1	2	1	0	0	0	376
19:00	2	118	21	2	0	2	0	0	3	0	0	0	0	148	0	118	17	1	1	0	0	0	2	1	0	0	0	140	2	236	38	3	1	2	0	0	5	1	0	0	0	288
19:15	2	98	13	1	2	0	0	0	0	0	0	0	0	116	0	127	15	1	1	2	0	0	0	1	0	0	0	147	2	225	28	2	3	2	0	0	0	1	0	0	0	263
19:30	0	95	12	1	0	0	0	0	0	1	0	0	0	109	0	102	14	1	1	0	0	0	1	0	0	0	0	119	0	197	26	2	1	0	0	0	1	1	0	0	0	228
19:45	0	88	16	1	0	0	0	1	1	0	0	0	0	107	0	101	21	2	3	0	0	0	1	0	0	0	0	128	0	189	37	3	3	0	0	1	2	0	0	0	0	235
20:00	1	105	13	1	0	0	0	0	0	1	0	0	0	121	1	111	13	1	0	0	0	0	0	0	0	0	0	126	2	216	26	2	0	0	0	0	0	1	0	0	0	247
20:15	0	79	11	1	1	0	0	0	4	0	0	0	0	96	0	96	12	1	0	0	0	0	0	0	0	0	0	109	0	175	23	2	1	0	0	0	4	0	0	0	0	205
20:30	0	82	12	0	0	0	0	0	1	0	0	0	0	95	0	95	13	2	0	0	0	0	0	0	0	0	0	110	0	177	25	2	0	0	0	0	1	0	0	0	0	205
20:45	0	78	9	1	0	0	0	0	0	0	0	0	0	88	0	74	7	0	0	0	0	0	1	0	0	0	0	82	0	152	16	1	0	0	0	0	1	0	0	0	0	170
21:00	2	77	8	0	0	0	0	0	0	1	0	0	0	88	0	75	7	2	1	0	0	0	0	0	0	0	0	85	2	152	15	2	1	0	0	0	0	1	0	0	0	173
21:15	0	67	14	1	1	0	0	0	3	0	0	0	0	86	0	78	13	0	0	0	0	0	0	0	0	0	0	91	0	145	27	1	1	0	0	0	3	0	0	0	0	177
21:30	0	60	13	0	0	0	0	0	0	0	0	0	0	73	1	71	10	1	0	0	0	0	2	0	0	0	0	85	1	131	23	1	0	0	0	0	2	0	0	0	0	158
21:45	0	66	11	1	0	0	0	0	1	0	0	0	0	79	1	63	5	0	1	0	0	0	0	0	0	0	0	70	1	129	16	1	1	0	0	0	1	0	0	0	0	149
22:00	0	55	8	0	0	0	0	0	1	0	0	0	0	64	0	56	9	1	1	0	0	0	0	1	0	0	0	68	0	111	17	1	1	0	0	0	1	1	0	0	0	132
22:15	0	49	4	1	0	0	0	0	1	0	0	0	0	55	1	54	3	0	0	0	0	0	2	0	0	0	0	60	1	103	7	1	0	0	0	0	3	0	0	0	0	115
22:30	0	46	3	1	0	0	0	0	0	0	0	0	0	50	0	31	5	1	0	0	0	0	0	0	0	0	0	37	0	77	8	2	0	0	0	0	0	0	0	0	0	87
22:45	0	27	10	1	0	0	0	1	0	0	0	0	0	39	0	52	9	0	1	0	0	0	2	0	0	0	0	64	0	79	19	1	1	0	0	1	2	0	0	0	0	103
23:00	0	37	6	0	0	0	0	0	1	0	0	0	0	44	1	47	2	0	0	0	0	0	2	0	0	0	0	52	1	84	8	0	0	0	0	0	3	0	0	0	0	96
23:15	0	34	2	0	0	0	0	0	0	0	0	0	0	36	0	28	2	1	0	0	0	0	1	0	0	0	0	32	0	62	4	1	0	0	0	0	1	0	0	0	0	68
23:30	0	28	0	0	1	0	0	0	1	0	0	0	0	30	0	27	2	0	1	0	0	0	2	0	0	0	0	32	0	55	2	0	2	0	0	0	3	0	0	0	0	62
23:45	0	22	1	0	0	0	0	0	0	0	0	0	0	23	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	42	1	0	0	0	0	0	0	0	0	0	0	43
Totals	41	9,209	1,627	129	205	32	0	40	60	29	3	0	0	11,375	42	10,829	1,869	126	249	47	0	23	123	39	4	1	0	13,352	83	20,038	3,496	255	454	79	0	63	183	68	7	1	0	24,727
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%			100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet E 6th St & Hubbard St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_026

DAILY TOTALS	NB	SB	EB	WB	Total
	11,375	13,352	0	0	24,727

DAILY TOTALS

15-Minutes Interval

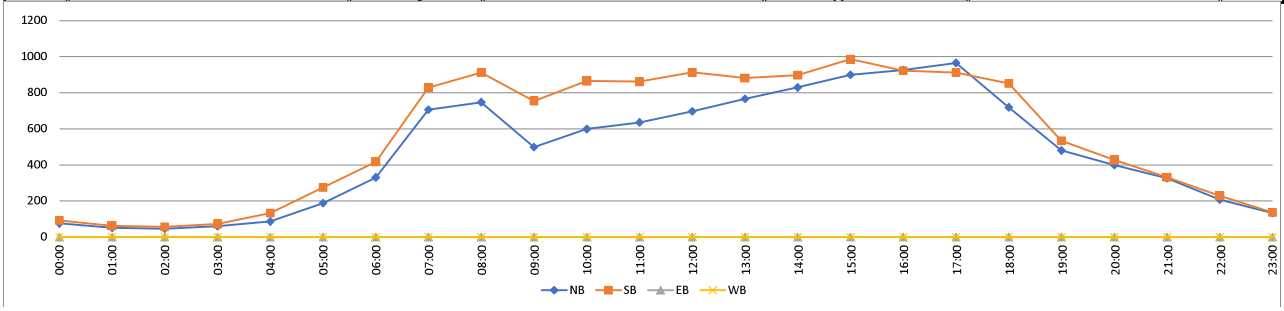
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	23	23			46	12:00	171	201			372
0:15	13	20			33	12:15	178	252			430
0:30	23	25			48	12:30	179	228			407
0:45	16	24			40	12:45	169	232			401
1:00	9	17			26	13:00	206	225			431
1:15	17	16			33	13:15	217	212			429
1:30	13	11			24	13:30	182	222			404
1:45	12	18			30	13:45	162	223			385
2:00	10	15			25	14:00	212	211			423
2:15	11	12			23	14:15	205	233			438
2:30	13	12			25	14:30	207	239			446
2:45	12	17			29	14:45	206	215			421
3:00	13	11			24	15:00	208	235			443
3:15	15	26			41	15:15	236	231			467
3:30	16	16			32	15:30	232	290			522
3:45	16	19			35	15:45	224	230			454
4:00	9	20			29	16:00	208	230			438
4:15	31	33			64	16:15	242	236			478
4:30	15	42			57	16:30	222	241			463
4:45	31	38			69	16:45	254	216			470
5:00	38	41			79	17:00	265	210			475
5:15	49	58			107	17:15	241	211			452
5:30	47	88			135	17:30	220	258			478
5:45	54	88			142	17:45	240	233			473
6:00	81	74			155	18:00	207	248			455
6:15	69	92			161	18:15	185	196			381
6:30	79	117			196	18:30	160	198			358
6:45	101	134			235	18:45	167	209			376
7:00	119	142			261	19:00	148	140			288
7:15	166	204			370	19:15	116	147			263
7:30	202	219			421	19:30	109	119			228
7:45	219	264			483	19:45	107	128			235
8:00	198	259			457	20:00	121	126			247
8:15	241	244			485	20:15	96	109			205
8:30	160	219			379	20:30	95	110			205
8:45	149	190			339	20:45	88	82			170
9:00	120	163			283	21:00	88	85			173
9:15	111	197			308	21:15	86	91			177
9:30	135	185			320	21:30	73	85			158
9:45	132	210			342	21:45	79	70			149
10:00	159	205			364	22:00	64	68			132
10:15	132	214			346	22:15	55	60			115
10:30	154	220			374	22:30	50	37			87
10:45	154	226			380	22:45	39	64			103
11:00	174	234			408	23:00	44	52			96
11:15	160	211			371	23:15	36	32			68
11:30	149	224			373	23:30	30	32			62
11:45	153	193			346	23:45	23	20			43
TOTALS	4023	5330	0	0	9353	TOTALS	7352	8022	0	0	15374
SPLIT %	43%	57%	0%	0%	38%	SPLIT %	48%	52%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	75	92			167
01:00	02:00	51	62			113
02:00	03:00	46	56			102
03:00	04:00	60	72			132
04:00	05:00	86	133			219
05:00	06:00	188	275			463
06:00	07:00	330	417			747
07:00	08:00	706	829			1535
08:00	09:00	748	912			1660
09:00	10:00	498	755			1253
10:00	11:00	599	865			1464
11:00	12:00	636	862			1498
12:00	13:00	697	913			1610
13:00	14:00	767	882			1649
14:00	15:00	830	898			1728
15:00	16:00	900	986			1886
16:00	17:00	926	923			1849
17:00	18:00	966	912			1878
18:00	19:00	719	851			1570
19:00	20:00	480	534			1014
20:00	21:00	400	427			827
21:00	22:00	326	331			657
22:00	23:00	208	229			437
23:00	00:00	133	136			269

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4023	5330			9353
Peak Hour	7:30	7:30			7:30
Peak Volume	860	986			1846
Peak Hour Factor	0.892	0.934			0.952
Peak Period	12:00	to	00:00		
Volume	7352	8022			15374
Peak Hour	16:15	15:00			15:30
Peak Volume	983	986			1892
Peak Hour Factor	0.927	0.850			0.906
Peak Period	07:00	to	09:00		
Volume	1454	1741			3195
Peak Hour	7:30	7:30			7:30
Peak Volume	860	986			1846
Peak Hour Factor	0.892	0.934			0.952
Peak Period	16:00	to	18:00		
Volume	1892	1835			3727
Peak Hour	16:15	16:00			16:15
Peak Volume	983	923			1886
Peak Hour Factor	0.927	0.957			0.986



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Hubbard St & Whittier Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_027

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	59	8	0	0	0	0	0	1	2	0	0	0	70	0	74	6	0	0	0	0	0	0	0	0	0	0	80	0	133	14	0	0	0	0	0	1	2	0	0	0	150
1:00	0	41	4	0	1	2	0	0	0	0	0	0	0	48	0	41	6	1	2	0	0	0	4	0	0	0	0	54	0	82	10	1	3	2	0	0	4	0	0	0	0	102
2:00	1	34	5	0	0	1	0	1	4	1	0	0	0	47	0	40	4	1	2	0	0	0	3	2	0	0	0	52	1	74	9	1	2	1	0	1	7	3	0	0	0	99
3:00	0	35	7	0	3	1	0	1	2	2	0	0	0	51	0	60	5	0	3	1	0	1	3	0	0	1	0	74	0	95	12	0	6	2	0	2	5	2	0	1	0	125
4:00	1	47	9	2	7	1	0	0	5	1	0	0	0	73	1	112	25	1	4	1	0	0	3	0	1	0	0	148	2	159	34	3	11	2	0	0	8	1	1	0	0	221
5:00	1	111	27	6	9	1	0	2	4	2	0	0	0	163	0	215	66	5	5	1	0	0	2	0	1	0	0	295	1	326	93	11	14	2	0	2	6	2	1	0	0	458
6:00	1	224	53	14	19	2	0	2	3	2	1	0	0	321	1	322	69	8	8	2	0	1	3	4	0	0	0	418	2	546	122	22	27	4	0	3	6	6	1	0	0	739
7:00	2	515	105	11	15	0	0	1	3	4	0	0	0	656	1	685	118	11	15	3	0	1	5	0	0	0	0	839	3	1200	223	22	30	3	0	2	8	4	0	0	0	1495
8:00	0	539	100	8	13	2	0	2	6	1	0	0	0	671	1	744	136	9	10	4	0	0	5	1	0	0	0	910	1	1283	236	17	23	6	0	2	11	2	0	0	0	1581
9:00	2	353	92	8	22	1	0	2	3	0	0	0	0	483	2	575	109	6	20	2	0	2	8	3	0	0	0	727	4	928	201	14	42	3	0	4	11	3	0	0	0	1210
10:00	2	419	95	7	23	2	0	2	5	2	0	0	0	557	3	647	115	7	26	4	0	3	14	6	0	0	0	825	5	1066	210	14	49	6	0	5	19	8	0	0	0	1382
11:00	2	475	96	8	22	2	0	2	3	2	1	0	0	613	3	659	125	8	22	2	0	1	6	6	0	0	0	832	5	1134	221	16	44	4	0	3	9	8	1	0	0	1445
12:00	0	520	76	7	19	1	0	4	2	3	0	0	0	632	4	770	128	7	25	3	0	3	3	6	0	0	0	949	4	1290	204	14	44	4	0	7	5	9	0	0	0	1581
13:00	5	566	106	5	14	2	0	2	3	1	0	0	0	704	5	679	113	11	24	3	0	2	6	2	0	0	0	845	10	1245	219	16	38	5	0	4	9	3	0	0	0	1549
14:00	2	652	119	9	14	0	0	4	4	1	0	0	0	805	5	685	136	8	23	3	0	1	9	2	0	0	0	872	7	1337	255	17	37	3	0	5	13	3	0	0	0	1677
15:00	4	685	131	9	4	3	0	0	3	1	0	0	0	840	7	816	123	8	13	1	0	3	8	2	0	1	0	982	11	1501	254	17	17	4	0	3	11	3	0	1	0	1822
16:00	5	729	136	8	12	2	0	0	3	1	0	0	0	896	0	747	135	9	13	3	0	4	7	4	0	0	0	922	5	1476	271	17	25	5	0	4	10	5	0	0	0	1818
17:00	3	793	117	8	2	0	0	0	3	0	0	0	0	926	4	726	145	8	10	6	0	4	3	3	0	0	0	909	7	1519	262	16	12	6	0	4	6	3	0	0	0	1835
18:00	5	544	86	5	3	0	0	1	5	1	0	0	0	650	2	688	110	5	9	3	0	0	9	1	0	0	0	827	7	1232	196	10	12	3	0	1	14	2	0	0	0	1477
19:00	5	396	56	5	2	2	0	0	4	2	0	0	0	472	0	442	65	5	5	2	0	0	5	1	0	0	0	525	5	838	121	10	7	4	0	0	9	3	0	0	0	997
20:00	3	343	46	3	0	0	0	0	5	1	0	0	0	401	0	359	41	4	0	0	0	0	1	0	0	0	0	405	3	702	87	7	0	0	0	0	6	1	0	0	0	806
21:00	2	259	37	2	0	0	0	0	5	0	0	0	0	305	2	255	26	3	2	0	0	0	2	0	0	0	0	290	4	514	63	5	2	0	0	0	7	0	0	0	0	595
22:00	0	165	24	2	2	0	0	1	1	1	0	0	0	196	0	176	26	2	3	0	0	0	3	1	0	0	0	211	0	341	50	4	5	0	0	1	4	2	0	0	0	407
23:00	0	121	8	0	1	0	0	1	1	0	0	0	0	132	1	122	6	1	2	0	0	1	5	0	0	0	0	138	1	243	14	1	3	0	0	2	6	0	0	0	0	270
Totals	46	8,625	1,543	127	207	25	0	28	78	31	2	0	0	10,712	42	10,639	1,838	128	246	44	0	27	117	44	2	2	0	13,129	88	19,264	3,381	255	453	69	0	55	195	75	4	2	0	23,841
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%			100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



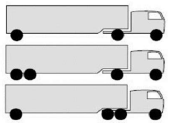
#5 2-Axle, 6-Tire Single Units



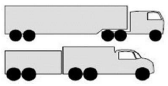
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	12	2852	601	64	134	15	0	15	39	19	2	0	0	3753	12	4174	784	57	117	20	0	9	56	22	2	1	0	5254	24	7026	1385	121	251	35	0	24	95	41	4	1	0	9007
%	0%	27%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	32%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	29%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	10:15	7:30	7:30	6:00	9:45	0:45	0:00	11:15	4:30	7:00	5:30	0:00	0:00	7:30	10:30	7:30	8:00	6:15	10:15	7:45	0:00	9:45	10:15	10:15	4:15	2:30	0:00	7:30	10:30	7:30	7:30	5:30	10:15	7:45	0:00	11:30	10:15	10:15	4:15	2:30	0:00	7:30
Peak Volume	3	628	109	14	24	2	0	5	6	4	1	0	0	771	4	835	136	11	34	6	0	5	15	9	2	1	0	997	7	1463	240	23	56	7	0	8	20	11	2	1	0	1768
12:00 - 24:00	34	5773	942	63	73	10	0	13	39	12	0	0	0	6959	30	6465	1054	71	129	24	0	18	61	22	0	1	0	7875	64	12238	1996	134	202	34	0	31	100	34	0	1	0	14834
%	0%	54%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	49%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	60%	0%	51%	8%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
Peak Hour	16:15	16:30	16:15	15:15	12:00	15:15	12:00	12:00	18:15	12:00	12:00	12:00	12:00	16:30	12:45	15:15	17:00	13:30	13:15	17:15	12:00	15:30	14:45	12:00	12:00	14:15	12:00	15:30	13:15	15:30	16:15	13:30	13:15	12:30	12:00	12:00	17:45	12:00	12:00	14:15	12:00	15:30
Peak Volume	7	806	143	10	19	4	0	4	6	3	0	0	0	953	7	834	145	12	29	7	0	5	11	6	0	1	0	1001	12	1538	278	20	45	8	0	7	14	9	0	1	0	1870
07:00 - 09:00	2	1054	205	19	28	2	0	3	9	5	0	0	0	1327	2	1429	254	20	25	7	0	1	10	1	0	0	0	1749	4	2483	459	39	53	9	0	4	19	6	0	0	0	3076
%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:30	7:00	7:30	8:00	7:00	7:15	8:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	8:00	7:00	7:15	7:45	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:30	7:00	7:30	7:30	7:00	7:15	7:45	7:00	7:15	8:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	2	628	109	11	18	2	0	2	6	4	0	0	0	771	1	835	136	11	18	6	0	1	5	1	0	0	0	997	3	1463	240	22	34	7	0	3	11	4	0	0	0	1768
16:00 - 18:00	8	1522	253	16	14	2	0	0	6	1	0	0	0	1822	4	1473	280	17	23	9	0	8	10	7	0	0	0	1831	12	2995	533	33	37	11	0	8	16	8	0	0	0	3653
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:15	16:30	16:15	16:45	16:00	16:00	16:00	16:00	16:15	16:00	16:00	16:00	16:00	16:30	17:00	16:00	17:00	16:00	16:00	17:00	16:00	16:45	16:15	16:15	16:00	16:00	16:00	16:00	16:15	17:00	16:15	16:45	16:00	16:45	16:00	16:45	16:15	16:15	16:00	16:00	16:00	16:15
Peak Volume	7	806	143	10	12	2	0	0	4	1	0	0	0	953	4	747	145	9	13	6	0	5	9	5	0	0	0	922	7	1519	278	18	25	6	0	5	13	6	0	0	0	1841

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Hubbard St & Whittier Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_027

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	19	4	0	0	0	0	0	0	1	0	0	0	24	0	20	2	0	0	0	0	0	0	0	0	0	0	22	0	39	6	0	0	0	0	0	0	1	0	0	0	46
0:15	0	8	2	0	0	0	0	0	0	1	0	0	0	11	0	19	1	0	0	0	0	0	0	0	0	0	0	20	0	27	3	0	0	0	0	0	0	1	0	0	0	31
0:30	0	18	1	0	0	0	0	0	1	0	0	0	0	20	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0	35	3	0	0	0	0	0	1	0	0	0	0	39
0:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	18	1	0	0	0	0	0	0	0	0	0	0	19	0	32	2	0	0	0	0	0	0	0	0	0	0	34
1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	11	2	0	1	0	0	0	0	0	0	0	0	14	0	16	3	0	1	0	0	0	0	0	0	0	0	20
1:15	0	15	3	0	1	1	0	0	0	0	0	0	0	20	0	11	1	0	0	0	0	0	2	0	0	0	0	14	0	26	4	0	1	1	0	0	2	0	0	0	0	34
1:30	0	8	0	0	0	1	0	0	0	0	0	0	0	9	0	8	2	0	0	0	0	0	1	0	0	0	0	11	0	16	2	0	0	1	0	0	1	0	0	0	0	20
1:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	11	1	1	1	0	0	0	1	0	0	0	0	15	0	24	1	1	1	0	0	0	1	0	0	0	0	28
2:00	0	10	1	0	0	0	0	1	0	0	0	0	0	12	0	8	1	0	2	0	0	0	0	0	0	0	0	11	0	18	2	0	2	0	0	1	0	0	0	0	0	23
2:15	0	5	1	0	0	1	0	0	2	1	0	0	0	10	0	8	0	1	0	0	0	0	1	1	0	0	0	11	0	13	1	1	0	1	0	0	3	2	0	0	0	21
2:30	1	7	3	0	0	0	0	0	2	0	0	0	0	13	0	10	1	0	0	0	0	0	1	0	0	0	0	12	1	17	4	0	0	0	0	0	3	0	0	0	0	25
2:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	0	14	2	0	0	0	0	0	1	1	0	0	0	18	0	26	2	0	0	0	0	0	1	1	0	0	0	30
3:00	0	8	3	0	0	1	0	1	0	0	0	0	0	13	0	7	2	0	0	0	0	0	2	0	0	0	0	11	0	15	5	0	0	1	0	1	2	0	0	0	0	24
3:15	0	9	1	0	1	0	0	0	1	0	0	0	0	12	0	19	2	0	1	1	0	0	0	0	0	1	0	24	0	28	3	0	2	1	0	0	1	0	0	1	0	36
3:30	0	8	2	0	2	0	0	0	0	0	0	0	0	12	0	15	1	0	1	0	0	1	1	0	0	0	0	19	0	23	3	0	3	0	0	1	1	0	0	0	0	31
3:45	0	10	1	0	0	0	0	0	1	2	0	0	0	14	0	19	0	0	1	0	0	0	0	0	0	0	0	20	0	29	1	0	1	0	0	0	1	2	0	0	0	34
4:00	1	5	2	0	0	0	0	0	3	0	0	0	0	11	0	14	8	0	2	0	0	0	0	0	0	0	0	24	1	19	10	0	2	0	0	0	3	0	0	0	0	35
4:15	0	10	2	0	6	0	0	0	0	0	0	0	0	18	1	27	6	0	1	1	0	0	2	0	0	0	0	38	1	37	8	0	7	1	0	0	2	0	0	0	0	56
4:30	0	12	2	1	0	0	0	0	1	0	0	0	0	16	0	38	7	0	0	0	0	0	0	1	0	0	0	46	0	50	9	1	0	0	0	0	1	0	1	0	0	62
4:45	0	20	3	1	1	1	0	0	1	1	0	0	0	28	0	33	4	1	1	0	0	0	1	0	0	0	0	40	0	53	7	2	2	1	0	0	2	1	0	0	0	68
5:00	0	14	8	1	4	0	0	0	2	1	0	0	0	30	0	32	12	0	0	1	0	0	0	0	1	0	0	46	0	46	20	1	4	1	0	0	2	1	1	0	0	76
5:15	0	34	3	2	2	0	0	0	2	0	0	0	0	43	0	48	9	0	2	0	0	0	1	0	0	0	0	60	0	82	12	2	4	0	0	0	3	0	0	0	0	103
5:30	0	29	7	2	1	0	0	2	0	0	0	0	0	41	0	65	27	2	3	0	0	0	1	0	0	0	0	98	0	94	34	4	4	0	0	2	1	0	0	0	0	139
5:45	1	34	9	1	2	1	0	0	0	1	0	0	0	49	0	70	18	3	0	0	0	0	0	0	0	0	0	91	1	104	27	4	2	1	0	0	0	1	0	0	0	140
6:00	0	52	11	7	3	1	0	0	0	1	0	0	0	75	0	56	15	2	1	0	0	0	1	0	0	0	0	75	0	108	26	9	4	1	0	0	1	1	0	0	0	150
6:15	1	47	13	3	4	0	0	0	0	1	1	0	0	70	0	68	21	3	2	1	0	1	1	0	0	0	0	97	1	115	34	6	6	1	0	1	1	1	1	0	0	167
6:30	0	53	14	1	7	0	0	0	1	0	0	0	0	76	0	87	17	2	2	1	0	0	1	2	0	0	0	112	0	140	31	3	9	1	0	0	2	2	0	0	0	188
6:45	0	72	15	3	5	1	0	2	2	0	0	0	0	100	1	111	16	1	3	0	0	0	0	2	0	0	0	134	1	183	31	4	8	1	0	2	2	2	0	0	0	234
7:00	1	78	22	4	3	0	0	0	3	1	0	0	0	112	0	111	26	5	1	0	0	0	2	0	0	0	0	145	1	189	48	9	4	0	0	0	5	1	0	0	0	257
7:15	1	124	29	2	3	0	0	1	0	2	0	0	0	162	1	159	41	2	4	0	0	0	2	0	0	0	0	209	2	283	70	4	7	0	0	1	2	2	0	0	0	371
7:30	0	150	36	2	6	0	0	0	0	0	0	0	0	194	0	192	29	2	3	1	0	0	1	0	0	0	0	228	0	342	65	4	9	1	0	0	1	0	0	0	0	422
7:45	0	163	18	3	3	0	0	0	0	1	0	0	0	188	0	223	22	2	7	2	0	1	0	0	0	0	0	257	0	386	40	5	10	2	0	1	0	1	0	0	0	445
8:00	0	155	21	3	4	0	0	1	1	0	0	0	0	185	0	214	37	1	4	2	0	0	0	0	0	0	0	258	0	369	58	4	8	2	0	1	1	0	0	0	0	443
8:15	0	160	34	1	5	0	0	1	3	0	0	0	0	204	0	206	43	3	0	0	0	0	2	0	0	0	0	254	0	366	77	4	5	0	0	1	5	0	0	0	0	458
8:30	0	108	23	1	3	1	0	0	0	1	0	0	0	137	1	179	33	2	3	2	0	0	1	1	0	0	0	222	1	287	56	3	6	3	0	0	1	2	0	0	0	359
8:45	0	116	22	3	1	1	0	0	2	0	0	0	0	145	0	145	23	3	3	0	0	0	2	0	0	0	0	176	0	261	45	6	4	1	0	0	4	0	0	0	0	321
9:00	0	91	24	2	7	0	0	1	0	0	0	0	0	125	2	132	23	1	5	0	0	0	2	1	0	0	0	166	2	223	47	3	12	0	0	1	2	1	0	0	0	291
9:15	2	68	20	1	6	0	0	0	1	0	0	0	0	98	0	156	26	1	1	1	0	0	5	0	0	0	0	190	2	224	46	2	7	1	0	0	6	0	0	0	0	288
9:30	0	93	28	2	5	1	0	0	1	0	0	0	0	130	0	126	29	3	5	1	0	0	1	1	0	0	0	166	0	219	57	5	10	2	0	0	2	1	0	0	0	296
9:45	0	101	20	3	4	0	0	1	1	0	0	0	0	130	0	161	31	1	9	0	0	2	0	1	0	0	0	205	0	262	51	4	13	0	0	3	1	1	0	0	0	335
10:00	0	102	26	1	8	0	0	0	1	1	0	0	0	139	1	150	29	1	3	2	0	0	1	0	0	0	0	187	1	252	55	2	11	2	0	0	2	1	0	0	0	326
10:15	0	97	24	1	4	1	0	0	1	0	0	0	0	128	0	164	27	3	8	0	0	1	4	2	0	0	0	209	0	261	51	4	12	1	0	1	5	2	0	0	0	337
10:30	1	106	21	3	8	1	0	1	3	0	0	0	0	144	2	159	33	1	3	1	0	2	5	3	0	0	0	209	3	265	54	4	11	2	0	3	8	3	0	0	0	353
10:45	1	114	24	2	3	0	0	1	0	1	0	0	0	146	0	174	26	2	12	1	0	0	4	1	0	0	0	220	1	288	50	4	15	1	0	1	4	2	0	0	0	366
11:00	1	140	28	2	7	0	0	0	1	1	1	0	0	181	1	153	44	3	11	0	0	0	2	3	0	0	0	217	2	293	72	5	18	0	0	0	3	4	1	0	0	398
11:15	0	104	27	1	5	1	0	0	1	1	0	0	0	140	1	180	21	2	3	0	0	1	2	1	0	0	0	211	1	284	48	3	8	1	0	1	3	2	0	0	0	351
11:30	0	109	20	3	6	0	0	2	1	0	0	0	0	141	1	161	29	1	2	0	0	0	0	2	0	0	0	196	1	270	49	4	8	0	0	2	1	2	0	0	0	337
11:45	1	122	21	2	4	1	0	0	0	0	0	0	0	151	0	165	31	2	6	2	0	0	2	0	0	0	0	208	1	287	52	4	10	3	0	0	2	0	0	0	0	359

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Hubbard St & Whittier Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_027

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	120	26	1	9	0	0	3	0	0	0	0	0	159	0	202	37	1	7	0	0	1	0	1	0	0	0	249	0	322	63	2	16	0	0	4	0	1	0	0	0	408
12:15	0	142	11	1	1	0	0	0	1	2	0	0	0	158	0	202	28	4	8	1	0	2	0	2	0	0	0	247	0	344	39	5	9	1	0	2	1	4	0	0	0	405
12:30	0	131	21	3	5	1	0	0	1	1	0	0	0	163	1	181	38	0	5	2	0	0	0	1	0	0	0	228	1	312	59	3	10	3	0	0	1	2	0	0	0	391
12:45	0	127	18	2	4	0	0	1	0	0	0	0	0	152	3	185	25	2	5	0	0	0	3	2	0	0	0	225	3	312	43	4	9	0	0	1	3	2	0	0	0	377
13:00	0	139	32	0	4	1	0	1	0	0	0	0	0	177	1	162	38	3	4	1	0	2	4	1	0	0	0	216	1	301	70	3	8	2	0	3	4	1	0	0	0	393
13:15	4	155	31	2	6	1	0	1	1	0	0	0	0	201	1	158	27	2	8	2	0	0	0	0	0	0	0	198	5	313	58	4	14	3	0	1	1	0	0	0	0	399
13:30	0	137	26	2	2	0	0	0	1	0	0	0	0	168	2	177	25	3	8	0	0	0	1	1	0	0	0	217	2	314	51	5	10	0	0	0	2	1	0	0	0	385
13:45	1	135	17	1	2	0	0	0	1	1	0	0	0	158	1	182	23	3	4	0	0	0	1	0	0	0	0	214	2	317	40	4	6	0	0	0	2	1	0	0	0	372
14:00	1	164	24	2	6	0	0	0	2	0	0	0	0	199	2	158	30	1	9	1	0	0	5	1	0	0	0	207	3	322	54	3	15	1	0	0	7	1	0	0	0	406
14:15	0	168	28	3	4	0	0	1	0	0	0	0	0	204	1	173	40	5	7	0	0	1	1	0	0	0	0	228	1	341	68	8	11	0	0	2	1	0	0	0	0	432
14:30	0	158	32	3	2	0	0	2	2	1	0	0	0	200	0	191	32	0	1	1	0	0	0	0	0	0	0	225	0	349	64	3	3	1	0	2	2	1	0	0	0	425
14:45	1	162	35	1	2	0	0	1	0	0	0	0	0	202	2	163	34	2	6	1	0	0	3	1	0	0	0	212	3	325	69	3	8	1	0	1	3	1	0	0	0	414
15:00	2	156	36	1	1	0	0	0	0	1	0	0	0	197	0	172	27	3	3	0	0	1	3	1	0	1	0	211	2	328	63	4	4	0	0	1	3	2	0	1	0	408
15:15	0	169	37	3	0	0	0	0	1	0	0	0	0	210	1	193	30	1	5	0	0	0	4	0	0	0	0	234	1	362	67	4	5	0	0	0	5	0	0	0	0	444
15:30	0	176	28	4	0	1	0	0	0	0	0	0	0	209	2	240	32	1	2	1	0	1	1	1	0	0	0	281	2	416	60	5	2	2	0	1	1	1	0	0	0	490
15:45	2	184	30	1	3	2	0	0	2	0	0	0	0	224	4	211	34	3	3	0	0	1	0	0	0	0	0	256	6	395	64	4	6	2	0	1	2	0	0	0	0	480
16:00	1	163	28	2	3	1	0	0	1	0	0	0	0	199	0	190	32	2	2	1	0	2	0	0	0	0	0	229	1	353	60	4	5	2	0	2	1	0	0	0	0	428
16:15	2	184	45	1	3	0	0	0	2	0	0	0	0	237	0	190	35	2	5	0	0	1	1	1	0	0	0	235	2	374	80	3	8	0	0	1	3	1	0	0	0	472
16:30	1	179	30	1	4	0	0	0	0	0	0	0	0	215	0	206	29	4	6	1	0	0	3	2	0	0	0	251	1	385	59	5	10	1	0	0	3	2	0	0	0	466
16:45	1	203	33	4	2	1	0	0	0	1	0	0	0	245	0	161	39	1	0	1	0	1	3	1	0	0	0	207	1	364	72	5	2	2	0	1	3	2	0	0	0	452
17:00	3	209	35	0	0	0	0	0	2	0	0	0	0	249	0	164	32	2	1	0	0	0	2	1	0	0	0	202	3	373	67	2	1	0	0	0	4	1	0	0	0	451
17:15	0	215	25	3	1	0	0	0	0	0	0	0	0	244	0	161	35	1	4	2	0	2	0	1	0	0	0	206	0	376	60	4	5	2	0	2	0	1	0	0	0	450
17:30	0	165	28	3	0	0	0	0	1	0	0	0	0	197	0	204	35	4	0	2	0	2	0	1	0	0	0	248	0	369	63	7	0	2	0	2	1	1	0	0	0	445
17:45	0	204	29	2	1	0	0	0	0	0	0	0	0	236	4	197	43	1	5	2	0	0	1	0	0	0	0	253	4	401	72	3	6	2	0	0	1	0	0	0	0	489
18:00	2	145	25	1	0	0	0	0	2	0	0	0	0	175	0	201	31	1	0	1	0	0	4	0	0	0	0	238	2	346	56	2	0	1	0	0	6	0	0	0	0	413
18:15	0	146	17	2	1	0	0	0	1	0	0	0	0	167	0	151	30	2	1	1	0	0	3	0	0	0	0	188	0	297	47	4	2	1	0	0	4	0	0	0	0	355
18:30	2	129	26	1	0	0	0	0	1	0	0	0	0	159	2	159	29	1	1	1	0	0	2	0	0	0	0	195	4	288	55	2	1	1	0	0	3	0	0	0	0	354
18:45	1	124	18	1	2	0	0	1	1	1	0	0	0	149	0	177	20	1	7	0	0	0	0	1	0	0	0	206	1	301	38	2	9	0	0	1	1	2	0	0	0	355
19:00	2	114	16	2	0	2	0	0	3	0	0	0	0	139	0	114	15	1	0	0	0	0	2	1	0	0	0	133	2	228	31	3	0	2	0	0	5	1	0	0	0	272
19:15	2	95	14	1	2	0	0	0	0	0	0	0	0	114	0	126	18	1	1	2	0	0	1	0	0	0	0	149	2	221	32	2	3	2	0	0	1	0	0	0	0	263
19:30	0	94	12	1	0	0	0	0	0	1	0	0	0	108	0	97	12	1	0	0	0	0	1	0	0	0	0	111	0	191	24	2	0	0	0	0	1	1	0	0	0	219
19:45	1	93	14	1	0	0	0	0	1	1	0	0	0	111	0	105	20	2	4	0	0	0	1	0	0	0	0	132	1	198	34	3	4	0	0	0	2	1	0	0	0	243
20:00	2	105	12	1	0	0	0	0	1	0	0	0	0	121	0	112	13	1	0	0	0	0	0	0	0	0	0	126	2	217	25	2	0	0	0	0	1	0	0	0	0	247
20:15	0	76	12	1	0	0	0	0	3	1	0	0	0	93	0	88	13	1	0	0	0	0	0	0	0	0	0	102	0	164	25	2	0	0	0	0	3	1	0	0	0	195
20:30	1	83	13	0	0	0	0	0	1	0	0	0	0	98	0	83	9	1	0	0	0	0	0	0	0	0	0	93	1	166	22	1	0	0	0	0	1	0	0	0	0	191
20:45	0	79	9	1	0	0	0	0	0	0	0	0	0	89	0	76	6	1	0	0	0	0	1	0	0	0	0	84	0	155	15	2	0	0	0	0	1	0	0	0	0	173
21:00	2	75	8	0	0	0	0	0	1	0	0	0	0	86	0	69	4	2	1	0	0	0	0	0	0	0	0	76	2	144	12	2	1	0	0	0	1	0	0	0	0	162
21:15	0	63	10	1	0	0	0	0	3	0	0	0	0	77	0	70	8	0	0	0	0	0	0	0	0	0	0	78	0	133	18	1	0	0	0	0	3	0	0	0	0	155
21:30	0	56	10	0	0	0	0	0	0	0	0	0	0	66	1	62	9	1	0	0	0	0	2	0	0	0	0	75	1	118	19	1	0	0	0	0	2	0	0	0	0	141
21:45	0	65	9	1	0	0	0	0	1	0	0	0	0	76	1	54	5	0	1	0	0	0	0	0	0	0	0	61	1	119	14	1	1	0	0	0	1	0	0	0	0	137
22:00	0	52	9	0	0	0	0	0	0	1	0	0	0	62	0	54	8	1	1	0	0	0	0	1	0	0	0	65	0	106	17	1	1	0	0	0	0	2	0	0	0	127
22:15	0	42	4	1	0	0	0	0	1	0	0	0	0	48	0	48	4	0	1	0	0	0	2	0	0	0	0	55	0	90	8	1	1	0	0	0	3	0	0	0	0	103
22:30	0	44	3	0	1	0	0	0	0	0	0	0	0	48	0	30	4	1	0	0	0	0	0	0	0	0	0	35	0	74	7	1	1	0	0	0	0	0	0	0	0	83
22:45	0	27	8	1	1	0	0	1	0	0	0	0	0	38	0	44	10	0	1	0	0	0	1	0	0	0	0	56	0	71	18	1	2	0	0	1	1	0	0	0	0	94
23:00	0	34	6	0	0	0	0	0	1	0	0	0	0	41	1	49	1	0	0	0	0	1	1	0	0	0	0	53	1	83	7	0	0	0	0	1	2	0	0	0	0	94
23:15	0	36	1	0	0	0	0	0	0	0	0	0	0	37	0	26	3	1	0	0	0	0	2	0	0	0	0	32	0	62	4	1	0	0	0	0	2	0	0	0	0	69
23:30	0	31	0	0	1	0	0	1	0	0	0	0	0	33	0	27	2	0	1	0	0	0	2	0	0	0	0	32	0	58	2	0	2	0	0	1	2	0	0	0	0	65
23:45	0	20	1	0	0	0	0	0	0	0	0	0	0	21	0	20	0	0	1	0	0	0	0	0	0	0	0	21	0	40	1	0	1	0	0	0	0	0	0	0	0	42
Totals	**46**	**8,625**	**1,543**	**127**	**207**	**25**	**0**	**28**	**78**	**31**	**2**	**0**	**0**	**10,712**	**42**	**10,639**	**1,838**	**128**	**246**	**44**	**0**	**27**	**117**	**44**	**2**	**2**	**0**	**13,129**	**88**	**19,264**	**3,381**	**255**	**453**	**69**	**0**	**55**	**195**	**75**	**4**	**2**	**0**	**23,841**
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%			100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%	0%	81%	14%	1%	2%	0%		0%	1%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Hubbard St & Whittier Blvd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_027

DAILY TOTALS	NB	SB	EB	WB	Total
	10,712	13,129	0	0	23,841

DAILY TOTALS

15-Minutes Interval

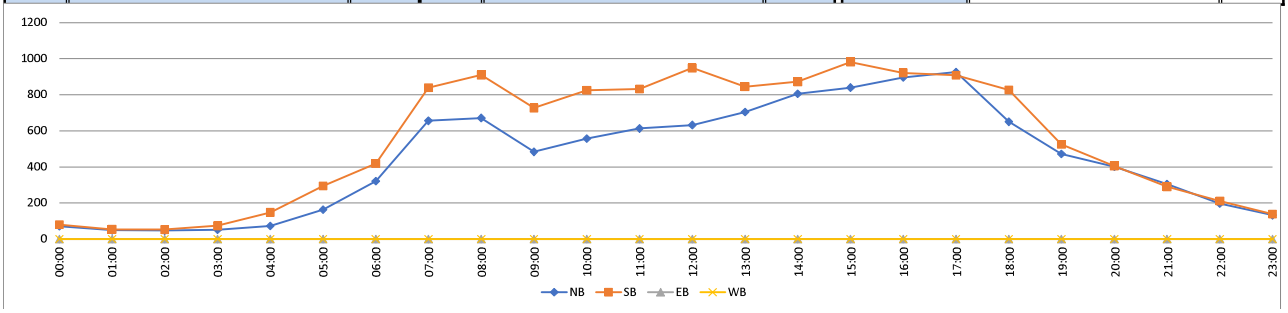
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	24	22			46	12:00	159	249			408
0:15	11	20			31	12:15	158	247			405
0:30	20	19			39	12:30	163	228			391
0:45	15	19			34	12:45	152	225			377
1:00	6	14			20	13:00	177	216			393
1:15	20	14			34	13:15	201	198			399
1:30	9	11			20	13:30	168	217			385
1:45	13	15			28	13:45	158	214			372
2:00	12	11			23	14:00	199	207			406
2:15	10	11			21	14:15	204	228			432
2:30	13	12			25	14:30	200	225			425
2:45	12	18			30	14:45	202	212			414
3:00	13	11			24	15:00	197	211			408
3:15	12	24			36	15:15	210	234			444
3:30	12	19			31	15:30	209	281			490
3:45	14	20			34	15:45	224	256			480
4:00	11	24			35	16:00	199	229			428
4:15	18	38			56	16:15	237	235			472
4:30	16	46			62	16:30	215	251			466
4:45	28	40			68	16:45	245	207			452
5:00	30	46			76	17:00	249	202			451
5:15	43	60			103	17:15	244	206			450
5:30	41	98			139	17:30	197	248			445
5:45	49	91			140	17:45	236	253			489
6:00	75	75			150	18:00	175	238			413
6:15	70	97			167	18:15	167	188			355
6:30	76	112			188	18:30	159	195			354
6:45	100	134			234	18:45	149	206			355
7:00	112	145			257	19:00	139	133			272
7:15	162	209			371	19:15	114	149			263
7:30	194	228			422	19:30	108	111			219
7:45	188	257			445	19:45	111	132			243
8:00	185	258			443	20:00	121	126			247
8:15	204	254			458	20:15	93	102			195
8:30	137	222			359	20:30	98	93			191
8:45	145	176			321	20:45	89	84			173
9:00	125	166			291	21:00	86	76			162
9:15	98	190			288	21:15	77	78			155
9:30	130	166			296	21:30	66	75			141
9:45	130	205			335	21:45	76	61			137
10:00	139	187			326	22:00	62	65			127
10:15	128	209			337	22:15	48	55			103
10:30	144	209			353	22:30	48	35			83
10:45	146	220			366	22:45	38	56			94
11:00	181	217			398	23:00	41	53			94
11:15	140	211			351	23:15	37	32			69
11:30	141	196			337	23:30	33	32			65
11:45	151	208			359	23:45	21	21			42
TOTALS	3753	5254	0	0	9007	TOTALS	6959	7875	0	0	14834
SPLIT %	42%	58%	0%	0%	38%	SPLIT %	47%	53%	0%	0%	62%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	70	80			150
01:00	02:00	48	54			102
02:00	03:00	47	52			99
03:00	04:00	51	74			125
04:00	05:00	73	148			221
05:00	06:00	163	295			458
06:00	07:00	321	418			739
07:00	08:00	656	839			1495
08:00	09:00	671	910			1581
09:00	10:00	483	727			1210
10:00	11:00	557	825			1382
11:00	12:00	613	832			1445
12:00	13:00	632	949			1581
13:00	14:00	704	845			1549
14:00	15:00	805	872			1677
15:00	16:00	840	982			1822
16:00	17:00	896	922			1818
17:00	18:00	926	909			1835
18:00	19:00	650	827			1477
19:00	20:00	472	525			997
20:00	21:00	401	405			806
21:00	22:00	305	290			595
22:00	23:00	196	211			407
23:00	00:00	132	138			270

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	3753	5254			9007
Peak Hour	7:30	7:30			7:30
Peak Volume	771	997			1768
Peak Hour Factor	0.945	0.966			0.965
Peak Period	12:00	to	00:00		
Volume	6959	7875			14834
Peak Hour	16:30	15:30			15:30
Peak Volume	953	1001			1870
Peak Hour Factor	0.957	0.891			0.954
Peak Period	07:00	to	09:00		
Volume	1327	1749			3076
Peak Hour	7:30	7:30			7:30
Peak Volume	771	997			1768
Peak Hour Factor	0.945	0.966			0.965
Peak Period	16:00	to	18:00		
Volume	1822	1831			3653
Peak Hour	16:30	16:00			16:15
Peak Volume	953	922			1841
Peak Hour Factor	0.957	0.918			0.975



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Whittier Blvd & Verona St/E Verona St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_028

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	49	8	0	2	0	0	0	3	1	0	0	0	63	0	64	5	1	0	1	0	0	0	0	0	0	0	71	0	113	13	1	2	1	0	0	3	1	0	0	0	134
1:00	0	49	2	0	2	0	0	0	1	0	0	0	0	54	0	50	6	1	2	0	0	0	3	0	0	0	0	62	0	99	8	1	4	0	0	0	4	0	0	0	0	116
2:00	1	31	7	0	2	1	0	0	3	0	0	0	0	45	0	42	8	1	1	1	0	0	3	1	0	0	0	57	1	73	15	1	3	2	0	0	6	1	0	0	0	102
3:00	0	26	6	0	1	2	0	1	3	0	0	0	0	39	0	67	9	0	2	2	0	0	3	1	1	0	0	85	0	93	15	0	3	4	0	1	6	1	1	0	0	124
4:00	1	54	20	0	5	0	0	1	5	1	0	0	0	87	0	123	24	1	6	0	0	0	3	1	1	0	0	159	1	177	44	1	11	0	0	1	8	2	1	0	0	246
5:00	0	97	24	1	13	0	0	1	2	0	0	0	0	138	0	248	79	2	9	1	0	0	1	0	1	0	0	341	0	345	103	3	22	1	0	1	3	0	1	0	0	479
6:00	1	187	53	3	26	1	0	2	3	2	0	0	0	278	1	314	96	6	8	2	0	1	5	1	0	0	0	434	2	501	149	9	34	3	0	3	8	3	0	0	0	712
7:00	1	437	78	4	16	1	0	1	6	1	0	0	0	545	2	647	118	6	14	1	0	0	5	2	0	0	0	795	3	1084	196	10	30	2	0	1	11	3	0	0	0	1340
8:00	0	440	78	3	19	1	0	1	7	1	0	0	0	550	1	642	133	4	11	3	0	0	4	4	0	0	0	802	1	1082	211	7	30	4	0	1	11	5	0	0	0	1352
9:00	4	337	85	6	21	2	0	1	3	2	0	0	0	461	2	492	112	4	17	5	0	2	4	0	0	1	0	639	6	829	197	10	38	7	0	3	7	2	0	1	0	1100
10:00	3	354	87	4	13	1	0	3	4	3	0	0	0	472	3	561	110	5	12	15	0	1	10	0	1	0	0	718	6	915	197	9	25	16	0	4	14	3	1	0	0	1190
11:00	2	397	86	4	16	2	0	2	1	2	0	0	0	512	3	574	112	4	18	5	0	1	3	2	0	1	0	723	5	971	198	8	34	7	0	3	4	4	0	1	0	1235
12:00	0	425	86	4	18	1	0	0	5	5	0	0	0	544	1	751	124	5	14	11	0	4	1	2	1	0	0	914	1	1176	210	9	32	12	0	4	6	7	1	0	0	1458
13:00	3	509	96	4	20	0	0	0	4	3	0	0	0	639	1	635	107	4	18	12	0	2	1	2	0	0	0	782	4	1144	203	8	38	12	0	2	5	5	0	0	0	1421
14:00	3	541	115	5	13	1	0	1	6	0	0	0	0	685	4	627	126	4	23	12	0	2	6	0	0	0	0	804	7	1168	241	9	36	13	0	3	12	0	0	0	0	1489
15:00	2	614	99	7	4	1	0	0	3	1	0	0	0	731	5	772	123	8	13	4	0	3	6	1	0	1	0	936	7	1386	222	15	17	5	0	3	9	2	0	1	0	1667
16:00	5	625	117	4	7	1	0	0	2	1	0	0	0	762	0	700	129	6	12	8	0	6	2	1	0	0	0	864	5	1325	246	10	19	9	0	6	4	2	0	0	0	1626
17:00	2	613	90	4	2	2	0	0	2	1	0	0	0	716	3	696	156	6	9	12	0	3	3	1	0	0	0	889	5	1309	246	10	11	14	0	3	5	2	0	0	0	1605
18:00	4	432	62	3	4	0	0	2	3	1	0	0	0	511	1	628	97	5	7	8	0	1	9	0	0	0	0	756	5	1060	159	8	11	8	0	3	12	1	0	0	0	1267
19:00	1	309	62	2	2	2	0	1	6	1	0	0	0	386	0	397	61	2	3	5	0	1	5	0	0	0	0	474	1	706	123	4	5	7	0	2	11	1	0	0	0	860
20:00	1	262	33	1	4	0	0	0	5	1	0	0	0	307	0	321	40	2	2	1	0	0	0	0	0	0	0	366	1	583	73	3	6	1	0	0	5	1	0	0	0	673
21:00	0	208	25	1	1	0	0	1	5	0	0	0	0	241	0	265	15	3	2	1	0	0	1	0	0	0	0	287	0	473	40	4	3	1	0	1	6	0	0	0	0	528
22:00	0	165	20	0	2	0	0	1	4	1	0	0	0	193	0	178	18	2	2	2	0	0	1	0	0	0	0	203	0	343	38	2	4	2	0	1	5	1	0	0	0	396
23:00	0	99	9	0	2	0	0	0	1	0	0	0	0	111	0	111	12	1	1	1	0	0	4	1	0	1	0	132	0	210	21	1	3	1	0	0	5	1	0	1	0	243
Totals	34	7,260	1,348	60	215	19	0	19	87	28	0	0	0	9,070	27	9,905	1,820	83	206	113	0	27	83	20	5	4	0	12,293	61	17,165	3,168	143	421	132	0	46	170	48	5	4	0	21,363
% of Totals	0%	80%	15%	1%	2%	0%		0%	1%	0%				100%	0%	81%	15%	1%	2%	1%		0%	1%	0%	0%	0%		100%	0%	80%	15%	1%	2%	1%		0%	1%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



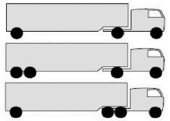
#5 2-Axle, 6-Tire Single Units



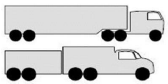
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	NORTHBOUND														SOUTHBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
00:00 - 12:00	13	2458	534	25	136	11	0	13	41	13	0	0	0	3244	12	3824	812	35	100	36	0	5	44	12	4	2	0	4886	25	6282	1346	60	236	47	0	18	85	25	4	2	0	8130
%	0%	27%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	31%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	29%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	8:30	7:30	10:30	6:30	5:45	9:30	0:00	10:30	6:30	11:45	0:00	0:00	0:00	7:30	10:30	7:30	7:15	5:30	11:30	10:15	0:00	11:45	9:45	7:30	4:15	8:30	0:00	7:15	8:30	7:30	10:30	6:45	9:00	10:15	0:00	10:30	6:30	10:30	4:15	8:30	0:00	7:30
Peak Volume	4	503	110	6	27	3	0	4	8	5	0	0	0	612	5	752	137	6	20	16	0	3	10	5	2	1	0	913	7	1255	239	11	38	17	0	6	15	6	2	1	0	1515
12:00 - 24:00	21	4802	814	35	79	8	0	6	46	15	0	0	0	5826	15	6081	1008	48	106	77	0	22	39	8	1	2	0	7407	36	10883	1822	83	185	85	0	28	85	23	1	2	0	13233
%	0%	53%	9%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	64%	0%	49%	8%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	60%	0%	51%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
Peak Hour	15:45	16:30	14:15	14:30	13:15	15:15	12:00	17:30	19:30	12:00	12:00	12:00	12:00	16:15	15:00	15:15	17:00	14:45	13:15	12:30	12:00	12:15	17:30	12:15	12:00	14:15	12:00	15:15	15:15	15:15	15:45	14:45	13:15	12:30	12:00	12:15	14:15	12:00	12:00	14:15	12:00	15:15
Peak Volume	5	656	124	7	22	2	0	2	7	5	0	0	0	780	5	802	156	8	23	16	0	6	10	3	1	1	0	982	9	1413	251	15	45	17	0	6	13	7	1	1	0	1711
07:00 - 09:00	1	877	156	7	35	2	0	2	13	2	0	0	0	1095	3	1289	251	10	25	4	0	0	9	6	0	0	0	1597	4	2166	407	17	60	6	0	2	22	8	0	0	0	2692
%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:30	7:00	8:00	7:45	7:00	7:15	8:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	7:15	7:00	7:15	7:45	7:00	7:00	7:00	7:30	7:00	7:00	7:00	7:15	7:00	7:30	7:15	7:00	7:15	7:45	7:00	7:15	7:00	7:30	7:00	7:00	7:00	7:30
Peak Volume	1	503	82	4	19	2	0	2	7	1	0	0	0	612	2	752	137	6	16	4	0	0	5	5	0	0	0	913	3	1255	215	10	31	6	0	2	11	5	0	0	0	1515
16:00 - 18:00	7	1238	207	8	9	3	0	0	4	2	0	0	0	1478	3	1396	285	12	21	20	0	9	5	2	0	0	0	1753	10	2634	492	20	30	23	0	9	9	4	0	0	0	3231
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:00	16:30	16:15	16:45	16:00	16:45	16:00	16:00	16:15	16:45	16:00	16:00	16:00	16:15	17:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	17:00	16:15	16:00	16:00	16:00	17:00	16:00	16:00	16:00	16:45	16:00	17:00	16:00	16:00	16:15	16:45	16:00	16:00	16:00	16:00
Peak Volume	5	656	119	5	7	2	0	0	3	2	0	0	0	780	3	700	156	6	12	12	0	6	3	2	0	0	0	889	5	1325	246	11	19	14	0	6	5	4	0	0	0	1626

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Whittier Blvd & Verona St/E Verona St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_028

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	15	0	0	0	0	0	0	0	0	0	0	0	15	0	31	2	0	0	0	0	0	0	0	0	0	0	33
0:15	0	12	1	0	1	0	0	0	1	1	0	0	0	16	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	31	3	0	1	0	0	0	1	1	0	0	0	37
0:30	0	11	3	0	0	0	0	0	1	0	0	0	0	15	0	15	2	1	0	1	0	0	0	0	0	0	0	19	0	26	5	1	0	1	0	0	1	0	0	0	0	34
0:45	0	10	2	0	1	0	0	0	1	0	0	0	0	14	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	25	3	0	1	0	0	0	1	0	0	0	0	30
1:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	9	0	0	2	0	0	0	0	0	0	0	0	11	0	17	2	0	2	0	0	0	0	0	0	0	0	21
1:15	0	20	0	0	1	0	0	0	1	0	0	0	0	22	0	16	4	0	0	0	0	0	1	0	0	0	0	21	0	36	4	0	1	0	0	0	2	0	0	0	0	43
1:30	0	7	0	0	1	0	0	0	0	0	0	0	0	8	0	10	2	0	0	0	0	0	1	0	0	0	0	13	0	17	2	0	1	0	0	0	1	0	0	0	0	21
1:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	0	15	0	1	0	0	0	0	1	0	0	0	0	17	0	29	0	1	0	0	0	0	1	0	0	0	0	31
2:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	11	5	0	1	1	0	0	1	0	0	0	0	19	0	19	7	0	1	1	0	0	1	0	0	0	0	29
2:15	0	7	1	0	1	1	0	0	1	0	0	0	0	11	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	16	2	0	1	1	0	0	1	0	0	0	0	21
2:30	1	5	2	0	1	0	0	0	2	0	0	0	0	11	0	10	0	1	0	0	0	0	1	0	0	0	0	12	1	15	2	1	1	0	0	0	3	0	0	0	0	23
2:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	12	2	0	0	0	0	0	1	1	0	0	0	16	0	23	4	0	0	0	0	0	1	1	0	0	0	29
3:00	0	6	2	0	0	1	0	1	0	0	0	0	0	10	0	9	1	0	0	0	0	0	2	0	0	0	0	12	0	15	3	0	0	1	0	1	2	0	0	0	0	22
3:15	0	6	1	0	0	0	0	0	1	0	0	0	0	8	0	18	2	0	0	1	0	0	0	1	0	0	0	22	0	24	3	0	0	1	0	0	1	1	0	0	0	30
3:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9	0	17	4	0	1	1	0	0	1	0	1	0	0	25	0	23	6	0	2	1	0	0	1	0	1	0	0	34
3:45	0	8	1	0	0	1	0	0	2	0	0	0	0	12	0	23	2	0	1	0	0	0	0	0	0	0	0	26	0	31	3	0	1	1	0	0	2	0	0	0	0	38
4:00	1	9	7	0	0	0	0	0	2	0	0	0	0	19	0	19	7	0	3	0	0	0	0	0	0	0	0	29	1	28	14	0	3	0	0	0	2	0	0	0	0	48
4:15	0	14	7	0	3	0	0	1	0	0	0	0	0	25	0	26	4	0	3	0	0	0	2	1	0	0	0	36	0	40	11	0	6	0	0	1	2	1	0	0	0	61
4:30	0	12	2	0	0	0	0	0	2	1	0	0	0	17	0	42	7	0	0	0	0	0	0	0	1	0	0	50	0	54	9	0	0	0	0	0	2	1	1	0	0	67
4:45	0	19	4	0	2	0	0	0	1	0	0	0	0	26	0	36	6	1	0	0	0	0	1	0	0	0	0	44	0	55	10	1	2	0	0	0	2	0	0	0	0	70
5:00	0	16	7	1	3	0	0	1	1	0	0	0	0	29	0	46	16	0	2	1	0	0	0	0	1	0	0	66	0	62	23	1	5	1	0	1	1	0	1	0	0	95
5:15	0	27	4	0	2	0	0	0	1	0	0	0	0	34	0	55	11	0	2	0	0	0	0	0	0	0	0	68	0	82	15	0	4	0	0	0	1	0	0	0	0	102
5:30	0	24	8	0	1	0	0	0	0	0	0	0	0	33	0	73	31	1	4	0	0	0	1	0	0	0	0	110	0	97	39	1	5	0	0	0	1	0	0	0	0	143
5:45	0	30	5	0	7	0	0	0	0	0	0	0	0	42	0	74	21	1	1	0	0	0	0	0	0	0	0	97	0	104	26	1	8	0	0	0	0	0	0	0	0	139
6:00	1	41	14	0	6	1	0	0	0	1	0	0	0	64	0	48	21	2	1	0	0	0	1	0	0	0	0	73	1	89	35	2	7	1	0	0	1	1	0	0	0	137
6:15	0	35	12	0	8	0	0	2	0	0	0	0	0	57	0	65	29	2	1	0	0	1	1	0	0	0	0	99	0	100	41	2	9	0	0	3	1	0	0	0	0	156
6:30	0	48	11	1	6	0	0	0	1	1	0	0	0	68	0	95	27	1	5	2	0	0	1	1	0	0	0	132	0	143	38	2	11	2	0	0	2	2	0	0	0	200
6:45	0	63	16	2	6	0	0	0	2	0	0	0	0	89	1	106	19	1	1	0	0	0	2	0	0	0	0	130	1	169	35	3	7	0	0	0	4	0	0	0	0	219
7:00	0	72	16	1	5	0	0	0	3	1	0	0	0	98	0	117	23	2	5	0	0	0	2	0	0	0	0	149	0	189	39	3	10	0	0	0	5	1	0	0	0	247
7:15	1	99	21	2	3	0	0	1	2	0	0	0	0	129	1	153	49	0	4	0	0	0	2	0	0	0	0	209	2	252	70	2	7	0	0	1	4	0	0	0	0	338
7:30	0	126	24	0	4	0	0	0	0	0	0	0	0	154	0	191	23	3	2	0	0	0	1	1	0	0	0	221	0	317	47	3	6	0	0	0	1	1	0	0	0	375
7:45	0	140	17	1	4	1	0	0	1	0	0	0	0	164	1	186	23	1	3	1	0	0	0	1	0	0	0	216	1	326	40	2	7	2	0	0	1	1	0	0	0	380
8:00	0	120	16	1	4	0	0	1	0	0	0	0	0	142	0	216	42	1	7	0	0	0	0	1	0	0	0	267	0	336	58	2	11	0	0	1	0	1	0	0	0	409
8:15	0	117	25	0	6	0	0	0	4	0	0	0	0	152	0	159	35	1	1	0	0	0	1	2	0	0	0	199	0	276	60	1	7	0	0	0	5	2	0	0	0	351
8:30	0	108	20	1	4	1	0	0	1	0	0	0	0	135	1	140	27	1	0	3	0	0	1	1	0	0	0	174	1	248	47	2	4	4	0	0	2	1	0	0	0	309
8:45	0	95	17	1	5	0	0	0	2	1	0	0	0	121	0	127	29	1	3	0	0	0	2	0	0	0	0	162	0	222	46	2	8	0	0	0	4	1	0	0	0	283
9:00	2	93	25	2	7	0	0	0	0	0	0	0	0	129	2	112	28	1	3	0	0	0	3	0	0	0	0	149	4	205	53	3	10	0	0	0	3	0	0	0	0	278
9:15	2	70	19	1	7	0	0	0	1	0	0	0	0	100	0	134	37	1	3	2	0	1	0	0	0	1	0	179	2	204	56	2	10	2	0	1	1	0	0	1	0	279
9:30	0	75	18	1	4	1	0	1	1	0	0	0	0	101	0	127	29	1	2	0	0	0	1	0	0	0	0	160	0	202	47	2	6	1	0	1	2	0	0	0	0	261
9:45	0	99	23	2	3	1	0	0	1	2	0	0	0	131	0	119	18	1	9	3	0	1	0	0	0	0	0	151	0	218	41	3	12	4	0	1	1	2	0	0	0	282
10:00	2	94	12	1	5	0	0	0	1	0	0	0	0	115	0	128	27	1	3	3	0	0	1	0	0	0	0	163	2	222	39	2	8	3	0	0	2	0	0	0	0	278
10:15	0	98	20	1	3	1	0	0	0	1	0	0	0	124	0	150	24	2	3	2	0	0	4	0	0	0	0	185	0	248	44	3	6	3	0	0	4	1	0	0	0	309
10:30	0	71	23	1	2	0	0	2	2	1	0	0	0	102	3	143	34	1	0	6	0	1	5	0	1	0	0	194	3	214	57	2	2	6	0	3	7	1	1	0	0	296
10:45	1	91	32	1	3	0	0	1	1	1	0	0	0	131	0	140	25	1	6	4	0	0	0	0	0	0	0	176	1	231	57	2	9	4	0	1	1	1	0	0	0	307
11:00	1	112	26	1	6	0	0	0	1	1	0	0	0	148	1	139	44	1	5	4	0	0	1	0	0	0	0	195	2	251	70	2	11	4	0	0	2	1	0	0	0	343
11:15	0	82	29	1	3	1	0	1	0	1	0	0	0	118	1	148	26	1	3	0	0	1	0	2	0	0	0	182	1	230	55	2	6	1	0	2	0	3	0	0	0	300
11:30	1	98	15	1	3	0	0	1	0	0	0	0	0	119	0	134	20	1	4	0	0	0	0	0	0	1	0	160	1	232	35	2	7	0	0	1	0	0	0	1	0	279
11:45	0	105	16	1	4	1	0	0	0	0	0	0	0	127	1	153	22	1	6	1	0	0	2	0	0	0	0	186	1	258	38	2	10	2	0	0	2	0	0	0	0	313

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Whittier Blvd & Verona St/E Verona St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_028

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	87	28	1	5	0	0	0	2	1	0	0	0	124	1	177	39	1	4	3	0	0	1	0	0	0	0	226	1	264	67	2	9	3	0	0	3	1	0	0	0	350
12:15	0	104	11	1	4	0	0	0	1	2	0	0	0	123	0	212	24	2	6	2	0	0	0	1	0	0	0	247	0	316	35	3	10	2	0	0	1	3	0	0	0	370
12:30	0	109	23	1	5	1	0	0	0	2	0	0	0	141	0	199	35	1	2	3	0	3	0	0	1	0	0	244	0	308	58	2	7	4	0	3	0	2	1	0	0	385
12:45	0	125	24	1	4	0	0	0	2	0	0	0	0	156	0	163	26	1	2	3	0	1	0	1	0	0	0	197	0	288	50	2	6	3	0	1	2	1	0	0	0	353
13:00	0	118	35	1	5	0	0	0	2	0	0	0	0	161	0	157	28	1	2	7	0	2	0	1	0	0	0	198	0	275	63	2	7	7	0	2	2	1	0	0	0	359
13:15	2	135	21	1	6	0	0	0	0	1	0	0	0	166	0	157	23	1	8	3	0	0	0	0	0	0	0	192	2	292	44	2	14	3	0	0	0	1	0	0	0	358
13:30	0	138	22	1	3	0	0	0	1	0	0	0	0	165	0	157	28	1	6	1	0	0	1	1	0	0	0	195	0	295	50	2	9	1	0	0	2	1	0	0	0	360
13:45	1	118	18	1	6	0	0	0	1	2	0	0	0	147	1	164	28	1	2	1	0	0	0	0	0	0	0	197	2	282	46	2	8	1	0	0	1	2	0	0	0	344
14:00	1	137	18	1	7	0	0	0	1	0	0	0	0	165	2	139	23	1	7	4	0	0	3	0	0	0	0	179	3	276	41	2	14	4	0	0	4	0	0	0	0	344
14:15	0	129	26	1	3	0	0	0	1	0	0	0	0	160	0	139	40	1	6	2	0	0	2	0	0	0	0	190	0	268	66	2	9	2	0	0	3	0	0	0	0	350
14:30	1	133	31	2	1	0	0	1	3	0	0	0	0	172	1	174	32	1	4	1	0	1	0	0	0	0	0	214	2	307	63	3	5	1	0	2	3	0	0	0	0	386
14:45	1	142	40	1	2	1	0	0	1	0	0	0	0	188	1	175	31	1	6	5	0	1	1	0	0	0	0	221	2	317	71	2	8	6	0	1	2	0	0	0	0	409
15:00	0	138	27	1	2	0	0	0	1	0	0	0	0	169	0	151	23	2	2	0	0	1	4	0	0	1	0	184	0	289	50	3	4	0	0	1	5	0	0	1	0	353
15:15	0	149	25	3	0	0	0	0	0	0	0	0	0	177	1	210	34	3	8	2	0	1	2	0	0	0	0	261	1	359	59	6	8	2	0	1	2	0	0	0	0	438
15:30	0	155	28	2	0	0	0	0	0	0	0	0	0	185	2	202	37	2	2	1	0	1	0	1	0	0	0	248	2	357	65	4	2	1	0	1	0	1	0	0	0	433
15:45	2	172	19	1	2	1	0	0	2	1	0	0	0	200	2	209	29	1	1	1	0	0	0	0	0	0	0	243	4	381	48	2	3	2	0	0	2	1	0	0	0	443
16:00	2	135	25	1	2	1	0	0	1	0	0	0	0	167	0	181	39	2	4	2	0	2	0	0	0	0	0	230	2	316	64	3	6	3	0	2	1	0	0	0	0	397
16:15	0	154	35	1	1	0	0	0	1	0	0	0	0	192	0	178	28	1	4	1	0	1	1	0	0	0	0	214	0	332	63	2	5	1	0	1	2	0	0	0	0	406
16:30	1	171	39	0	3	0	0	0	0	0	0	0	0	214	0	188	37	1	4	2	0	3	1	0	0	0	0	236	1	359	76	1	7	2	0	3	1	0	0	0	0	450
16:45	2	165	18	2	1	0	0	0	0	1	0	0	0	189	0	153	25	2	0	3	0	0	0	1	0	0	0	184	2	318	43	4	1	3	0	0	0	2	0	0	0	373
17:00	2	152	27	0	1	1	0	0	2	0	0	0	0	185	0	160	30	1	0	2	0	1	0	1	0	0	0	195	2	312	57	1	1	3	0	1	2	1	0	0	0	380
17:15	0	168	21	2	0	0	0	0	0	0	0	0	0	191	0	165	40	1	3	3	0	0	0	0	0	0	0	212	0	333	61	3	3	3	0	0	0	0	0	0	0	403
17:30	0	144	24	1	1	1	0	0	0	1	0	0	0	172	0	172	37	2	1	3	0	1	2	0	0	0	0	218	0	316	61	3	2	4	0	1	2	1	0	0	0	390
17:45	0	149	18	1	0	0	0	0	0	0	0	0	0	168	3	199	49	2	5	4	0	1	1	0	0	0	0	264	3	348	67	3	5	4	0	1	1	0	0	0	0	432
18:00	1	122	12	1	0	0	0	1	2	0	0	0	0	139	0	178	27	2	0	1	0	0	4	0	0	0	0	212	1	300	39	3	0	1	0	1	6	0	0	0	0	351
18:15	0	108	10	0	1	0	0	1	0	0	0	0	0	120	0	149	26	1	0	1	0	1	3	0	0	0	0	181	0	257	36	1	1	1	0	2	3	0	0	0	0	301
18:30	2	114	29	1	1	0	0	0	0	0	0	0	0	147	1	148	27	1	2	3	0	0	1	0	0	0	0	183	3	262	56	2	3	3	0	0	1	0	0	0	0	330
18:45	1	88	11	1	2	0	0	0	1	1	0	0	0	105	0	153	17	1	5	3	0	0	1	0	0	0	0	180	1	241	28	2	7	3	0	0	2	1	0	0	0	285
19:00	0	83	13	0	1	2	0	0	3	0	0	0	0	102	0	93	18	0	0	1	0	0	2	0	0	0	0	114	0	176	31	0	1	3	0	0	5	0	0	0	0	216
19:15	1	83	14	1	1	0	0	1	0	1	0	0	0	102	0	121	15	1	0	3	0	0	1	0	0	0	0	141	1	204	29	2	1	3	0	1	1	1	0	0	0	243
19:30	0	79	12	0	0	0	0	0	1	0	0	0	0	92	0	95	12	0	0	1	0	0	1	0	0	0	0	109	0	174	24	0	0	1	0	0	2	0	0	0	0	201
19:45	0	64	23	1	0	0	0	0	2	0	0	0	0	90	0	88	16	1	3	0	0	1	1	0	0	0	0	110	0	152	39	2	3	0	0	1	3	0	0	0	0	200
20:00	1	84	10	0	2	0	0	0	1	0	0	0	0	98	0	92	12	1	0	0	0	0	0	0	0	0	0	105	1	176	22	1	2	0	0	0	1	0	0	0	0	203
20:15	0	58	9	1	1	0	0	0	3	1	0	0	0	73	0	82	13	0	1	0	0	0	0	0	0	0	0	96	0	140	22	1	2	0	0	0	3	1	0	0	0	169
20:30	0	69	11	0	0	0	0	0	1	0	0	0	0	81	0	81	10	0	0	0	0	0	0	0	0	0	0	91	0	150	21	0	0	0	0	0	1	0	0	0	0	172
20:45	0	51	3	0	1	0	0	0	0	0	0	0	0	55	0	66	5	1	1	1	0	0	0	0	0	0	0	74	0	117	8	1	2	1	0	0	0	0	0	0	0	129
21:00	0	63	4	0	0	0	0	0	2	0	0	0	0	69	0	66	2	1	1	0	0	0	0	0	0	0	0	70	0	129	6	1	1	0	0	0	2	0	0	0	0	139
21:15	0	53	8	0	1	0	0	0	2	0	0	0	0	64	0	72	4	0	0	0	0	0	0	0	0	0	0	76	0	125	12	0	1	0	0	0	2	0	0	0	0	140
21:30	0	41	5	0	0	0	0	0	0	0	0	0	0	46	0	68	5	1	0	1	0	0	1	0	0	0	0	76	0	109	10	1	0	1	0	0	1	0	0	0	0	122
21:45	0	51	8	1	0	0	0	1	1	0	0	0	0	62	0	59	4	1	1	0	0	0	0	0	0	0	0	65	0	110	12	2	1	0	0	1	1	0	0	0	0	127
22:00	0	43	8	0	1	0	0	0	1	0	0	0	0	53	0	49	9	1	1	2	0	0	0	0	0	0	0	62	0	92	17	1	2	2	0	0	1	0	0	0	0	115
22:15	0	48	6	0	1	0	0	0	1	0	0	0	0	56	0	55	4	0	0	0	0	0	1	0	0	0	0	60	0	103	10	0	1	0	0	0	2	0	0	0	0	116
22:30	0	41	3	0	0	0	0	0	0	0	0	0	0	44	0	31	2	1	0	0	0	0	0	0	0	0	0	34	0	72	5	1	0	0	0	0	0	0	0	0	0	78
22:45	0	33	3	0	0	0	0	1	2	1	0	0	0	40	0	43	3	0	1	0	0	0	0	0	0	0	0	47	0	76	6	0	1	0	0	1	2	1	0	0	0	87
23:00	0	33	6	0	0	0	0	0	1	0	0	0	0	40	0	34	6	0	1	1	0	0	2	0	0	1	0	45	0	67	12	0	1	1	0	0	3	0	0	1	0	85
23:15	0	24	0	0	0	0	0	0	0	0	0	0	0	24	0	29	2	1	0	0	0	0	2	0	0	0	0	34	0	53	2	1	0	0	0	0	2	0	0	0	0	58
23:30	0	22	3	0	2	0	0	0	0	0	0	0	0	27	0	25	1	0	0	0	0	0	0	1	0	0	0	27	0	47	4	0	2	0	0	0	0	1	0	0	0	54
23:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	0	23	3	0	0	0	0	0	0	0	0	0	0	26	0	43	3	0	0	0	0	0	0	0	0	0	0	46
Totals	**34**	**7,260**	**1,348**	**60**	**215**	**19**	**0**	**19**	**87**	**28**	**0**	**0**	**0**	**9,070**	**27**	**9,905**	**1,820**	**83**	**206**	**113**	**0**	**27**	**83**	**20**	**5**	**4**	**0**	**12,293**	**61**	**17,165**	**3,168**	**143**	**421**	**132**	**0**	**46**	**170**	**48**	**5**	**4**	**0**	**21,363**
% of Totals	0%	80%	15%	1%	2%	0%		0%	1%	0%				100%	0%	81%	15%	1%	2%	1%		0%	1%	0%	0%	0%		100%	0%	80%	15%	1%	2%	1%		0%	1%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Whittier Blvd & Verona St/E Verona St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_028

DAILY TOTALS	NB	SB	EB	WB	Total
	9,070	12,293	0	0	21,363

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	18	15			33	12:00	124	226			350
0:15	16	21			37	12:15	123	247			370
0:30	15	19			34	12:30	141	244			385
0:45	14	16			30	12:45	156	197			353
1:00	10	11			21	13:00	161	198			359
1:15	22	21			43	13:15	166	192			358
1:30	8	13			21	13:30	165	195			360
1:45	14	17			31	13:45	147	197			344
2:00	10	19			29	14:00	165	179			344
2:15	11	10			21	14:15	160	190			350
2:30	11	12			23	14:30	172	214			386
2:45	13	16			29	14:45	188	221			409
3:00	10	12			22	15:00	169	184			353
3:15	8	22			30	15:15	177	261			438
3:30	9	25			34	15:30	185	248			433
3:45	12	26			38	15:45	200	243			443
4:00	19	29			48	16:00	167	230			397
4:15	25	36			61	16:15	192	214			406
4:30	17	50			67	16:30	214	236			450
4:45	26	44			70	16:45	189	184			373
5:00	29	66			95	17:00	185	195			380
5:15	34	68			102	17:15	191	212			403
5:30	33	110			143	17:30	172	218			390
5:45	42	97			139	17:45	168	264			432
6:00	64	73			137	18:00	139	212			351
6:15	57	99			156	18:15	120	181			301
6:30	68	132			200	18:30	147	183			330
6:45	89	130			219	18:45	105	180			285
7:00	98	149			247	19:00	102	114			216
7:15	129	209			338	19:15	102	141			243
7:30	154	221			375	19:30	92	109			201
7:45	164	216			380	19:45	90	110			200
8:00	142	267			409	20:00	98	105			203
8:15	152	199			351	20:15	73	96			169
8:30	135	174			309	20:30	81	91			172
8:45	121	162			283	20:45	55	74			129
9:00	129	149			278	21:00	69	70			139
9:15	100	179			279	21:15	64	76			140
9:30	101	160			261	21:30	46	76			122
9:45	131	151			282	21:45	62	65			127
10:00	115	163			278	22:00	53	62			115
10:15	124	185			309	22:15	56	60			116
10:30	102	194			296	22:30	44	34			78
10:45	131	176			307	22:45	40	47			87
11:00	148	195			343	23:00	40	45			85
11:15	118	182			300	23:15	24	34			58
11:30	119	160			279	23:30	27	27			54
11:45	127	186			313	23:45	20	26			46
TOTALS	3244	4886	0	0	8130	TOTALS	5826	7407	0	0	13233
SPLIT %	40%	60%	0%	0%	38%	SPLIT %	44%	56%	0%	0%	62%

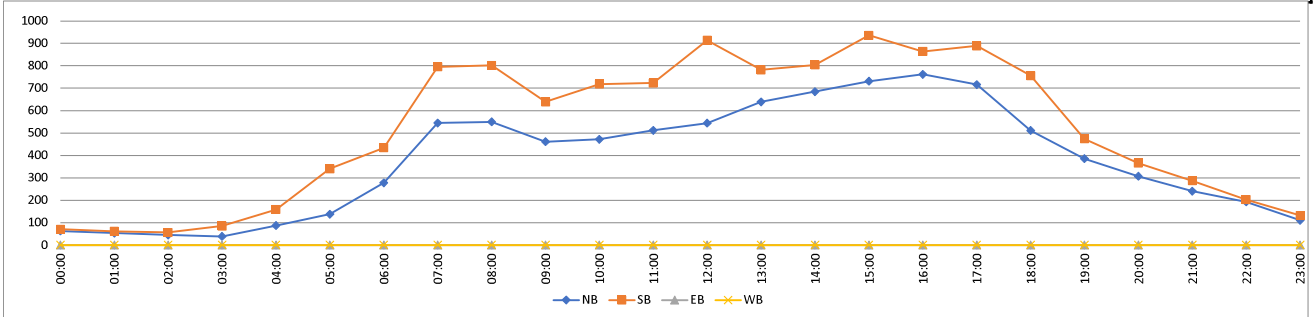
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	63	71			134
01:00	02:00	54	62			116
02:00	03:00	45	57			102
03:00	04:00	39	85			124
04:00	05:00	87	159			246
05:00	06:00	138	341			479
06:00	07:00	278	434			712
07:00	08:00	545	795			1340
08:00	09:00	550	802			1352
09:00	10:00	461	639			1100
10:00	11:00	472	718			1190
11:00	12:00	512	723			1235
12:00	13:00	544	914			1458
13:00	14:00	639	782			1421
14:00	15:00	685	804			1489
15:00	16:00	731	936			1667
16:00	17:00	762	864			1626
17:00	18:00	716	889			1605
18:00	19:00	511	756			1267
19:00	20:00	386	474			860
20:00	21:00	307	366			673
21:00	22:00	241	287			528
22:00	23:00	193	203			396
23:00	00:00	111	132			243

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	3244	4886			8130
Peak Hour	7:30	7:15			7:30
Peak Volume	612	913			1515
Peak Hour Factor	0.933	0.855			0.926
Peak Period	12:00	to	00:00		
Volume	5826	7407			13233
Peak Hour	16:15	15:15			15:15
Peak Volume	780	982			1711
Peak Hour Factor	0.911	0.941			0.966
Peak Period	07:00	to	09:00		
Volume	1095	1597			2692
Peak Hour	7:30	7:15			7:30
Peak Volume	612	913			1515
Peak Hour Factor	0.933	0.855			0.926
Peak Period	16:00	to	18:00		
Volume	1478	1753			3231
Peak Hour	16:15	17:00			16:00
Peak Volume	780	889			1626
Peak Hour Factor	0.911	0.842			0.903



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Verona St/E Verona St & E Olympic Blvd

Day: Wednesday
Date: 1/29/2025

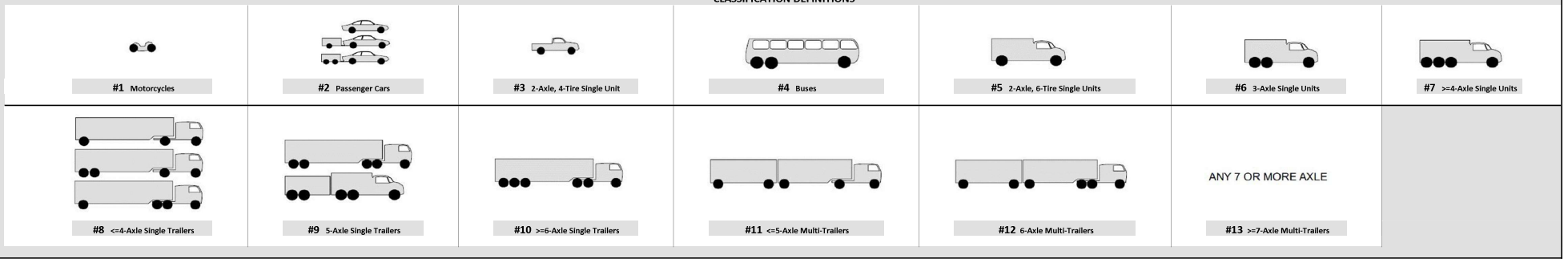
City: Los Angeles
Project #: CA25_020021_029

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	51	7	0	2	0	0	0	3	0	0	0	0	63	0	74	5	1	1	0	0	0	0	0	0	0	0	81	0	125	12	1	3	0	0	0	3	0	0	0	0	144
1:00	0	49	2	0	1	2	0	0	0	0	0	0	0	54	0	46	8	0	3	0	0	0	3	0	0	0	0	60	0	95	10	0	4	2	0	0	3	0	0	0	0	114
2:00	0	30	5	0	0	0	0	0	2	0	0	0	0	37	0	44	8	0	2	0	0	0	4	1	0	0	0	59	0	74	13	0	2	0	0	0	6	1	0	0	0	96
3:00	0	27	8	0	0	2	0	0	0	0	0	0	0	37	0	73	10	0	2	1	0	0	2	0	0	0	0	88	0	100	18	0	2	3	0	0	2	0	0	0	0	125
4:00	0	57	11	1	7	1	0	1	4	0	0	0	0	82	1	132	27	1	3	1	0	0	5	1	0	0	0	171	1	189	38	2	10	2	0	1	9	1	0	0	0	253
5:00	0	105	20	4	10	2	0	1	4	0	0	0	0	146	1	239	63	3	10	3	0	0	1	2	0	0	0	322	1	344	83	7	20	5	0	1	5	2	0	0	0	468
6:00	0	196	48	11	10	4	0	0	4	1	0	0	0	274	1	347	103	6	8	3	0	1	1	0	0	0	0	470	1	543	151	17	18	7	0	1	5	1	0	0	0	744
7:00	2	399	84	7	16	1	0	0	7	0	0	0	0	516	3	635	102	5	16	4	0	1	2	0	0	0	0	768	5	1034	186	12	32	5	0	1	9	0	0	0	0	1284
8:00	0	435	84	5	17	2	0	3	9	2	0	0	0	557	0	582	129	6	12	1	2	0	3	1	0	0	0	736	0	1017	213	11	29	3	2	3	12	3	0	0	0	1293
9:00	1	393	83	4	29	3	0	1	9	2	0	0	0	525	2	389	100	3	17	1	1	3	5	5	0	0	0	526	3	782	183	7	46	4	1	4	14	7	0	0	0	1051
10:00	0	358	94	5	14	4	0	1	4	2	0	0	0	482	1	429	98	4	20	4	0	3	0	4	0	0	0	563	1	787	192	9	34	8	0	4	4	6	0	0	0	1045
11:00	1	344	82	4	22	4	0	1	0	2	0	0	0	460	2	459	114	4	20	4	2	1	0	4	0	0	0	610	3	803	196	8	42	8	2	2	0	6	0	0	0	1070
12:00	1	484	102	5	18	2	0	0	2	1	0	0	0	615	3	516	115	4	20	1	2	0	1	8	0	0	0	670	4	1000	217	9	38	3	2	0	3	9	0	0	0	1285
13:00	1	467	110	5	14	5	0	0	7	0	0	0	0	609	2	506	103	5	18	3	0	1	2	3	0	0	0	643	3	973	213	10	32	8	0	1	9	3	0	0	0	1252
14:00	1	520	92	5	10	1	0	1	7	0	0	0	0	637	0	529	111	6	10	2	1	1	2	0	0	0	0	662	1	1049	203	11	20	3	1	2	9	0	0	0	0	1299
15:00	1	541	108	7	5	1	0	0	3	0	0	0	0	666	2	694	141	8	12	1	0	3	4	0	0	0	0	865	3	1235	249	15	17	2	0	3	7	0	0	0	0	1531
16:00	1	573	105	6	5	0	0	1	1	0	0	0	0	692	4	766	131	9	16	3	0	0	4	1	0	0	0	934	5	1339	236	15	21	3	0	1	5	1	0	0	0	1626
17:00	2	609	94	4	6	3	0	0	3	0	0	0	0	721	1	657	128	4	6	2	0	0	6	6	0	0	0	810	3	1266	222	8	12	5	0	0	9	6	0	0	0	1531
18:00	0	508	74	8	3	1	0	0	1	1	0	0	0	596	5	639	79	7	10	6	0	1	8	3	0	0	0	758	5	1147	153	15	13	7	0	1	9	4	0	0	0	1354
19:00	0	353	52	3	3	2	0	0	5	0	0	0	0	418	0	438	68	2	6	1	0	1	2	4	0	0	0	522	0	791	120	5	9	3	0	1	7	4	0	0	0	940
20:00	0	249	33	2	0	0	0	0	2	0	0	0	0	286	0	305	36	2	2	0	0	0	1	0	0	0	0	346	0	554	69	4	2	0	0	0	3	0	0	0	0	632
21:00	0	202	30	2	1	0	0	0	5	1	0	0	0	241	1	249	29	2	2	0	0	0	1	1	0	0	0	285	1	451	59	4	3	0	0	0	6	2	0	0	0	526
22:00	0	158	18	2	2	0	0	0	3	0	0	0	0	183	0	170	20	2	2	1	0	0	1	1	0	0	0	197	0	328	38	4	4	1	0	0	4	1	0	0	0	380
23:00	0	110	6	0	2	0	0	0	2	0	0	0	0	120	1	112	11	1	1	0	0	2	4	1	0	0	0	133	1	222	17	1	3	0	0	2	6	1	0	0	0	253
Totals	11	7,218	1,352	90	197	40	0	10	87	12	0	0	0	9,017	30	9,030	1,739	85	219	42	8	18	62	46	0	0	0	11,279	41	16,248	3,091	175	416	82	8	28	149	58	0	0	0	20,296
% of Totals	0%	80%	15%	1%	2%	0%		0%	1%	0%				100%	0%	80%	15%	1%	2%	0%	0%	0%	1%	0%				100%	0%	80%	15%	1%	2%	0%	0%	0%	1%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS



STATISTICS

00:00 - 12:00	4	2444	528	41	128	25	0	8	46	9	0	0	0	3233	11	3449	767	33	114	22	5	9	26	18	0	0	0	4454	15	5893	1295	74	242	47	5	17	72	27	0	0	0	7687
%	0%	27%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	36%	0%	31%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%	0%	29%	6%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	7:00	7:30	10:00	6:00	9:00	11:15	0:00	8:00	8:30	8:30	0:00	0:00	0:00	7:30	6:45	7:15	8:00	5:45	11:15	6:30	11:30	9:45	8:15	9:45	0:00	0:00	0:00	7:15	7:00	7:15	8:00	6:00	9:00	6:30	11:30	8:30	8:15	9:15	0:00	0:00	0:00	7:15
Peak Volume	2	461	94	11	29	5	0	3	12	4	0	0	0	571	3	684	129	6	24	5	3	4	6	8	0	0	0	831	5	1133	213	17	46	9	3	5	17	10	0	0	0	1390
12:00 - 24:00	7	4774	824	49	69	15	0	2	41	3	0	0	0	5784	19	5581	972	52	105	20	3	9	36	28	0	0	0	6825	26	10355	1796	101	174	35	3	11	77	31	0	0	0	12609
%	0%	53%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	49%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%	0%	51%	9%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
Peak Hour	14:15	16:45	12:45	14:45	12:00	13:00	12:00	13:30	12:30	12:00	12:00	12:00	12:00	16:30	17:30	16:00	15:15	14:45	12:45	18:00	12:00	15:00	17:45	12:15	12:00	12:00	12:00	16:00	17:30	16:30	15:15	14:45	12:00	13:00	12:00	13:30	17:45	12:15	12:00	12:00	12:00	16:30
Peak Volume	2	609	113	8	18	5	0	1	8	1	0	0	0	725	5	766	145	10	21	6	2	3	8	9	0	0	0	934	7	1346	251	18	38	8	2	3	11	10	0	0	0	1637
07:00 - 09:00	2	834	168	12	33	3	0	3	16	2	0	0	0	1073	3	1217	231	11	28	5	2	1	5	1	0	0	0	1504	5	2051	399	23	61	8	2	4	21	3	0	0	0	2577
%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:00	7:30	7:00	7:15	8:00	7:15	7:00	8:00	8:00	8:00	7:00	7:00	7:00	7:30	7:00	7:15	8:00	8:00	7:15	7:00	7:45	7:00	7:30	7:30	7:00	7:00	7:00	7:15	7:00	7:15	8:00	7:15	7:00	7:00	7:45	8:00	8:00	8:00	7:00	7:00	7:00	7:15
Peak Volume	2	461	84	8	17	2	0	3	9	2	0	0	0	571	3	684	129	6	17	4	2	1	3	1	0	0	0	831	5	1133	213	13	32	5	2	3	12	3	0	0	0	1390
16:00 - 18:00	3	1182	199	10	11	3	0	1	4	0	0	0	0	1413	5	1423	259	13	22	5	0	0	10	7	0	0	0	1744	8	2605	458	23	33	8	0	1	14	7	0	0	0	3157
%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	16:45	16:45	16:30	16:15	16:45	17:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:30	16:00	16:00	16:30	16:00	16:00	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:30	16:30	16:00	16:00	16:45	16:00	16:00	17:00	16:30	16:00	16:00	16:00	16:30
Peak Volume	2	609	106	7	8	3	0	1	3	0	0	0	0	725	4	766	140	9	16	4	0	0	6	6	0	0	0	934	5	1346	246	15	21	6	0	1	9	6	0	0	0	1637

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Verona St/E Verona St & E Olympic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_029

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18	0	21	0	0	0	0	0	0	0	0	0	0	0	21	0	38	1	0	0	0	0	0	0	0	0	0	0	39
0:15	0	11	2	0	2	0	0	0	1	0	0	0	0	16	0	14	2	0	0	0	0	0	0	0	0	0	0	16	0	25	4	0	2	0	0	0	1	0	0	0	0	32
0:30	0	13	2	0	0	0	0	0	1	0	0	0	0	16	0	21	3	1	1	0	0	0	0	0	0	0	0	26	0	34	5	1	1	0	0	0	1	0	0	0	0	42
0:45	0	10	2	0	0	0	0	0	1	0	0	0	0	13	0	18	0	0	0	0	0	0	0	0	0	0	0	18	0	28	2	0	0	0	0	0	1	0	0	0	0	31
1:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	11	1	0	3	0	0	0	0	0	0	0	0	15	0	19	3	0	3	0	0	0	0	0	0	0	0	25
1:15	0	21	0	0	1	1	0	0	0	0	0	0	0	23	0	15	5	0	0	0	0	0	1	0	0	0	0	21	0	36	5	0	1	1	0	0	1	0	0	0	0	44
1:30	0	7	0	0	0	1	0	0	0	0	0	0	0	8	0	9	2	0	0	0	0	0	1	0	0	0	0	12	0	16	2	0	0	1	0	0	1	0	0	0	0	20
1:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	0	11	0	0	0	0	0	0	1	0	0	0	0	12	0	24	0	0	0	0	0	0	1	0	0	0	0	25
2:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11	0	11	3	0	2	0	0	0	1	0	0	0	0	17	0	18	7	0	2	0	0	0	1	0	0	0	0	28
2:15	0	7	0	0	0	0	0	0	1	0	0	0	0	8	0	9	2	0	0	0	0	0	0	0	0	0	0	11	0	16	2	0	0	0	0	0	1	0	0	0	0	19
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	12	2	0	0	0	0	0	1	0	0	0	0	15	0	15	2	0	0	0	0	0	1	0	0	0	0	18
2:45	0	13	1	0	0	0	0	0	1	0	0	0	0	15	0	12	1	0	0	0	0	0	2	1	0	0	0	16	0	25	2	0	0	0	0	0	3	1	0	0	0	31
3:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	20	5	0	0	0	0	0	0	0	0	0	0	25
3:15	0	2	2	0	0	1	0	0	0	0	0	0	0	5	0	23	1	0	0	0	0	0	2	0	0	0	0	26	0	25	3	0	0	1	0	0	2	0	0	0	0	31
3:30	0	10	1	0	0	1	0	0	0	0	0	0	0	12	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	25	4	0	0	1	0	0	0	0	0	0	0	30
3:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	0	23	4	0	2	1	0	0	0	0	0	0	0	30	0	30	6	0	2	1	0	0	0	0	0	0	0	39
4:00	0	10	2	0	3	1	0	1	0	0	0	0	0	17	0	24	5	0	0	1	0	0	1	1	0	0	0	32	0	34	7	0	3	2	0	1	1	1	0	0	0	49
4:15	0	10	4	0	1	0	0	0	1	0	0	0	0	16	1	31	8	0	1	0	0	0	0	0	0	0	0	41	1	41	12	0	2	0	0	0	1	0	0	0	0	57
4:30	0	13	3	0	1	0	0	0	1	0	0	0	0	18	0	34	10	0	1	0	0	0	3	0	0	0	0	48	0	47	13	0	2	0	0	0	4	0	0	0	0	66
4:45	0	24	2	1	2	0	0	0	2	0	0	0	0	31	0	43	4	1	1	0	0	0	1	0	0	0	0	50	0	67	6	2	3	0	0	0	3	0	0	0	0	81
5:00	0	22	5	1	2	1	0	1	0	0	0	0	0	32	1	37	6	1	4	0	0	0	0	0	0	0	0	49	1	59	11	2	6	1	0	1	0	0	0	0	0	81
5:15	0	21	6	0	1	0	0	0	1	0	0	0	0	29	0	60	11	1	2	0	0	0	1	0	0	0	0	75	0	81	17	1	3	0	0	0	2	0	0	0	0	104
5:30	0	31	5	1	2	0	0	0	3	0	0	0	0	42	0	74	23	0	2	1	0	0	0	2	0	0	0	102	0	105	28	1	4	1	0	0	3	2	0	0	0	144
5:45	0	31	4	2	5	1	0	0	0	0	0	0	0	43	0	68	23	1	2	2	0	0	0	0	0	0	0	96	0	99	27	3	7	3	0	0	0	0	0	0	0	139
6:00	0	43	9	4	1	0	0	0	1	1	0	0	0	59	0	61	18	2	1	1	0	0	0	0	0	0	0	83	0	104	27	6	2	1	0	0	1	1	0	0	0	142
6:15	0	44	13	3	3	0	0	0	0	0	0	0	0	63	0	69	33	2	1	0	0	1	1	0	0	0	0	107	0	113	46	5	4	0	0	1	1	0	0	0	0	170
6:30	0	45	15	1	3	3	0	0	2	0	0	0	0	69	0	98	21	1	3	1	0	0	0	0	0	0	0	124	0	143	36	2	6	4	0	0	2	0	0	0	0	193
6:45	0	64	11	3	3	1	0	0	1	0	0	0	0	83	1	119	31	1	3	1	0	0	0	0	0	0	0	156	1	183	42	4	6	2	0	0	1	0	0	0	0	239
7:00	0	62	20	1	3	0	0	0	2	0	0	0	0	88	1	115	20	1	2	2	0	1	0	0	0	0	0	142	1	177	40	2	5	2	0	1	2	0	0	0	0	230
7:15	0	101	22	2	7	0	0	0	2	0	0	0	0	134	0	161	31	2	5	1	0	0	0	0	0	0	0	200	0	262	53	4	12	1	0	0	2	0	0	0	0	334
7:30	1	101	18	2	5	1	0	0	2	0	0	0	0	130	1	191	29	1	4	1	0	0	1	0	0	0	0	228	2	292	47	3	9	2	0	0	3	0	0	0	0	358
7:45	1	135	24	2	1	0	0	0	1	0	0	0	0	164	1	168	22	1	5	0	0	0	1	0	0	0	0	198	2	303	46	3	6	0	0	0	2	0	0	0	0	362
8:00	0	112	13	2	2	1	0	1	0	0	0	0	0	131	0	164	37	1	3	0	0	0	0	0	0	0	0	205	0	276	50	3	5	1	0	1	0	0	0	0	0	336
8:15	0	113	22	0	7	0	0	0	4	0	0	0	0	146	0	147	33	1	2	0	1	0	1	1	0	0	0	186	0	260	55	1	9	0	1	0	5	1	0	0	0	332
8:30	0	97	20	1	4	0	0	1	3	1	0	0	0	127	0	145	31	2	3	0	1	0	0	0	0	0	0	182	0	242	51	3	7	0	1	1	3	1	0	0	0	309
8:45	0	113	29	2	4	1	0	1	2	1	0	0	0	153	0	126	28	2	4	1	0	0	2	0	0	0	0	163	0	239	57	4	8	2	0	1	4	1	0	0	0	316
9:00	0	103	16	1	5	0	0	1	2	0	0	0	0	128	1	89	21	0	6	1	0	1	3	0	0	0	0	122	1	192	37	1	11	1	0	2	5	0	0	0	0	250
9:15	1	99	28	0	11	1	0	0	5	2	0	0	0	147	0	103	34	1	3	0	1	1	0	1	0	0	0	144	1	202	62	1	14	1	1	1	5	3	0	0	0	291
9:30	0	93	19	2	3	1	0	0	1	0	0	0	0	119	0	89	23	1	3	0	0	0	1	0	0	0	0	117	0	182	42	3	6	1	0	0	2	0	0	0	0	236
9:45	0	98	20	1	10	1	0	0	1	0	0	0	0	131	1	108	22	1	5	0	0	1	1	4	0	0	0	143	1	206	42	2	15	1	0	1	2	4	0	0	0	274
10:00	0	93	26	2	2	1	0	1	1	1	0	0	0	127	1	120	29	1	4	1	0	0	0	2	0	0	0	158	1	213	55	3	6	2	0	1	1	3	0	0	0	285
10:15	0	94	16	1	4	1	0	0	1	0	0	0	0	117	0	95	26	1	9	2	0	0	0	0	0	0	0	133	0	189	42	2	13	3	0	0	1	0	0	0	0	250
10:30	0	87	25	1	5	1	0	0	0	1	0	0	0	120	0	105	23	1	3	1	0	3	0	2	0	0	0	138	0	192	48	2	8	2	0	3	0	3	0	0	0	258
10:45	0	84	27	1	3	1	0	0	2	0	0	0	0	118	0	109	20	1	4	0	0	0	0	0	0	0	0	134	0	193	47	2	7	1	0	0	2	0	0	0	0	252
11:00	0	104	19	1	8	0	0	0	0	0	0	0	0	132	0	104	36	1	4	0	1	1	0	2	0	0	0	149	0	208	55	2	12	0	1	1	0	2	0	0	0	281
11:15	0	84	19	1	7	0	0	0	0	2	0	0	0	113	1	117	22	1	4	1	0	0	0	1	0	0	0	147	1	201	41	2	11	1	0	0	0	3	0	0	0	260
11:30	0	74	21	1	3	1	0	1	0	0	0	0	0	101	0	108	28	1	10	3	0	0	0	1	0	0	0	151	0	182	49	2	13	4	0	1	0	1	0	0	0	252
11:45	1	82	23	1	4	3	0	0	0	0	0	0	0	114	1	130	28	1	2	0	1	0	0	0	0	0	0	163	2	212	51	2	6	3	1	0	0	0	0	0	0	277

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Verona St/E Verona St & E Olympic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_029

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	101	19	1	5	1	0	0	0	0	0	0	0	127	0	131	31	2	8	0	1	0	1	0	0	0	0	174	0	232	50	3	13	1	1	0	1	0	0	0	0	301
12:15	0	117	27	2	4	0	0	0	0	1	0	0	0	151	2	127	32	0	4	1	1	0	0	2	0	0	0	169	2	244	59	2	8	1	1	0	0	3	0	0	0	320
12:30	1	115	24	1	5	1	0	0	1	0	0	0	0	148	0	135	25	1	5	0	0	0	0	2	0	0	0	168	1	250	49	2	10	1	0	0	1	2	0	0	0	316
12:45	0	151	32	1	4	0	0	0	1	0	0	0	0	189	1	123	27	1	3	0	0	0	0	4	0	0	0	159	1	274	59	2	7	0	0	0	1	4	0	0	0	348
13:00	0	107	23	1	2	2	0	0	3	0	0	0	0	138	1	135	23	1	6	1	0	0	1	1	0	0	0	169	1	242	46	2	8	3	0	0	4	1	0	0	0	307
13:15	0	113	28	1	3	0	0	0	3	0	0	0	0	148	1	133	26	3	3	0	0	0	0	1	0	0	0	167	1	246	54	4	6	0	0	0	3	1	0	0	0	315
13:30	1	118	30	1	5	2	0	0	1	0	0	0	0	158	0	129	28	0	9	1	0	1	1	0	0	0	0	169	1	247	58	1	14	3	0	1	2	0	0	0	0	327
13:45	0	129	29	2	4	1	0	0	0	0	0	0	0	165	0	109	26	1	0	1	0	0	0	1	0	0	0	138	0	238	55	3	4	2	0	0	0	1	0	0	0	303
14:00	0	134	24	1	5	0	0	0	3	0	0	0	0	167	0	142	29	1	2	0	0	0	0	0	0	0	0	174	0	276	53	2	7	0	0	0	3	0	0	0	0	341
14:15	0	131	20	1	3	1	0	1	3	0	0	0	0	160	0	119	27	1	4	1	0	1	1	0	0	0	0	154	0	250	47	2	7	2	0	2	4	0	0	0	0	314
14:30	1	124	21	1	1	0	0	0	1	0	0	0	0	149	0	132	29	1	3	1	1	0	0	0	0	0	0	167	1	256	50	2	4	1	1	0	1	0	0	0	0	316
14:45	0	131	27	2	1	0	0	0	0	0	0	0	0	161	0	136	26	3	1	0	0	0	1	0	0	0	0	167	0	267	53	5	2	0	0	0	1	0	0	0	0	328
15:00	1	160	28	1	1	0	0	0	0	0	0	0	0	191	0	166	20	3	2	0	0	1	0	0	0	0	0	192	1	326	48	4	3	0	0	1	0	0	0	0	0	383
15:15	0	136	21	3	0	0	0	0	2	0	0	0	0	162	2	154	36	2	3	0	0	0	1	0	0	0	0	198	2	290	57	5	3	0	0	0	3	0	0	0	0	360
15:30	0	126	37	2	1	1	0	0	0	0	0	0	0	167	0	195	41	2	3	1	0	0	0	0	0	0	0	242	0	321	78	4	4	2	0	0	0	0	0	0	0	409
15:45	0	119	22	1	3	0	0	0	1	0	0	0	0	146	0	179	44	1	4	0	0	2	3	0	0	0	0	233	0	298	66	2	7	0	0	2	4	0	0	0	0	379
16:00	0	140	26	2	1	0	0	1	0	0	0	0	0	170	2	174	24	2	2	1	0	0	2	0	0	0	0	207	2	314	50	4	3	1	0	1	2	0	0	0	0	377
16:15	0	114	18	2	1	0	0	0	0	0	0	0	0	135	1	187	34	4	6	0	0	0	1	0	0	0	0	233	1	301	52	6	7	0	0	0	1	0	0	0	0	368
16:30	0	175	35	2	0	0	0	0	1	0	0	0	0	213	0	216	38	1	3	0	0	0	1	0	0	0	0	259	0	391	73	3	3	0	0	0	2	0	0	0	0	472
16:45	1	144	26	0	3	0	0	0	0	0	0	0	0	174	1	189	35	2	5	2	0	0	0	1	0	0	0	235	2	333	61	2	8	2	0	0	0	1	0	0	0	409
17:00	0	147	14	3	1	0	0	0	0	0	0	0	0	165	0	160	31	1	0	0	0	0	2	2	0	0	0	196	0	307	45	4	1	0	0	0	2	2	0	0	0	361
17:15	0	140	31	0	2	0	0	0	0	0	0	0	0	173	0	175	36	1	3	2	0	0	2	3	0	0	0	222	0	315	67	1	5	2	0	0	2	3	0	0	0	395
17:30	1	178	20	0	2	2	0	0	1	0	0	0	0	204	1	157	30	2	2	0	0	0	1	0	0	0	0	193	2	335	50	2	4	2	0	0	2	0	0	0	0	397
17:45	1	144	29	1	1	1	0	0	2	0	0	0	0	179	0	165	31	0	1	0	0	0	1	1	0	0	0	199	1	309	60	1	2	1	0	0	3	1	0	0	0	378
18:00	0	134	22	5	0	0	0	0	0	0	0	0	0	161	2	165	23	1	2	1	0	1	3	0	0	0	0	198	2	299	45	6	2	1	0	1	3	0	0	0	0	359
18:15	0	116	15	2	0	0	0	0	0	0	0	0	0	133	2	168	18	2	4	2	0	0	2	1	0	0	0	199	2	284	33	4	4	2	0	0	2	1	0	0	0	332
18:30	0	144	19	0	2	1	0	0	1	1	0	0	0	168	0	157	19	1	3	1	0	0	2	0	0	0	0	183	0	301	38	1	5	2	0	0	3	1	0	0	0	351
18:45	0	114	18	1	1	0	0	0	0	0	0	0	0	134	1	149	19	3	1	2	0	0	1	2	0	0	0	178	1	263	37	4	2	2	0	0	1	2	0	0	0	312
19:00	0	105	15	0	1	1	0	0	1	0	0	0	0	123	0	118	19	0	1	0	0	0	0	1	0	0	0	139	0	223	34	0	2	1	0	0	1	1	0	0	0	262
19:15	0	94	13	2	1	0	0	0	1	0	0	0	0	111	0	123	16	1	2	1	0	0	1	1	0	0	0	145	0	217	29	3	3	1	0	0	2	1	0	0	0	256
19:30	0	80	14	0	0	0	0	0	3	0	0	0	0	97	0	113	20	0	1	0	0	0	1	1	0	0	0	136	0	193	34	0	1	0	0	0	4	1	0	0	0	233
19:45	0	74	10	1	1	1	0	0	0	0	0	0	0	87	0	84	13	1	2	0	0	1	0	1	0	0	0	102	0	158	23	2	3	1	0	1	0	1	0	0	0	189
20:00	0	77	12	0	0	0	0	0	1	0	0	0	0	90	0	93	11	1	0	0	0	0	0	0	0	0	0	105	0	170	23	1	0	0	0	0	1	0	0	0	0	195
20:15	0	60	8	1	0	0	0	0	0	0	0	0	0	69	0	79	9	0	1	0	0	0	0	0	0	0	0	89	0	139	17	1	1	0	0	0	0	0	0	0	0	158
20:30	0	61	11	0	0	0	0	0	1	0	0	0	0	73	0	79	10	0	1	0	0	0	0	0	0	0	0	90	0	140	21	0	1	0	0	0	1	0	0	0	0	163
20:45	0	51	2	1	0	0	0	0	0	0	0	0	0	54	0	54	6	1	0	0	0	0	1	0	0	0	0	62	0	105	8	2	0	0	0	0	1	0	0	0	0	116
21:00	0	59	6	0	0	0	0	0	2	0	0	0	0	67	0	66	8	1	1	0	0	0	0	0	0	0	0	76	0	125	14	1	1	0	0	0	2	0	0	0	0	143
21:15	0	56	8	1	0	0	0	0	1	1	0	0	0	67	0	54	6	0	0	0	0	0	0	0	0	0	0	60	0	110	14	1	0	0	0	0	1	1	0	0	0	127
21:30	0	42	9	0	0	0	0	0	1	0	0	0	0	52	1	70	8	1	0	0	0	0	1	1	0	0	0	82	1	112	17	1	0	0	0	0	2	1	0	0	0	134
21:45	0	45	7	1	1	0	0	0	1	0	0	0	0	55	0	59	7	0	1	0	0	0	0	0	0	0	0	67	0	104	14	1	2	0	0	0	1	0	0	0	0	122
22:00	0	35	10	0	1	0	0	0	0	0	0	0	0	46	0	53	7	1	2	1	0	0	0	1	0	0	0	65	0	88	17	1	3	1	0	0	0	1	0	0	0	111
22:15	0	54	3	1	0	0	0	0	1	0	0	0	0	59	0	55	5	0	0	0	0	0	1	0	0	0	0	61	0	109	8	1	0	0	0	0	2	0	0	0	0	120
22:30	0	39	3	0	0	0	0	0	0	0	0	0	0	42	0	25	1	1	0	0	0	0	0	0	0	0	0	27	0	64	4	1	0	0	0	0	0	0	0	0	0	69
22:45	0	30	2	1	1	0	0	0	2	0	0	0	0	36	0	37	7	0	0	0	0	0	0	0	0	0	0	44	0	67	9	1	1	0	0	0	2	0	0	0	0	80
23:00	0	31	3	0	0	0	0	0	1	0	0	0	0	35	1	32	3	0	1	0	0	2	2	0	0	0	0	41	1	63	6	0	1	0	0	2	3	0	0	0	0	76
23:15	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	31	2	1	0	0	0	0	2	0	0	0	0	36	0	56	2	1	0	0	0	0	2	0	0	0	0	61
23:30	0	29	3	0	2	0	0	0	1	0	0	0	0	35	0	26	2	0	0	0	0	0	0	0	0	0	0	28	0	55	5	0	2	0	0	0	1	0	0	0	0	63
23:45	0	25	0	0	0	0	0	0	0	0	0	0	0	25	0	23	4	0	0	0	0	0	0	1	0	0	0	28	0	48	4	0	0	0	0	0	0	1	0	0	0	53
Totals	11	7,218	1,352	90	197	40	0	10	87	12	0	0	0	9,017	30	9,030	1,739	85	219	42	8	18	62	46	0	0	0	11,279	41	16,248	3,091	175	416	82	8	28	149	58	0	0	0	20,296
% of Totals	0%	80%	15%	1%	2%	0%		0%	1%	0%				100%	0%	80%	15%	1%	2%	0%	0%	0%	1%	0%				100%	0%	80%	15%	1%	2%	0%	0%	0%	1%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Verona St/E Verona St & E Olympic Blvd

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_029

DAILY TOTALS	NB	SB	EB	WB	Total
	9,017	11,279	0	0	20,296

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	18	21			39	12:00	127	174			301
0:15	16	16			32	12:15	151	169			320
0:30	16	26			42	12:30	148	168			316
0:45	13	18			31	12:45	189	159			348
1:00	10	15			25	13:00	138	169			307
1:15	23	21			44	13:15	148	167			315
1:30	8	12			20	13:30	158	169			327
1:45	13	12			25	13:45	165	138			303
2:00	11	17			28	14:00	167	174			341
2:15	8	11			19	14:15	160	154			314
2:30	3	15			18	14:30	149	167			316
2:45	15	16			31	14:45	161	167			328
3:00	11	14			25	15:00	191	192			383
3:15	5	26			31	15:15	162	198			360
3:30	12	18			30	15:30	167	242			409
3:45	9	30			39	15:45	146	233			379
4:00	17	32			49	16:00	170	207			377
4:15	16	41			57	16:15	135	233			368
4:30	18	48			66	16:30	213	259			472
4:45	31	50			81	16:45	174	235			409
5:00	32	49			81	17:00	165	196			361
5:15	29	75			104	17:15	173	222			395
5:30	42	102			144	17:30	204	193			397
5:45	43	96			139	17:45	179	199			378
6:00	59	83			142	18:00	161	198			359
6:15	63	107			170	18:15	133	199			332
6:30	69	124			193	18:30	168	183			351
6:45	83	156			239	18:45	134	178			312
7:00	88	142			230	19:00	123	139			262
7:15	134	200			334	19:15	111	145			256
7:30	130	228			358	19:30	97	136			233
7:45	164	198			362	19:45	87	102			189
8:00	131	205			336	20:00	90	105			195
8:15	146	186			332	20:15	69	89			158
8:30	127	182			309	20:30	73	90			163
8:45	153	163			316	20:45	54	62			116
9:00	128	122			250	21:00	67	76			143
9:15	147	144			291	21:15	67	60			127
9:30	119	117			236	21:30	52	82			134
9:45	131	143			274	21:45	55	67			122
10:00	127	158			285	22:00	46	65			111
10:15	117	133			250	22:15	59	61			120
10:30	120	138			258	22:30	42	27			69
10:45	118	134			252	22:45	36	44			80
11:00	132	149			281	23:00	35	41			76
11:15	113	147			260	23:15	25	36			61
11:30	101	151			252	23:30	35	28			63
11:45	114	163			277	23:45	25	28			53
TOTALS	3233	4454	0	0	7687	TOTALS	5784	6825	0	0	12609
SPLIT %	42%	58%	0%	0%	38%	SPLIT %	46%	54%	0%	0%	62%

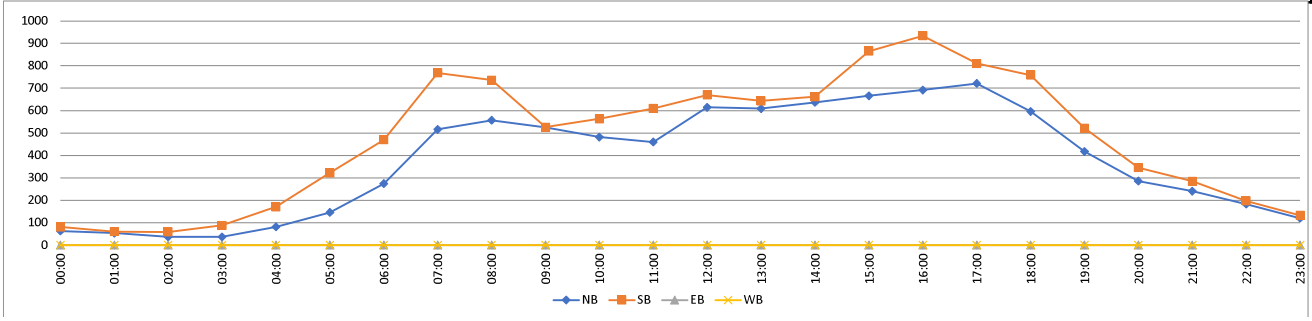
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	63	81			144
01:00	02:00	54	60			114
02:00	03:00	37	59			96
03:00	04:00	37	88			125
04:00	05:00	82	171			253
05:00	06:00	146	322			468
06:00	07:00	274	470			744
07:00	08:00	516	768			1284
08:00	09:00	557	736			1293
09:00	10:00	525	526			1051
10:00	11:00	482	563			1045
11:00	12:00	460	610			1070
12:00	13:00	615	670			1285
13:00	14:00	609	643			1252
14:00	15:00	637	662			1299
15:00	16:00	666	865			1531
16:00	17:00	692	934			1626
17:00	18:00	721	810			1531
18:00	19:00	596	758			1354
19:00	20:00	418	522			940
20:00	21:00	286	346			632
21:00	22:00	241	285			526
22:00	23:00	183	197			380
23:00	00:00	120	133			253

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	3233	4454			7687
Peak Hour	7:30	7:15			7:15
Peak Volume	571	831			1390
Peak Hour Factor	0.870	0.911			0.960
Peak Period	12:00	to	00:00		
Volume	5784	6825			12609
Peak Hour	16:30	16:00			16:30
Peak Volume	725	934			1637
Peak Hour Factor	0.851	0.902			0.867
Peak Period	07:00	to	09:00		
Volume	1073	1504			2577
Peak Hour	7:30	7:15			7:15
Peak Volume	571	831			1390
Peak Hour Factor	0.870	0.911			0.960
Peak Period	16:00	to	18:00		
Volume	1413	1744			3157
Peak Hour	16:30	16:00			16:30
Peak Volume	725	934			1637
Peak Hour Factor	0.851	0.902			0.867



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E Olympic Blvd & Union Pacific Ave

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_030

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	36	5	0	1	0	0	1	0	0	0	0	0	43	1	83	8	1	2	0	0	0	2	0	0	0	0	97	1	119	13	1	3	0	0	1	2	0	0	0	0	140
1:00	0	49	3	0	1	2	0	0	0	0	0	0	0	55	1	53	8	0	0	0	0	0	3	0	0	0	0	65	1	102	11	0	1	2	0	0	3	0	0	0	0	120
2:00	0	28	5	0	0	0	0	1	0	0	0	0	0	34	0	47	10	0	3	0	0	1	2	0	1	0	0	64	0	75	15	0	3	0	0	2	2	0	1	0	0	98
3:00	0	28	3	1	0	2	0	0	0	0	0	0	0	34	0	69	10	0	5	0	0	0	12	0	0	0	0	96	0	97	13	1	5	2	0	0	12	0	0	0	0	130
4:00	0	61	12	0	4	1	0	2	0	0	0	0	0	80	2	163	34	1	5	1	0	0	5	0	1	0	0	212	2	224	46	1	9	2	0	2	5	0	1	0	0	292
5:00	0	105	15	2	7	2	0	3	0	1	0	0	0	135	0	267	60	2	21	2	0	0	9	0	0	0	0	361	0	372	75	4	28	4	0	3	9	1	0	0	0	496
6:00	0	168	42	9	13	1	1	1	1	2	0	0	0	238	1	352	123	7	17	1	0	1	3	0	0	0	0	505	1	520	165	16	30	2	1	2	4	2	0	0	0	743
7:00	2	295	61	7	10	4	0	4	0	1	0	0	0	384	2	582	95	5	16	3	1	0	4	0	0	0	0	708	4	877	156	12	26	7	1	4	4	1	0	0	0	1092
8:00	0	365	72	5	13	0	0	7	1	5	0	0	0	468	1	520	129	4	13	2	0	0	5	0	0	0	0	674	1	885	201	9	26	2	0	7	6	5	0	0	0	1142
9:00	1	302	77	4	27	1	0	4	5	1	0	0	0	422	2	393	84	4	21	3	1	3	14	0	0	0	0	525	3	695	161	8	48	4	1	7	19	1	0	0	0	947
10:00	0	318	71	6	18	0	0	4	0	1	0	0	0	418	3	405	107	4	18	3	0	7	9	0	0	0	0	556	3	723	178	10	36	3	0	11	9	1	0	0	0	974
11:00	0	303	79	4	10	4	0	1	4	0	1	0	0	406	1	431	111	3	17	5	0	0	7	0	0	0	0	575	1	734	190	7	27	9	0	1	11	0	1	0	0	981
12:00	2	413	86	5	15	3	0	2	14	2	0	0	0	542	3	515	112	7	18	4	0	2	13	0	0	0	0	674	5	928	198	12	33	7	0	4	27	2	0	0	0	1216
13:00	3	366	88	4	6	1	0	2	4	2	0	0	0	476	1	457	91	5	29	3	0	1	2	0	0	0	0	589	4	823	179	9	35	4	0	3	6	2	0	0	0	1065
14:00	1	449	93	3	8	2	0	2	0	2	0	0	0	560	0	514	95	6	12	1	0	2	3	0	0	0	0	633	1	963	188	9	20	3	0	4	3	2	0	0	0	1193
15:00	1	457	85	5	2	0	1	0	0	0	0	0	0	551	1	663	120	8	8	2	0	3	12	0	0	0	0	817	2	1120	205	13	10	2	1	3	12	0	0	0	0	1368
16:00	3	476	82	5	2	0	0	1	1	0	0	0	0	570	3	691	111	8	20	1	0	0	3	2	0	0	0	839	6	1167	193	13	22	1	0	1	4	2	0	0	0	1409
17:00	2	534	70	5	4	1	0	0	0	2	0	0	0	618	0	617	112	6	9	3	0	0	12	0	0	0	0	759	2	1151	182	11	13	4	0	0	12	2	0	0	0	1377
18:00	1	422	62	4	5	1	0	0	0	1	0	0	0	496	4	573	86	7	10	4	0	3	9	0	0	0	0	696	5	995	148	11	15	5	0	3	9	1	0	0	0	1192
19:00	0	291	47	3	1	2	0	0	0	2	0	0	0	346	0	394	70	2	5	1	0	2	5	0	0	0	0	479	0	685	117	5	6	3	0	2	5	2	0	0	0	825
20:00	1	193	27	2	0	0	0	0	0	0	0	0	0	223	1	297	39	4	3	0	0	0	2	0	0	0	0	346	2	490	66	6	3	0	0	0	2	0	0	0	0	569
21:00	0	171	18	2	1	1	0	0	0	1	0	0	0	194	1	247	27	2	1	0	0	0	0	0	0	0	0	278	1	418	45	4	2	1	0	0	0	1	0	0	0	472
22:00	0	116	13	2	0	0	0	1	0	2	0	0	0	134	1	174	29	2	3	0	0	0	1	0	0	0	0	210	1	290	42	4	3	0	0	1	1	2	0	0	0	344
23:00	1	83	8	0	0	1	0	0	0	0	0	0	0	93	0	122	14	2	1	1	0	3	5	0	0	0	0	148	1	205	22	2	1	2	0	3	5	0	0	0	0	241
Totals	18	6,029	1,124	78	148	29	2	36	30	25	1	0	0	7,520	29	8,629	1,685	90	257	40	2	28	142	2	2	0	0	10,906	47	14,658	2,809	168	405	69	4	64	172	27	3	0	0	18,426
% of Totals	0%	80%	15%	1%	2%	0%	0%	0%	0%	0%	0%			100%	0%	79%	15%	1%	2%	0%	0%	0%	1%	0%	0%			100%	0%	80%	15%	1%	2%	0%	0%	0%	1%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



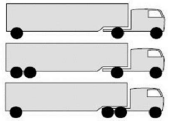
#5 2-Axle, 6-Tire Single Units



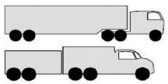
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	3	2058	445	38	104	17	1	28	11	11	1	0	0	2717	14	3365	779	31	138	20	2	12	75	0	2	0	0	4438	17	5423	1224	69	242	37	3	40	86	11	3	0	0	7155
%	0%	27%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	36%	0%	31%	7%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	41%	0%	29%	7%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	39%
Peak Hour	6:45	11:45	10:45	5:45	9:00	11:45	6:00	8:30	11:45	8:00	10:30	0:00	0:00	11:45	9:45	7:15	8:00	5:45	5:30	11:30	6:45	10:00	9:30	0:00	2:00	0:00	0:00	7:15	6:45	7:30	8:00	5:45	9:00	11:30	6:45	8:30	11:45	8:00	2:00	0:00	0:00	7:30
Peak Volume	2	366	87	9	27	6	1	9	14	5	1	0	0	488	4	612	129	7	23	8	1	7	16	0	1	0	0	744	5	948	201	16	48	13	2	11	24	5	1	0	0	1175
12:00 - 24:00	15	3971	679	40	44	12	1	8	19	14	0	0	0	4803	15	5264	906	59	119	20	0	16	67	2	0	0	0	6468	30	9235	1585	99	163	32	1	24	86	16	0	0	0	11271
%	0%	53%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	64%	0%	48%	8%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	59%	0%	50%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	61%
Peak Hour	16:15	17:00	13:15	16:15	12:00	12:00	14:30	12:15	12:00	13:15	12:00	12:00	12:00	17:00	18:00	15:45	15:00	14:30	12:45	12:00	12:00	14:15	12:00	16:00	12:00	12:00	12:00	15:45	12:15	16:30	15:30	16:15	12:45	12:00	14:30	12:15	12:00	13:15	12:00	12:00	12:00	16:30
Peak Volume	4	534	105	8	15	3	1	3	14	4	0	0	0	618	4	706	120	9	31	4	0	3	13	2	0	0	0	863	6	1207	213	16	40	7	1	5	27	4	0	0	0	1442
07:00 - 09:00	2	660	133	12	23	4	0	11	1	6	0	0	0	852	3	1102	224	9	29	5	1	0	9	0	0	0	0	1382	5	1762	357	21	52	9	1	11	10	6	0	0	0	2234
%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	7:00	8:00	8:00	7:15	8:00	7:00	7:00	7:45	7:30	8:00	7:00	7:00	7:00	8:00	7:00	7:15	8:00	7:00	7:15	7:00	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:15	7:00	7:30	8:00	7:15	7:15	7:00	7:00	7:45	7:30	8:00	7:00	7:00	7:00	7:30
Peak Volume	2	365	72	8	13	4	0	7	1	5	0	0	0	468	2	612	129	5	17	3	1	0	5	0	0	0	0	744	4	948	201	13	29	7	1	7	6	5	0	0	0	1175
16:00 - 18:00	5	1010	152	10	6	1	0	1	1	2	0	0	0	1188	3	1308	223	14	29	4	0	0	15	2	0	0	0	1598	8	2318	375	24	35	5	0	1	16	4	0	0	0	2786
%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:15	17:00	16:00	16:15	17:00	16:45	16:00	16:00	16:00	17:00	16:00	16:00	16:00	17:00	16:00	16:00	16:15	16:00	16:00	17:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:00	17:00	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	4	534	82	8	4	1	0	1	1	2	0	0	0	618	3	691	113	8	20	3	0	0	12	2	0	0	0	839	6	1207	193	16	22	4	0	1	12	2	0	0	0	1442

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E Olympic Blvd & Union Pacific Ave

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_030

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	24	0	0	1	0	0	0	1	0	0	0	0	26	0	35	0	0	1	0	0	0	1	0	0	0	0	37
0:15	0	9	1	0	1	0	0	0	0	0	0	0	0	11	1	13	4	0	0	0	0	0	0	0	0	0	0	18	1	22	5	0	1	0	0	0	0	0	0	0	0	29
0:30	0	13	2	0	0	0	0	1	0	0	0	0	0	16	0	27	4	1	1	0	0	0	0	0	0	0	0	33	0	40	6	1	1	0	0	1	0	0	0	0	0	49
0:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	0	19	0	0	0	0	0	0	1	0	0	0	0	20	0	22	2	0	0	0	0	0	1	0	0	0	0	25
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	0	11	0	22	0	0	0	0	0	0	0	0	0	0	0	22
1:15	0	18	1	0	1	2	0	0	0	0	0	0	0	22	0	17	3	0	0	0	0	0	1	0	0	0	0	21	0	35	4	0	1	2	0	0	1	0	0	0	0	43
1:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	1	14	3	0	0	0	0	0	2	0	0	0	0	20	1	24	4	0	0	0	0	0	2	0	0	0	0	31
1:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	21	3	0	0	0	0	0	0	0	0	0	0	24
2:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	14	2	0	1	0	0	0	1	0	0	0	0	18	0	18	6	0	1	0	0	0	1	0	0	0	0	26
2:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	9	3	0	1	0	0	0	0	0	0	0	0	13	0	17	3	0	1	0	0	0	0	0	0	0	0	21
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0	14	3	0	0	0	0	1	0	0	0	0	0	18	0	18	3	0	0	0	0	1	0	0	0	0	0	22
2:45	0	12	1	0	0	0	0	1	0	0	0	0	0	14	0	10	2	0	1	0	0	0	1	0	1	0	0	15	0	22	3	0	1	0	0	1	1	0	1	0	0	29
3:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	14	1	0	0	0	0	0	2	0	0	0	0	17	0	22	3	0	0	0	0	0	2	0	0	0	0	27
3:15	0	4	0	0	0	1	0	0	0	0	0	0	0	5	0	20	1	0	2	0	0	0	5	0	0	0	0	28	0	24	1	0	2	1	0	0	5	0	0	0	0	33
3:30	0	9	1	0	0	1	0	0	0	0	0	0	0	11	0	18	3	0	1	0	0	0	3	0	0	0	0	25	0	27	4	0	1	1	0	0	3	0	0	0	0	36
3:45	0	7	0	1	0	0	0	0	0	0	0	0	0	8	0	17	5	0	2	0	0	0	2	0	0	0	0	26	0	24	5	1	2	0	0	0	2	0	0	0	0	34
4:00	0	9	3	0	1	1	0	1	0	0	0	0	0	15	0	24	4	0	1	1	0	0	2	0	0	0	0	32	0	33	7	0	2	2	0	1	2	0	0	0	0	47
4:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16	1	38	9	0	0	0	0	0	2	0	0	0	0	50	1	51	12	0	0	0	0	0	2	0	0	0	0	66
4:30	0	18	4	0	0	0	0	0	0	0	0	0	0	22	0	44	14	0	3	0	0	0	1	0	1	0	0	63	0	62	18	0	3	0	0	0	1	0	1	0	0	85
4:45	0	21	2	0	3	0	0	1	0	0	0	0	0	27	1	57	7	1	1	0	0	0	0	0	0	0	0	67	1	78	9	1	4	0	0	1	0	0	0	0	0	94
5:00	0	29	3	1	0	2	0	1	0	0	0	0	0	36	0	42	6	0	3	0	0	0	1	0	0	0	0	52	0	71	9	1	3	2	0	1	1	0	0	0	0	88
5:15	0	21	6	0	1	0	0	1	0	0	0	0	0	29	0	68	12	1	3	0	0	0	2	0	0	0	0	86	0	89	18	1	4	0	0	1	2	0	0	0	0	115
5:30	0	31	1	0	2	0	0	1	0	1	0	0	0	36	0	86	20	0	7	2	0	0	6	0	0	0	0	121	0	117	21	0	9	2	0	1	6	1	0	0	0	157
5:45	0	24	5	1	4	0	0	0	0	0	0	0	0	34	0	71	22	1	8	0	0	0	0	0	0	0	0	102	0	95	27	2	12	0	0	0	0	0	0	0	0	136
6:00	0	40	6	3	2	0	0	0	0	2	0	0	0	53	0	65	27	2	4	1	0	0	0	0	0	0	0	99	0	105	33	5	6	1	0	0	0	2	0	0	0	152
6:15	0	34	15	2	4	0	0	0	0	0	0	0	0	55	0	75	35	3	4	0	0	1	2	0	0	0	0	120	0	109	50	5	8	0	0	1	2	0	0	0	0	175
6:30	0	41	12	3	4	1	0	1	1	0	0	0	0	63	0	93	27	1	3	0	0	0	0	0	0	0	0	124	0	134	39	4	7	1	0	1	1	0	0	0	0	187
6:45	0	53	9	1	3	0	1	0	0	0	0	0	0	67	1	119	34	1	6	0	0	0	1	0	0	0	0	162	1	172	43	2	9	0	1	0	1	0	0	0	0	229
7:00	0	50	13	1	1	1	0	2	0	0	0	0	0	68	1	115	26	1	2	0	0	0	1	0	0	0	0	146	1	165	39	2	3	1	0	2	1	0	0	0	0	214
7:15	0	76	15	2	3	0	0	1	0	1	0	0	0	98	0	152	33	2	6	1	0	0	0	0	0	0	0	194	0	228	48	4	9	1	0	1	0	1	0	0	0	292
7:30	2	79	15	2	3	2	0	0	0	0	0	0	0	103	1	158	13	0	5	2	1	0	3	0	0	0	0	183	3	237	28	2	8	4	1	0	3	0	0	0	0	286
7:45	0	90	18	2	3	1	0	1	0	0	0	0	0	115	0	157	23	2	3	0	0	0	0	0	0	0	0	185	0	247	41	4	6	1	0	1	0	0	0	0	0	300
8:00	0	90	12	2	3	0	0	1	0	1	0	0	0	109	0	145	32	1	3	0	0	0	1	0	0	0	0	182	0	235	44	3	6	0	0	1	1	1	0	0	0	291
8:15	0	94	23	0	1	0	0	1	1	0	0	0	0	120	1	135	35	1	4	1	0	0	1	0	0	0	0	178	1	229	58	1	5	1	0	1	2	0	0	0	0	298
8:30	0	86	13	1	3	0	0	4	0	2	0	0	0	109	0	114	34	1	3	0	0	0	2	0	0	0	0	154	0	200	47	2	6	0	0	4	2	2	0	0	0	263
8:45	0	95	24	2	6	0	0	1	0	2	0	0	0	130	0	126	28	1	3	1	0	0	1	0	0	0	0	160	0	221	52	3	9	1	0	1	1	2	0	0	0	290
9:00	0	74	19	1	5	0	0	1	3	0	0	0	0	103	1	91	17	1	4	2	0	2	1	0	0	0	0	119	1	165	36	2	9	2	0	3	4	0	0	0	0	222
9:15	1	70	20	1	9	0	0	3	1	1	0	0	0	106	0	99	26	1	6	0	1	0	3	0	0	0	0	136	1	169	46	2	15	0	1	3	4	1	0	0	0	242
9:30	0	92	20	1	5	1	0	0	1	0	0	0	0	120	0	87	19	1	2	0	0	0	1	0	0	0	0	110	0	179	39	2	7	1	0	0	2	0	0	0	0	230
9:45	0	66	18	1	8	0	0	0	0	0	0	0	0	93	1	116	22	1	9	1	0	1	9	0	0	0	0	160	1	182	40	2	17	1	0	1	9	0	0	0	0	253
10:00	0	78	19	2	5	0	0	1	0	1	0	0	0	106	1	102	31	1	2	0	0	0	2	0	0	0	0	139	1	180	50	3	7	0	0	1	2	1	0	0	0	245
10:15	0	74	11	2	6	0	0	2	0	0	0	0	0	95	0	102	27	1	8	3	0	1	4	0	0	0	0	146	0	176	38	3	14	3	0	3	4	0	0	0	0	241
10:30	0	94	18	1	4	0	0	1	0	0	0	0	0	118	2	116	31	1	4	0	0	4	1	0	0	0	0	159	2	210	49	2	8	0	0	5	1	0	0	0	0	277
10:45	0	72	23	1	3	0	0	0	0	0	0	0	0	99	0	85	18	1	4	0	0	2	2	0	0	0	0	112	0	157	41	2	7	0	0	2	2	0	0	0	0	211
11:00	0	81	17	1	5	0	0	0	0	0	0	0	0	104	0	116	26	1	6	1	0	0	3	0	0	0	0	153	0	197	43	2	11	1	0	0	3	0	0	0	0	257
11:15	0	82	22	1	3	0	0	0	1	0	1	0	0	110	1	103	25	1	5	0	0	0	3	0	0	0	0	138	1	185	47	2	8	0	0	0	4	0	1	0	0	248
11:30	0	66	25	1	2	1	0	0	0	0	0	0	0	95	0	100	27	1	4	2	0	0	1	0	0	0	0	135	0	166	52	2	6	3	0	0	1	0	0	0	0	230
11:45	0	74	15	1	0	3	0	1	3	0	0	0	0	97	0	112	33	0	2	2	0	0	0	0	0	0	0	149	0	186	48	1	2	5	0	1	3	0	0	0	0	246

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet E Olympic Blvd & Union Pacific Ave

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_030

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	96	21	1	3	1	0	1	3	0	0	0	0	126	0	111	26	3	4	3	0	0	3	0	0	0	0	150	0	207	47	4	7	4	0	1	6	0	0	0	0	276
12:15	0	95	17	2	2	0	0	0	1	1	0	0	0	118	1	136	28	2	5	1	0	0	6	0	0	0	0	179	1	231	45	4	7	1	0	0	7	1	0	0	0	297
12:30	2	101	27	1	5	2	0	1	7	1	0	0	0	147	1	136	28	1	5	0	0	2	1	0	0	0	0	174	3	237	55	2	10	2	0	3	8	1	0	0	0	321
12:45	0	121	21	1	5	0	0	0	3	0	0	0	0	151	1	132	30	1	4	0	0	0	3	0	0	0	0	171	1	253	51	2	9	0	0	0	6	0	0	0	0	322
13:00	1	93	16	1	1	1	0	2	2	0	0	0	0	117	0	119	22	0	10	1	0	0	1	0	0	0	0	153	1	212	38	1	11	2	0	2	3	0	0	0	0	270
13:15	0	74	21	1	1	0	0	0	2	0	0	0	0	99	1	114	27	3	7	0	0	0	0	0	0	0	0	152	1	188	48	4	8	0	0	0	2	0	0	0	0	251
13:30	2	94	29	1	2	0	0	0	0	1	0	0	0	129	0	110	18	1	10	1	0	1	0	0	0	0	0	141	2	204	47	2	12	1	0	1	0	1	0	0	0	270
13:45	0	105	22	1	2	0	0	0	0	1	0	0	0	131	0	114	24	1	2	1	0	0	1	0	0	0	0	143	0	219	46	2	4	1	0	0	1	1	0	0	0	274
14:00	0	110	33	0	1	0	0	1	0	2	0	0	0	147	0	136	20	1	2	0	0	0	0	0	0	0	0	159	0	246	53	1	3	0	0	1	0	2	0	0	0	306
14:15	0	113	15	0	4	2	0	1	0	0	0	0	0	135	0	126	23	1	4	0	0	1	1	0	0	0	0	156	0	239	38	1	8	2	0	2	1	0	0	0	0	291
14:30	1	115	20	1	1	0	0	0	0	0	0	0	0	138	0	122	27	1	4	1	0	1	0	0	0	0	0	156	1	237	47	2	5	1	0	1	0	0	0	0	0	294
14:45	0	111	25	2	2	0	0	0	0	0	0	0	0	140	0	130	25	3	2	0	0	0	2	0	0	0	0	162	0	241	50	5	4	0	0	0	2	0	0	0	0	302
15:00	1	128	20	1	0	0	0	0	0	0	0	0	0	150	0	166	22	3	2	1	0	1	4	0	0	0	0	199	1	294	42	4	2	1	0	1	4	0	0	0	0	349
15:15	0	99	14	2	0	0	1	0	0	0	0	0	0	116	1	149	35	2	3	0	0	0	2	0	0	0	0	192	1	248	49	4	3	0	1	0	2	0	0	0	0	308
15:30	0	131	30	1	2	0	0	0	0	0	0	0	0	164	0	171	28	1	0	1	0	0	3	0	0	0	0	204	0	302	58	2	2	1	0	0	3	0	0	0	0	368
15:45	0	99	21	1	0	0	0	0	0	0	0	0	0	121	0	177	35	2	3	0	0	2	3	0	0	0	0	222	0	276	56	3	3	0	0	2	3	0	0	0	0	343
16:00	0	110	21	1	2	0	0	1	0	0	0	0	0	135	2	168	22	1	3	1	0	0	1	0	0	0	0	198	2	278	43	2	5	1	0	1	1	0	0	0	0	333
16:15	1	111	23	2	0	0	0	0	0	0	0	0	0	137	0	156	33	3	7	0	0	0	1	1	0	0	0	201	1	267	56	5	7	0	0	0	1	1	0	0	0	338
16:30	1	139	20	2	0	0	0	0	1	0	0	0	0	163	0	205	30	3	3	0	0	0	1	0	0	0	0	242	1	344	50	5	3	0	0	0	2	0	0	0	0	405
16:45	1	116	18	0	0	0	0	0	0	0	0	0	0	135	1	162	26	1	7	0	0	0	0	1	0	0	0	198	2	278	44	1	7	0	0	0	0	1	0	0	0	333
17:00	1	139	14	4	0	0	0	0	0	0	0	0	0	158	0	162	24	1	0	0	0	0	4	0	0	0	0	191	1	301	38	5	0	0	0	0	4	0	0	0	0	349
17:15	0	133	24	0	2	0	0	0	0	1	0	0	0	160	0	151	32	2	3	2	0	0	5	0	0	0	0	195	0	284	56	2	5	2	0	0	5	1	0	0	0	355
17:30	0	125	15	0	0	1	0	0	0	0	0	0	0	141	0	148	30	3	4	0	0	0	1	0	0	0	0	186	0	273	45	3	4	1	0	0	1	0	0	0	0	327
17:45	1	137	17	1	2	0	0	0	0	1	0	0	0	159	0	156	26	0	2	1	0	0	2	0	0	0	0	187	1	293	43	1	4	1	0	0	2	1	0	0	0	346
18:00	1	114	17	4	0	0	0	0	0	0	0	0	0	136	2	155	21	2	1	1	0	1	4	0	0	0	0	187	3	269	38	6	1	1	0	1	4	0	0	0	0	323
18:15	0	112	17	0	1	0	0	0	0	0	0	0	0	130	1	136	16	2	2	1	0	0	3	0	0	0	0	161	1	248	33	2	3	1	0	0	3	0	0	0	0	291
18:30	0	103	14	0	2	1	0	0	0	1	0	0	0	121	0	154	24	1	4	1	0	1	1	0	0	0	0	186	0	257	38	1	6	2	0	1	1	1	0	0	0	307
18:45	0	93	14	0	2	0	0	0	0	0	0	0	0	109	1	128	25	2	3	1	0	1	1	0	0	0	0	162	1	221	39	2	5	1	0	1	1	0	0	0	0	271
19:00	0	83	16	0	0	1	0	0	0	0	0	0	0	100	0	113	21	0	1	0	0	0	1	0	0	0	0	136	0	196	37	0	1	1	0	0	1	0	0	0	0	236
19:15	0	72	13	2	0	0	0	0	0	0	0	0	0	87	0	105	17	1	2	1	0	1	2	0	0	0	0	129	0	177	30	3	2	1	0	1	2	0	0	0	0	216
19:30	0	71	10	0	0	0	0	0	0	2	0	0	0	83	0	98	14	0	0	0	0	0	2	0	0	0	0	114	0	169	24	0	0	0	0	0	2	2	0	0	0	197
19:45	0	65	8	1	1	1	0	0	0	0	0	0	0	76	0	78	18	1	2	0	0	1	0	0	0	0	0	100	0	143	26	2	3	1	0	1	0	0	0	0	0	176
20:00	0	66	10	0	0	0	0	0	0	0	0	0	0	76	0	79	7	2	1	0	0	0	1	0	0	0	0	90	0	145	17	2	1	0	0	0	1	0	0	0	0	166
20:15	0	39	5	1	0	0	0	0	0	0	0	0	0	45	1	69	13	0	1	0	0	0	1	0	0	0	0	85	1	108	18	1	1	0	0	0	1	0	0	0	0	130
20:30	1	43	8	0	0	0	0	0	0	0	0	0	0	52	0	85	9	1	1	0	0	0	0	0	0	0	0	96	1	128	17	1	1	0	0	0	0	0	0	0	0	148
20:45	0	45	4	1	0	0	0	0	0	0	0	0	0	50	0	64	10	1	0	0	0	0	0	0	0	0	0	75	0	109	14	2	0	0	0	0	0	0	0	0	0	125
21:00	0	59	2	0	0	0	0	0	0	0	0	0	0	61	0	70	6	1	0	0	0	0	0	0	0	0	0	77	0	129	8	1	0	0	0	0	0	0	0	0	0	138
21:15	0	40	4	1	0	1	0	0	0	0	0	0	0	46	0	52	3	0	0	0	0	0	0	0	0	0	0	55	0	92	7	1	0	1	0	0	0	0	0	0	0	101
21:30	0	31	5	0	0	0	0	0	0	1	0	0	0	37	1	72	7	1	1	0	0	0	0	0	0	0	0	82	1	103	12	1	1	0	0	0	0	1	0	0	0	119
21:45	0	41	7	1	1	0	0	0	0	0	0	0	0	50	0	53	11	0	0	0	0	0	0	0	0	0	0	64	0	94	18	1	1	0	0	0	0	0	0	0	0	114
22:00	0	25	5	0	0	0	0	0	0	0	0	0	0	30	0	50	11	1	2	0	0	0	0	0	0	0	0	64	0	75	16	1	2	0	0	0	0	0	0	0	0	94
22:15	0	38	2	1	0	0	0	0	0	0	0	0	0	41	0	59	10	0	0	0	0	0	0	0	0	0	0	69	0	97	12	1	0	0	0	0	0	0	0	0	0	110
22:30	0	28	4	0	0	0	0	0	0	0	0	0	0	32	1	31	4	1	0	0	0	0	0	0	0	0	0	37	1	59	8	1	0	0	0	0	0	0	0	0	0	69
22:45	0	25	2	1	0	0	0	1	0	2	0	0	0	31	0	34	4	0	1	0	0	0	1	0	0	0	0	40	0	59	6	1	1	0	0	1	1	2	0	0	0	71
23:00	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	34	4	0	0	0	0	2	3	0	0	0	0	43	0	52	6	0	0	0	0	2	3	0	0	0	0	63
23:15	0	25	1	0	0	0	0	0	0	0	0	0	0	26	0	30	2	1	0	0	0	1	1	0	0	0	0	35	0	55	3	1	0	0	0	1	1	0	0	0	0	61
23:30	1	22	3	0	0	0	0	0	0	0	0	0	0	26	0	35	1	1	1	0	0	0	0	0	0	0	0	38	1	57	4	1	1	0	0	0	0	0	0	0	0	64
23:45	0	18	2	0	0	1	0	0	0	0	0	0	0	21	0	23	7	0	0	1	0	0	1	0	0	0	0	32	0	41	9	0	0	2	0	0	1	0	0	0	0	53
Totals	18	6,029	1,124	78	148	29	2	36	30	25	1	0	0	7,520	29	8,629	1,685	90	257	40	2	28	142	2	2	0	0	10,906	47	14,658	2,809	168	405	69	4	64	172	27	3	0	0	18,426
% of Totals	0%	80%	15%	1%	2%	0%	0%	0%	0%	0%	0%			100%	0%	79%	15%	1%	2%	0%	0%	0%	1%	0%	0%			100%	0%	80%	15%	1%	2%	0%	0%	0%	1%	0%	0%			100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet E Olympic Blvd & Union Pacific Ave

Day: Wednesday
Date: 1/29/2025

City: Los Angeles
Project #: CA25_020021_030

DAILY TOTALS	NB	SB	EB	WB	Total
	7,520	10,906	0	0	18,426

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	11	26			37	12:00	126	150			276
0:15	11	18			29	12:15	118	179			297
0:30	16	33			49	12:30	147	174			321
0:45	5	20			25	12:45	151	171			322
1:00	11	11			22	13:00	117	153			270
1:15	22	21			43	13:15	99	152			251
1:30	11	20			31	13:30	129	141			270
1:45	11	13			24	13:45	131	143			274
2:00	8	18			26	14:00	147	159			306
2:15	8	13			21	14:15	135	156			291
2:30	4	18			22	14:30	138	156			294
2:45	14	15			29	14:45	140	162			302
3:00	10	17			27	15:00	150	199			349
3:15	5	28			33	15:15	116	192			308
3:30	11	25			36	15:30	164	204			368
3:45	8	26			34	15:45	121	222			343
4:00	15	32			47	16:00	135	198			333
4:15	16	50			66	16:15	137	201			338
4:30	22	63			85	16:30	163	242			405
4:45	27	67			94	16:45	135	198			333
5:00	36	52			88	17:00	158	191			349
5:15	29	86			115	17:15	160	195			355
5:30	36	121			157	17:30	141	186			327
5:45	34	102			136	17:45	159	187			346
6:00	53	99			152	18:00	136	187			323
6:15	55	120			175	18:15	130	161			291
6:30	63	124			187	18:30	121	186			307
6:45	67	162			229	18:45	109	162			271
7:00	68	146			214	19:00	100	136			236
7:15	98	194			292	19:15	87	129			216
7:30	103	183			286	19:30	83	114			197
7:45	115	185			300	19:45	76	100			176
8:00	109	182			291	20:00	76	90			166
8:15	120	178			298	20:15	45	85			130
8:30	109	154			263	20:30	52	96			148
8:45	130	160			290	20:45	50	75			125
9:00	103	119			222	21:00	61	77			138
9:15	106	136			242	21:15	46	55			101
9:30	120	110			230	21:30	37	82			119
9:45	93	160			253	21:45	50	64			114
10:00	106	139			245	22:00	30	64			94
10:15	95	146			241	22:15	41	69			110
10:30	118	159			277	22:30	32	37			69
10:45	99	112			211	22:45	31	40			71
11:00	104	153			257	23:00	20	43			63
11:15	110	138			248	23:15	26	35			61
11:30	95	135			230	23:30	26	38			64
11:45	97	149			246	23:45	21	32			53
TOTALS	2717	4438	0	0	7155	TOTALS	4803	6468	0	0	11271
SPLIT %	38%	62%	0%	0%	39%	SPLIT %	43%	57%	0%	0%	61%

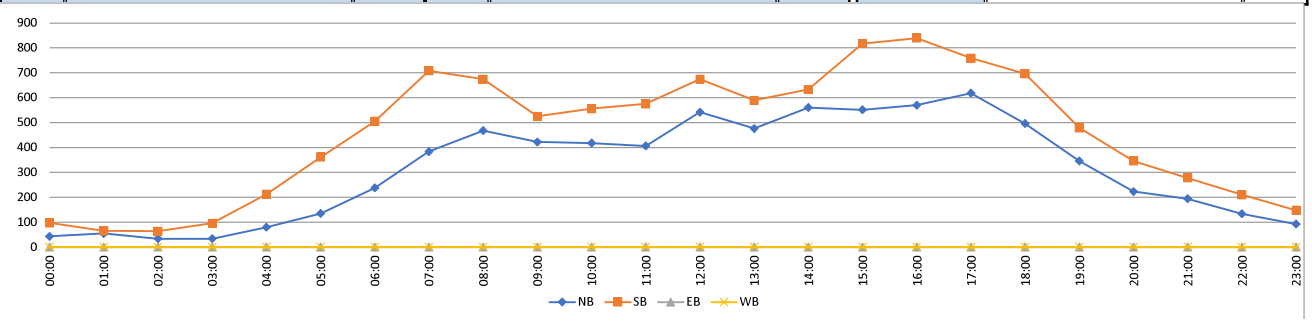
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	43	97			140
01:00	02:00	55	65			120
02:00	03:00	34	64			98
03:00	04:00	34	96			130
04:00	05:00	80	212			292
05:00	06:00	135	361			496
06:00	07:00	238	505			743
07:00	08:00	384	708			1092
08:00	09:00	468	674			1142
09:00	10:00	422	525			947
10:00	11:00	418	556			974
11:00	12:00	406	575			981
12:00	13:00	542	674			1216
13:00	14:00	476	589			1065
14:00	15:00	560	633			1193
15:00	16:00	551	817			1368
16:00	17:00	570	839			1409
17:00	18:00	618	759			1377
18:00	19:00	496	696			1192
19:00	20:00	346	479			825
20:00	21:00	223	346			569
21:00	22:00	194	278			472
22:00	23:00	134	210			344
23:00	00:00	93	148			241

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2717	4438			7155
Peak Hour	8:00	7:15			7:30
Peak Volume	468	744			1175
Peak Hour Factor	0.900	0.959			0.979
Peak Period	12:00	to	00:00		
Volume	4803	6468			11271
Peak Hour	17:00	15:45			16:30
Peak Volume	618	863			1442
Peak Hour Factor	0.966	0.892			0.890
Peak Period	07:00	to	09:00		
Volume	852	1382			2234
Peak Hour	8:00	7:15			7:30
Peak Volume	468	744			1175
Peak Hour Factor	0.900	0.959			0.979
Peak Period	16:00	to	18:00		
Volume	1188	1598			2786
Peak Hour	17:00	16:00			16:30
Peak Volume	618	839			1442
Peak Hour Factor	0.966	0.867			0.890



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Union Pacific Ave & Ferguson Dr/Telegraph Rd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_031

HOURLY BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	50	4	0	0	0	0	0	0	0	0	0	0	54	0	72	8	1	1	1	0	0	3	0	0	0	0	86	0	122	12	1	1	1	0	0	3	0	0	0	0	140
1:00	1	26	2	0	1	0	0	0	0	0	0	0	0	30	0	39	4	0	1	0	0	0	2	0	0	0	0	46	1	65	6	0	2	0	0	0	2	0	0	0	0	76
2:00	0	37	3	0	1	0	0	0	4	0	0	0	0	45	0	59	10	0	5	0	0	0	6	1	0	0	0	81	0	96	13	0	6	0	0	0	10	1	0	0	0	126
3:00	0	27	3	0	1	1	0	1	1	0	0	0	0	34	0	91	14	0	6	1	0	0	4	0	1	0	0	117	0	118	17	0	7	2	0	1	5	0	1	0	0	151
4:00	1	53	13	1	3	0	0	1	3	1	0	0	0	76	0	164	30	3	14	0	0	0	3	0	1	0	0	215	1	217	43	4	17	0	0	1	6	1	1	0	0	291
5:00	0	73	11	6	7	0	0	0	5	0	0	0	0	102	1	316	69	3	20	0	0	0	7	0	1	0	0	417	1	389	80	9	27	0	0	0	12	0	1	0	0	519
6:00	1	156	38	6	11	1	0	0	2	1	0	0	0	216	1	413	100	10	15	1	0	0	10	1	0	0	0	551	2	569	138	16	26	2	0	0	12	2	0	0	0	767
7:00	2	281	53	8	8	1	0	3	2	0	0	0	0	358	1	668	109	9	23	1	0	3	5	2	0	0	0	821	3	949	162	17	31	2	0	6	7	2	0	0	0	1179
8:00	0	310	58	3	19	1	0	0	2	3	0	0	0	396	0	591	106	7	18	1	1	2	13	1	0	0	0	740	0	901	164	10	37	2	1	2	15	4	0	0	0	1136
9:00	2	244	53	4	17	1	0	0	1	1	0	0	0	323	2	450	125	9	24	1	1	4	11	3	0	0	0	630	4	694	178	13	41	2	1	4	12	4	0	0	0	953
10:00	2	272	69	3	9	2	0	0	5	0	0	0	0	362	2	578	119	7	24	2	0	12	15	2	0	0	0	761	4	850	188	10	33	4	0	12	20	2	0	0	0	1123
11:00	1	273	51	3	7	2	0	1	1	0	0	0	0	339	2	558	116	6	24	4	0	8	26	0	0	0	0	744	3	831	167	9	31	6	0	9	27	0	0	0	0	1083
12:00	0	310	64	6	10	5	0	1	4	0	0	0	0	400	2	676	125	10	25	6	0	13	11	0	0	0	0	868	2	986	189	16	35	11	0	14	15	0	0	0	0	1268
13:00	3	322	72	7	14	0	0	0	3	0	0	0	0	421	4	594	120	11	23	1	1	3	6	0	0	0	0	763	7	916	192	18	37	1	1	3	9	0	0	0	0	1184
14:00	5	428	82	5	9	0	0	1	2	0	0	0	0	532	4	646	109	8	25	3	0	1	7	0	0	0	0	803	9	1074	191	13	34	3	0	2	9	0	0	0	0	1335
15:00	0	450	75	7	8	1	0	0	1	0	0	0	0	542	1	707	128	15	12	1	0	6	13	0	0	0	0	883	1	1157	203	22	20	2	0	6	14	0	0	0	0	1425
16:00	2	469	83	4	5	1	0	0	1	1	0	0	0	566	3	669	97	7	12	2	0	2	12	1	0	0	0	805	5	1138	180	11	17	3	0	2	13	2	0	0	0	1371
17:00	2	468	55	6	1	1	0	0	0	1	0	0	0	534	1	770	110	6	12	4	1	1	5	1	0	0	0	911	3	1238	165	12	13	5	1	1	5	2	0	0	0	1445
18:00	2	308	42	3	4	0	0	0	2	0	0	0	0	361	5	679	112	7	13	2	0	0	15	2	0	0	0	835	7	987	154	10	17	2	0	0	17	2	0	0	0	1196
19:00	1	228	34	2	4	0	0	0	3	0	0	0	0	272	1	409	50	9	5	2	0	0	2	0	0	0	0	478	2	637	84	11	9	2	0	0	5	0	0	0	0	750
20:00	0	188	24	1	3	0	0	0	1	0	0	0	0	217	1	331	43	5	2	0	0	0	1	0	0	0	0	383	1	519	67	6	5	0	0	0	2	0	0	0	0	600
21:00	0	164	21	1	3	1	0	0	1	0	0	0	0	191	1	268	28	2	1	0	0	0	1	0	0	0	0	301	1	432	49	3	4	1	0	0	2	0	0	0	0	492
22:00	0	114	11	2	0	0	0	0	2	1	0	0	0	130	1	197	34	3	0	0	0	0	1	1	0	0	0	237	1	311	45	5	0	0	0	0	3	2	0	0	0	367
23:00	0	98	8	0	1	1	0	0	1	0	0	0	0	109	0	113	14	2	2	1	0	2	5	1	0	0	0	140	0	211	22	2	3	2	0	2	6	1	0	0	0	249
Totals	25	5,349	929	78	146	19	0	8	47	9	0	0	0	6,610	33	10,058	1,780	140	307	34	4	57	184	16	3	0	0	12,616	58	15,407	2,709	218	453	53	4	65	231	25	3	0	0	19,226
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%				100%	0%	80%	14%	1%	2%	0%	0%	0%	1%	0%	0%			100%	0%	80%	14%	1%	2%	0%	0%	0%	1%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS

#1 Motorcycles



#2 Passenger Cars



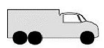
#3 2-Axle, 4-Tire Single Unit



#4 Buses



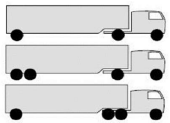
#5 2-Axle, 6-Tire Single Units



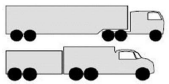
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	10	1802	358	34	84	9	0	6	26	6	0	0	0	2335	9	3999	810	55	175	12	2	29	105	10	3	0	0	5209	19	5801	1168	89	259	21	2	35	131	16	3	0	0	7544
%	0%	27%	5%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	32%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	41%	0%	30%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	39%
Peak Hour	9:15	7:30	10:15	5:30	8:15	9:30	0:00	7:00	4:30	8:00	0:00	0:00	0:00	7:30	10:30	7:15	10:30	5:45	10:30	11:45	7:15	11:45	10:45	7:30	4:15	0:00	0:00	7:15	10:30	7:30	10:30	5:45	7:30	11:45	7:15	11:45	10:45	7:45	4:15	0:00	0:00	7:30
Peak Volume	3	337	71	8	20	3	0	3	6	3	0	0	0	424	4	718	139	11	27	8	1	16	28	3	2	0	0	878	6	1040	207	19	42	11	1	17	30	5	2	0	0	1277
12:00 - 24:00	15	3547	571	44	62	10	0	2	21	3	0	0	0	4275	24	6059	970	85	132	22	2	28	79	6	0	0	0	7407	39	9606	1541	129	194	32	2	30	100	9	0	0	0	11682
%	0%	54%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	48%	8%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	59%	0%	50%	8%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	61%
Peak Hour	14:00	16:30	14:15	12:45	12:45	12:00	12:00	12:00	12:00	16:30	12:00	12:00	12:00	15:45	13:45	17:00	15:15	14:45	12:45	12:00	13:00	12:00	18:00	16:45	12:00	12:00	12:00	17:00	13:45	17:00	14:30	14:45	12:45	12:00	13:00	12:00	18:00	16:45	12:00	12:00	12:00	15:15
Peak Volume	5	483	90	8	15	5	0	1	4	2	0	0	0	573	7	770	132	15	27	6	1	13	15	2	0	0	0	911	11	1238	207	22	42	11	1	14	17	4	0	0	0	1468
07:00 - 09:00	2	591	111	11	27	2	0	3	4	3	0	0	0	754	1	1259	215	16	41	2	1	5	18	3	0	0	0	1561	3	1850	326	27	68	4	1	8	22	6	0	0	0	2315
%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	7:00	7:30	7:30	7:00	7:45	7:00	7:00	7:00	7:00	8:00	7:00	7:00	7:00	7:30	7:00	7:15	7:15	7:00	7:30	7:15	7:15	7:00	8:00	7:30	7:00	7:00	7:00	7:15	7:00	7:30	7:15	7:00	7:30	7:15	7:15	7:00	8:00	7:45	7:00	7:00	7:00	7:30
Peak Volume	2	337	60	8	19	1	0	3	2	3	0	0	0	424	1	718	115	9	25	2	1	3	13	3	0	0	0	878	3	1040	173	17	42	3	1	6	15	5	0	0	0	1277
16:00 - 18:00	4	937	138	10	6	2	0	0	1	2	0	0	0	1100	4	1439	207	13	24	6	1	3	17	2	0	0	0	1716	8	2376	345	23	30	8	1	3	18	4	0	0	0	2816
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%
Peak Hour	16:15	16:30	16:00	17:00	16:00	16:15	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:00	17:00	17:00	16:00	16:00	16:45	16:45	16:00	16:00	16:45	16:00	16:00	16:00	17:00	16:00	17:00	16:00	17:00	16:00	16:45	16:45	16:00	16:00	16:45	16:00	16:00	16:00	17:00
Peak Volume	3	483	83	6	5	2	0	0	1	2	0	0	0	566	3	770	110	7	12	4	1	2	12	2	0	0	0	911	5	1238	180	12	17	6	1	2	13	4	0	0	0	1445

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Union Pacific Ave & Ferguson Dr/Telegraph Rd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_031

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	0	39	3	0	0	0	0	0	2	0	0	0	0	44	0	55	4	0	0	0	0	0	2	0	0	0	0	61
0:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	12	1	0	0	0	0	0	1	0	0	0	0	14	0	21	2	0	0	0	0	0	1	0	0	0	0	24
0:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	10	2	1	1	1	0	0	0	0	0	0	0	15	0	24	3	1	1	1	0	0	0	0	0	0	0	30
0:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0	22	3	0	0	0	0	0	0	0	0	0	0	25
1:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	9	3	0	0	0	0	0	0	0	0	0	0	12	0	17	4	0	0	0	0	0	0	0	0	0	0	21
1:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	6	1	0	0	0	0	0	1	0	0	0	0	8	0	14	2	0	0	0	0	0	1	0	0	0	0	17
1:30	1	5	0	0	1	0	0	0	0	0	0	0	0	7	0	9	0	0	0	0	0	0	1	0	0	0	0	10	1	14	0	0	1	0	0	0	1	0	0	0	0	17
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0	15	0	0	1	0	0	0	0	0	0	0	0	16	0	20	0	0	1	0	0	0	0	0	0	0	0	21
2:00	0	12	1	0	1	0	0	0	1	0	0	0	0	15	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	20	3	0	1	0	0	0	1	0	0	0	0	25
2:15	0	11	0	0	0	0	0	0	2	0	0	0	0	13	0	17	3	0	0	0	0	0	2	0	0	0	0	22	0	28	3	0	0	0	0	0	4	0	0	0	0	35
2:30	0	6	0	0	0	0	0	0	1	0	0	0	0	7	0	19	3	0	2	0	0	0	2	0	0	0	0	26	0	25	3	0	2	0	0	0	3	0	0	0	0	33
2:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	15	2	0	3	0	0	0	2	1	0	0	0	23	0	23	4	0	3	0	0	0	2	1	0	0	0	33
3:00	0	9	2	0	0	1	0	1	0	0	0	0	0	13	0	15	2	0	0	0	0	0	2	0	0	0	0	19	0	24	4	0	0	1	0	1	2	0	0	0	0	32
3:15	0	6	0	0	1	0	0	0	1	0	0	0	0	8	0	15	5	0	2	0	0	0	0	0	0	0	0	22	0	21	5	0	3	0	0	0	1	0	0	0	0	30
3:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	0	26	3	0	1	1	0	0	1	0	1	0	0	33	0	31	4	0	1	1	0	0	1	0	1	0	0	39
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	35	4	0	3	0	0	0	1	0	0	0	0	43	0	42	4	0	3	0	0	0	1	0	0	0	0	50
4:00	1	11	3	0	1	0	0	1	1	0	0	0	0	18	0	18	8	0	4	0	0	0	2	0	0	0	0	32	1	29	11	0	5	0	0	1	3	0	0	0	0	50
4:15	0	14	2	0	0	0	0	0	0	1	0	0	0	17	0	39	5	2	3	0	0	0	1	0	0	0	0	50	0	53	7	2	3	0	0	0	1	1	0	0	0	67
4:30	0	13	5	0	0	0	0	0	1	0	0	0	0	19	0	53	6	0	4	0	0	0	0	0	1	0	0	64	0	66	11	0	4	0	0	0	1	0	1	0	0	83
4:45	0	15	3	1	2	0	0	0	1	0	0	0	0	22	0	54	11	1	3	0	0	0	0	0	0	0	0	69	0	69	14	2	5	0	0	0	1	0	0	0	0	91
5:00	0	11	4	1	2	0	0	0	3	0	0	0	0	21	1	64	10	0	4	0	0	0	1	0	1	0	0	81	1	75	14	1	6	0	0	0	4	0	1	0	0	102
5:15	0	20	1	0	1	0	0	0	1	0	0	0	0	23	0	65	7	0	4	0	0	0	1	0	0	0	0	77	0	85	8	0	5	0	0	0	2	0	0	0	0	100
5:30	0	23	4	1	2	0	0	0	0	0	0	0	0	30	0	106	34	1	6	0	0	0	5	0	0	0	0	152	0	129	38	2	8	0	0	0	5	0	0	0	0	182
5:45	0	19	2	4	2	0	0	0	1	0	0	0	0	28	0	81	18	2	6	0	0	0	0	0	0	0	0	107	0	100	20	6	8	0	0	0	1	0	0	0	0	135
6:00	1	44	13	1	4	1	0	0	1	0	0	0	0	65	0	65	20	3	4	0	0	0	2	0	0	0	0	94	1	109	33	4	8	1	0	0	3	0	0	0	0	159
6:15	0	32	7	2	3	0	0	0	0	1	0	0	0	45	0	93	28	3	5	0	0	0	2	0	0	0	0	131	0	125	35	5	8	0	0	0	2	1	0	0	0	176
6:30	0	37	8	1	1	0	0	0	1	0	0	0	0	48	0	126	26	3	3	1	0	0	3	1	0	0	0	163	0	163	34	4	4	1	0	0	4	1	0	0	0	211
6:45	0	43	10	2	3	0	0	0	0	0	0	0	0	58	1	129	26	1	3	0	0	0	3	0	0	0	0	163	1	172	36	3	6	0	0	0	3	0	0	0	0	221
7:00	1	48	9	1	0	0	0	1	1	0	0	0	0	61	0	133	26	3	7	0	0	0	2	0	0	0	0	171	1	181	35	4	7	0	0	1	3	0	0	0	0	232
7:15	1	61	13	2	1	1	0	1	0	0	0	0	0	80	1	169	42	1	4	0	0	1	2	0	0	0	0	220	2	230	55	3	5	1	0	2	2	0	0	0	0	300
7:30	0	95	16	2	2	0	0	0	0	0	0	0	0	115	0	184	28	5	5	0	0	2	0	0	0	0	0	224	0	279	44	7	7	0	0	2	0	0	0	0	0	339
7:45	0	77	15	3	5	0	0	1	1	0	0	0	0	102	0	182	13	0	7	1	0	0	1	2	0	0	0	206	0	259	28	3	12	1	0	1	2	2	0	0	0	308
8:00	0	81	14	1	3	0	0	0	0	0	0	0	0	99	0	183	32	2	6	1	1	0	3	0	0	0	0	228	0	264	46	3	9	1	1	0	3	0	0	0	0	327
8:15	0	84	15	0	7	1	0	0	1	0	0	0	0	108	0	154	28	2	7	0	0	1	2	1	0	0	0	195	0	238	43	2	14	1	0	1	3	1	0	0	0	303
8:30	0	75	12	1	4	0	0	0	0	2	0	0	0	94	0	139	21	1	3	0	0	1	2	0	0	0	0	167	0	214	33	2	7	0	0	1	2	2	0	0	0	261
8:45	0	70	17	1	5	0	0	0	1	1	0	0	0	95	0	115	25	2	2	0	0	0	6	0	0	0	0	150	0	185	42	3	7	0	0	0	7	1	0	0	0	245
9:00	0	66	12	2	4	0	0	0	0	0	0	0	0	84	1	120	36	3	6	0	0	1	2	1	0	0	0	170	1	186	48	5	10	0	0	1	2	1	0	0	0	254
9:15	2	57	10	1	6	0	0	0	0	0	0	0	0	76	1	117	32	1	7	1	0	0	4	1	0	0	0	164	3	174	42	2	13	1	0	0	4	1	0	0	0	240
9:30	0	51	14	1	4	1	0	0	1	0	0	0	0	72	0	103	30	3	3	0	1	1	2	0	0	0	0	143	0	154	44	4	7	1	1	1	3	0	0	0	0	215
9:45	0	70	17	0	3	0	0	0	0	1	0	0	0	91	0	110	27	2	8	0	0	2	3	1	0	0	0	153	0	180	44	2	11	0	0	2	3	2	0	0	0	244
10:00	1	66	16	1	3	1	0	0	1	0	0	0	0	89	0	121	25	3	7	0	0	1	1	1	0	0	0	159	1	187	41	4	10	1	0	1	2	1	0	0	0	248
10:15	0	80	16	1	2	1	0	0	1	0	0	0	0	101	0	157	23	2	6	1	0	3	2	1	0	0	0	195	0	237	39	3	8	2	0	3	3	1	0	0	0	296
10:30	0	61	13	0	2	0	0	0	2	0	0	0	0	78	2	147	36	0	4	0	0	7	5	0	0	0	0	201	2	208	49	0	6	0	0	7	7	0	0	0	0	279
10:45	1	65	24	1	2	0	0	0	1	0	0	0	0	94	0	153	35	2	7	1	0	1	7	0	0	0	0	206	1	218	59	3	9	1	0	1	8	0	0	0	0	300
11:00	1	65	18	1	3	1	0	0	0	0	0	0	0	89	1	142	37	2	6	1	0	2	6	0	0	0	0	197	2	207	55	3	9	2	0	2	6	0	0	0	0	286
11:15	0	56	13	1	2	1	0	1	0	0	0	0	0	74	1	153	31	1	10	1	0	2	8	0	0	0	0	207	1	209	44	2	12	2	0	3	8	0	0	0	0	281
11:30	0	70	10	1	0	0	0	0	1	0	0	0	0	82	0	128	20	2	4	0	0	1	7	0	0	0	0	162	0	198	30	3	4	0	0	1	8	0	0	0	0	244
11:45	0	82	10	0	2	0	0	0	0	0	0	0	0	94	0	135	28	1	4	2	0	3	5	0	0	0	0	178	0	217	38	1	6	2	0	3	5	0	0	0	0	272

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Union Pacific Ave & Ferguson Dr/Telegraph Rd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_031

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	51	15	2	3	1	0	1	1	0	0	0	0	74	0	158	30	3	6	0	0	5	4	0	0	0	0	206	0	209	45	5	9	1	0	6	5	0	0	0	0	280
12:15	0	82	9	1	3	0	0	0	2	0	0	0	0	97	0	200	39	2	6	1	0	3	4	0	0	0	0	255	0	282	48	3	9	1	0	3	6	0	0	0	0	352
12:30	0	87	19	1	2	2	0	0	1	0	0	0	0	112	1	159	36	3	6	5	0	5	1	0	0	0	0	216	1	246	55	4	8	7	0	5	2	0	0	0	0	328
12:45	0	90	21	2	2	2	0	0	0	0	0	0	0	117	1	159	20	2	7	0	0	0	2	0	0	0	0	191	1	249	41	4	9	2	0	0	2	0	0	0	0	308
13:00	1	69	20	3	4	0	0	0	0	0	0	0	0	97	1	141	28	5	4	0	0	3	3	0	0	0	0	185	2	210	48	8	8	0	0	3	3	0	0	0	0	282
13:15	1	106	22	1	3	0	0	0	1	0	0	0	0	134	0	164	34	2	8	0	0	0	2	0	0	0	0	210	1	270	56	3	11	0	0	0	3	0	0	0	0	344
13:30	1	76	15	2	6	0	0	0	0	0	0	0	0	100	0	132	31	3	8	0	0	0	0	0	0	0	0	174	1	208	46	5	14	0	0	0	0	0	0	0	0	274
13:45	0	71	15	1	1	0	0	0	2	0	0	0	0	90	3	157	27	1	3	1	1	0	1	0	0	0	0	194	3	228	42	2	4	1	1	0	3	0	0	0	0	284
14:00	1	122	14	1	3	0	0	0	0	0	0	0	0	141	2	162	24	3	6	1	0	0	2	0	0	0	0	200	3	284	38	4	9	1	0	0	2	0	0	0	0	341
14:15	1	97	18	1	2	0	0	0	1	0	0	0	0	120	0	154	30	0	9	0	0	0	2	0	0	0	0	195	1	251	48	1	11	0	0	0	3	0	0	0	0	315
14:30	2	98	24	2	2	0	0	1	0	0	0	0	0	129	2	153	31	3	3	1	0	0	1	0	0	0	0	194	4	251	55	5	5	1	0	1	1	0	0	0	0	323
14:45	1	111	26	1	2	0	0	0	1	0	0	0	0	142	0	177	24	2	7	1	0	1	2	0	0	0	0	214	1	288	50	3	9	1	0	1	3	0	0	0	0	356
15:00	0	106	22	1	2	0	0	0	0	0	0	0	0	131	0	165	29	4	3	0	0	2	5	0	0	0	0	208	0	271	51	5	5	0	0	2	5	0	0	0	0	339
15:15	0	105	18	3	2	0	0	0	0	0	0	0	0	128	0	190	33	5	4	1	0	0	5	0	0	0	0	238	0	295	51	8	6	1	0	0	5	0	0	0	0	366
15:30	0	107	17	2	1	0	0	0	0	0	0	0	0	127	0	174	34	4	4	0	0	2	1	0	0	0	0	219	0	281	51	6	5	0	0	2	1	0	0	0	0	346
15:45	0	132	18	1	3	1	0	0	1	0	0	0	0	156	1	178	32	2	1	0	0	2	2	0	0	0	0	218	1	310	50	3	4	1	0	2	3	0	0	0	0	374
16:00	1	127	20	1	0	0	0	0	1	0	0	0	0	150	3	185	33	3	2	1	0	2	3	0	0	0	0	232	4	312	53	4	2	1	0	2	4	0	0	0	0	382
16:15	0	106	24	1	1	0	0	0	0	0	0	0	0	132	0	192	22	1	4	0	0	0	4	0	0	0	0	223	0	298	46	2	5	0	0	0	4	0	0	0	0	355
16:30	0	112	19	1	3	0	0	0	0	0	0	0	0	135	0	131	26	2	5	0	0	0	2	0	0	0	0	166	0	243	45	3	8	0	0	0	2	0	0	0	0	301
16:45	1	124	20	1	1	1	0	0	0	1	0	0	0	149	0	161	16	1	1	1	0	0	3	1	0	0	0	184	1	285	36	2	2	2	0	0	3	2	0	0	0	333
17:00	2	95	11	1	0	1	0	0	0	0	0	0	0	110	0	174	23	1	2	0	0	0	2	0	0	0	0	202	2	269	34	2	2	1	0	0	2	0	0	0	0	312
17:15	0	152	15	1	0	0	0	0	0	1	0	0	0	169	0	212	27	1	2	1	0	1	1	0	0	0	0	245	0	364	42	2	2	1	0	1	1	1	0	0	0	414
17:30	0	102	13	2	1	0	0	0	0	0	0	0	0	118	0	214	31	2	2	2	1	0	1	1	0	0	0	254	0	316	44	4	3	2	1	0	1	1	0	0	0	372
17:45	0	119	16	2	0	0	0	0	0	0	0	0	0	137	1	170	29	2	6	1	0	0	1	0	0	0	0	210	1	289	45	4	6	1	0	0	1	0	0	0	0	347
18:00	1	94	4	1	0	0	0	0	1	0	0	0	0	101	1	161	24	1	5	0	0	0	4	1	0	0	0	197	2	255	28	2	5	0	0	0	5	1	0	0	0	298
18:15	1	80	13	0	0	0	0	0	1	0	0	0	0	95	0	168	32	2	0	0	0	0	5	0	0	0	0	207	1	248	45	2	0	0	0	0	6	0	0	0	0	302
18:30	0	64	13	1	4	0	0	0	0	0	0	0	0	82	4	182	34	4	3	0	0	0	4	0	0	0	0	231	4	246	47	5	7	0	0	0	4	0	0	0	0	313
18:45	0	70	12	1	0	0	0	0	0	0	0	0	0	83	0	168	22	0	5	2	0	0	2	1	0	0	0	200	0	238	34	1	5	2	0	0	2	1	0	0	0	283
19:00	0	64	4	1	2	0	0	0	1	0	0	0	0	72	0	115	17	2	1	0	0	0	1	0	0	0	0	136	0	179	21	3	3	0	0	0	2	0	0	0	0	208
19:15	1	56	8	0	0	0	0	0	1	0	0	0	0	66	0	104	6	2	0	2	0	0	0	0	0	0	0	114	1	160	14	2	0	2	0	0	1	0	0	0	0	180
19:30	0	54	6	0	2	0	0	0	1	0	0	0	0	63	1	96	14	3	2	0	0	0	1	0	0	0	0	117	1	150	20	3	4	0	0	0	2	0	0	0	0	180
19:45	0	54	16	1	0	0	0	0	0	0	0	0	0	71	0	94	13	2	2	0	0	0	0	0	0	0	0	111	0	148	29	3	2	0	0	0	0	0	0	0	0	182
20:00	0	61	3	1	1	0	0	0	1	0	0	0	0	67	1	88	11	3	1	0	0	0	1	0	0	0	0	105	1	149	14	4	2	0	0	0	2	0	0	0	0	172
20:15	0	35	6	0	0	0	0	0	0	0	0	0	0	41	0	86	14	0	1	0	0	0	0	0	0	0	0	101	0	121	20	0	1	0	0	0	0	0	0	0	0	142
20:30	0	43	11	0	1	0	0	0	0	0	0	0	0	55	0	85	10	1	0	0	0	0	0	0	0	0	0	96	0	128	21	1	1	0	0	0	0	0	0	0	0	151
20:45	0	49	4	0	1	0	0	0	0	0	0	0	0	54	0	72	8	1	0	0	0	0	0	0	0	0	0	81	0	121	12	1	1	0	0	0	0	0	0	0	0	135
21:00	0	57	3	0	0	0	0	0	0	0	0	0	0	60	0	75	8	1	0	0	0	0	1	0	0	0	0	85	0	132	11	1	0	0	0	0	1	0	0	0	0	145
21:15	0	42	6	1	0	1	0	0	0	0	0	0	0	50	0	57	5	0	0	0	0	0	0	0	0	0	0	62	0	99	11	1	0	1	0	0	0	0	0	0	0	112
21:30	0	29	7	0	0	0	0	0	1	0	0	0	0	37	1	79	7	1	1	0	0	0	0	0	0	0	0	89	1	108	14	1	1	0	0	0	1	0	0	0	0	126
21:45	0	36	5	0	3	0	0	0	0	0	0	0	0	44	0	57	8	0	0	0	0	0	0	0	0	0	0	65	0	93	13	0	3	0	0	0	0	0	0	0	0	109
22:00	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0	58	11	2	0	0	0	0	0	1	0	0	0	72	0	83	15	2	0	0	0	0	0	1	0	0	0	101
22:15	0	36	3	1	0	0	0	0	0	0	0	0	0	40	0	61	12	0	0	0	0	0	0	0	0	0	0	73	0	97	15	1	0	0	0	0	0	0	0	0	0	113
22:30	0	28	3	0	0	0	0	0	0	0	0	0	0	31	1	39	5	1	0	0	0	0	0	0	0	0	0	46	1	67	8	1	0	0	0	0	0	0	0	0	0	77
22:45	0	25	1	1	0	0	0	0	2	1	0	0	0	30	0	39	6	0	0	0	0	0	1	0	0	0	0	46	0	64	7	1	0	0	0	0	3	1	0	0	0	76
23:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	0	38	4	0	0	0	0	2	3	0	0	0	0	47	0	59	6	0	0	0	0	2	3	0	0	0	0	70
23:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28	0	29	2	1	0	0	0	0	2	0	0	0	0	34	0	56	3	1	0	0	0	0	2	0	0	0	0	62
23:30	0	32	2	0	1	1	0	0	1	0	0	0	0	37	0	27	6	1	1	0	0	0	0	0	0	0	0	35	0	59	8	1	2	1	0	0	1	0	0	0	0	72
23:45	0	18	3	0	0	0	0	0	0	0	0	0	0	21	0	19	2	0	1	1	0	0	0	1	0	0	0	24	0	37	5	0	1	1	0	0	0	1	0	0	0	45
Totals	25	5,349	929	78	146	19	0	8	47	9	0	0	0	6,610	33	10,058	1,780	140	307	34	4	57	184	16	3	0	0	12,616	58	15,407	2,709	218	453	53	4	65	231	25	3	0	0	19,226
% of Totals	0%	81%	14%	1%	2%	0%		0%	1%	0%				100%	0%	80%	14%	1%	2%	0%	0%	0%	1%	0%	0%			100%	0%	80%	14%	1%	2%	0%	0%	0%	1%	0%	0%			100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Union Pacific Ave & Ferguson Dr/Telegraph Rd

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA25_020021_031

DAILY TOTALS	NB	SB	EB	WB	Total
	6,610	12,616	0	0	19,226

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	17	44			61	12:00	74	206			280
0:15	10	14			24	12:15	97	255			352
0:30	15	15			30	12:30	112	216			328
0:45	12	13			25	12:45	117	191			308
1:00	9	12			21	13:00	97	185			282
1:15	9	8			17	13:15	134	210			344
1:30	7	10			17	13:30	100	174			274
1:45	5	16			21	13:45	90	194			284
2:00	15	10			25	14:00	141	200			341
2:15	13	22			35	14:15	120	195			315
2:30	7	26			33	14:30	129	194			323
2:45	10	23			33	14:45	142	214			356
3:00	13	19			32	15:00	131	208			339
3:15	8	22			30	15:15	128	238			366
3:30	6	33			39	15:30	127	219			346
3:45	7	43			50	15:45	156	218			374
4:00	18	32			50	16:00	150	232			382
4:15	17	50			67	16:15	132	223			355
4:30	19	64			83	16:30	135	166			301
4:45	22	69			91	16:45	149	184			333
5:00	21	81			102	17:00	110	202			312
5:15	23	77			100	17:15	169	245			414
5:30	30	152			182	17:30	118	254			372
5:45	28	107			135	17:45	137	210			347
6:00	65	94			159	18:00	101	197			298
6:15	45	131			176	18:15	95	207			302
6:30	48	163			211	18:30	82	231			313
6:45	58	163			221	18:45	83	200			283
7:00	61	171			232	19:00	72	136			208
7:15	80	220			300	19:15	66	114			180
7:30	115	224			339	19:30	63	117			180
7:45	102	206			308	19:45	71	111			182
8:00	99	228			327	20:00	67	105			172
8:15	108	195			303	20:15	41	101			142
8:30	94	167			261	20:30	55	96			151
8:45	95	150			245	20:45	54	81			135
9:00	84	170			254	21:00	60	85			145
9:15	76	164			240	21:15	50	62			112
9:30	72	143			215	21:30	37	89			126
9:45	91	153			244	21:45	44	65			109
10:00	89	159			248	22:00	29	72			101
10:15	101	195			296	22:15	40	73			113
10:30	78	201			279	22:30	31	46			77
10:45	94	206			300	22:45	30	46			76
11:00	89	197			286	23:00	23	47			70
11:15	74	207			281	23:15	28	34			62
11:30	82	162			244	23:30	37	35			72
11:45	94	178			272	23:45	21	24			45
TOTALS	2335	5209	0	0	7544	TOTALS	4275	7407	0	0	11682
SPLIT %	31%	69%	0%	0%	39%	SPLIT %	37%	63%	0%	0%	61%

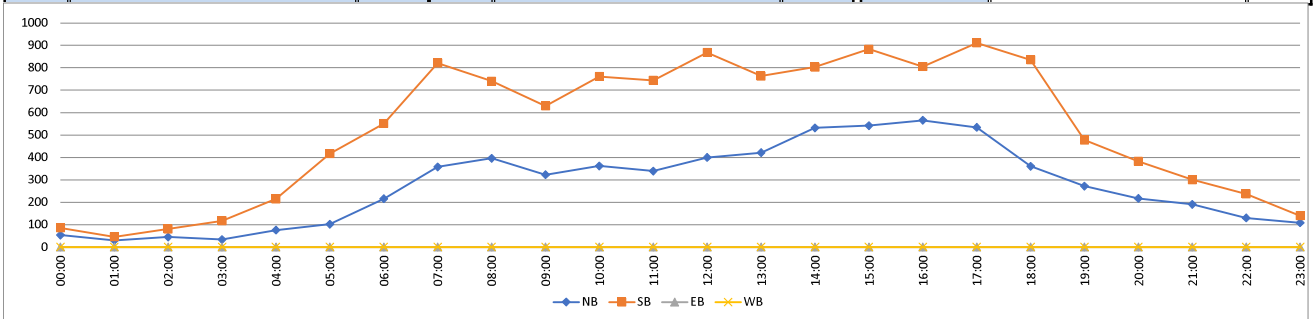
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	54	86			140
01:00	02:00	30	46			76
02:00	03:00	45	81			126
03:00	04:00	34	117			151
04:00	05:00	76	215			291
05:00	06:00	102	417			519
06:00	07:00	216	551			767
07:00	08:00	358	821			1179
08:00	09:00	396	740			1136
09:00	10:00	323	630			953
10:00	11:00	362	761			1123
11:00	12:00	339	744			1083
12:00	13:00	400	868			1268
13:00	14:00	421	763			1184
14:00	15:00	532	803			1335
15:00	16:00	542	883			1425
16:00	17:00	566	805			1371
17:00	18:00	534	911			1445
18:00	19:00	361	835			1196
19:00	20:00	272	478			750
20:00	21:00	217	383			600
21:00	22:00	191	301			492
22:00	23:00	130	237			367
23:00	00:00	109	140			249

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2335	5209			7544
Peak Hour	7:30	7:15			7:30
Peak Volume	424	878			1277
Peak Hour Factor	0.922	0.963			0.942
Peak Period	12:00	to	00:00		
Volume	4275	7407			11682
Peak Hour	15:45	17:00			15:15
Peak Volume	573	911			1468
Peak Hour Factor	0.918	0.897			0.961
Peak Period	07:00	to	09:00		
Volume	754	1561			2315
Peak Hour	7:30	7:15			7:30
Peak Volume	424	878			1277
Peak Hour Factor	0.922	0.963			0.942
Peak Period	16:00	to	18:00		
Volume	1100	1716			2816
Peak Hour	16:00	17:00			17:00
Peak Volume	566	911			1445
Peak Hour Factor	0.943	0.897			0.873



Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Railroad Tracks & Ferguson Dr/Triggs St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA 9002225_020021_032

HOURLY BREAKDOWN

Time	NORTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	SOUTHBOUND #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	TOTALS #1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	1	135	14	0	0	1	0	0	3	0	0	0	0	154	0	103	14	0	1	2	0	0	2	0	0	0	0	122	1	238	28	0	1	3	0	0	5	0	0	0	0	276
1:00	0	80	8	0	3	0	0	0	3	0	0	0	0	94	1	71	11	0	1	1	0	0	3	0	0	0	0	88	1	151	19	0	4	1	0	0	6	0	0	0	0	182
2:00	0	73	11	0	2	0	0	1	3	0	0	0	0	90	1	101	5	0	3	0	0	0	10	0	0	0	0	120	1	174	16	0	5	0	0	1	13	0	0	0	0	210
3:00	0	81	20	1	5	2	0	1	3	0	0	0	0	113	2	146	28	0	11	4	0	1	7	0	0	0	0	199	2	227	48	1	16	6	0	2	10	0	0	0	0	312
4:00	1	173	28	1	13	0	0	1	4	0	0	0	0	221	2	263	33	1	13	1	0	0	6	0	1	0	0	320	3	436	61	2	26	1	0	1	10	0	1	0	0	541
5:00	1	266	64	14	14	2	0	1	9	0	0	0	0	371	5	484	96	4	21	1	0	1	5	0	1	0	0	618	6	750	160	18	35	3	0	2	14	0	1	0	0	989
6:00	3	389	95	25	28	3	0	4	9	1	0	0	0	557	1	671	131	13	30	4	0	2	12	0	0	0	0	864	4	1060	226	38	58	7	0	6	21	1	0	0	0	1421
7:00	5	714	140	24	27	6	0	5	11	0	0	0	0	932	4	1246	181	15	35	7	0	3	12	0	0	0	0	1503	9	1960	321	39	62	13	0	8	23	0	0	0	0	2435
8:00	2	818	175	15	44	4	0	2	10	1	0	0	0	1071	0	1013	187	11	40	6	0	1	23	0	0	0	0	1281	2	1831	362	26	84	10	0	3	33	1	0	0	0	2352
9:00	4	573	169	15	52	3	0	3	10	0	0	0	0	829	2	724	152	13	36	5	0	5	31	1	0	0	0	969	6	1297	321	28	88	8	0	8	41	1	0	0	0	1798
10:00	1	571	158	12	27	3	0	10	13	0	0	0	0	795	1	930	205	13	53	12	0	5	41	0	0	0	0	1260	2	1501	363	25	80	15	0	15	54	0	0	0	0	2055
11:00	2	599	152	14	29	9	0	2	14	0	0	0	0	821	2	943	213	9	62	9	0	7	44	0	0	0	0	1289	4	1542	365	23	91	18	0	9	58	0	0	0	0	2110
12:00	5	692	155	13	34	11	0	2	9	0	0	0	0	921	4	1056	239	11	57	18	0	7	45	0	0	0	0	1437	9	1748	394	24	91	29	0	9	54	0	0	0	0	2358
13:00	4	743	178	15	37	5	0	7	12	0	0	0	0	1001	5	1037	231	16	53	6	0	4	15	0	0	0	0	1367	9	1780	409	31	90	11	0	11	27	0	0	0	0	2368
14:00	6	1002	212	17	23	2	0	2	6	0	0	0	0	1270	6	1196	239	11	45	9	0	5	16	0	0	0	0	1527	12	2198	451	28	68	11	0	7	22	0	0	0	0	2797
15:00	0	1061	192	20	26	3	0	3	7	0	0	0	0	1312	2	1532	291	21	46	5	0	8	21	1	0	0	0	1927	2	2593	483	41	72	8	0	11	28	1	0	0	0	3239
16:00	4	1322	190	14	16	2	0	4	8	0	0	0	0	1560	2	1689	268	14	42	8	0	4	20	0	0	0	0	2047	6	3011	458	28	58	10	0	8	28	0	0	0	0	3607
17:00	5	1324	170	14	8	2	0	2	12	0	0	0	0	1537	2	1888	273	10	29	9	0	5	14	1	0	0	0	2231	7	3212	443	24	37	11	0	7	26	1	0	0	0	3768
18:00	7	870	126	10	7	0	0	1	7	0	0	0	0	1028	8	1804	309	10	22	7	0	3	20	0	0	0	0	2183	15	2674	435	20	29	7	0	4	27	0	0	0	0	3211
19:00	1	593	87	9	3	3	0	0	7	0	0	0	0	703	2	875	114	7	14	3	0	1	9	0	0	0	0	1025	3	1468	201	16	17	6	0	1	16	0	0	0	0	1728
20:00	1	484	70	7	2	0	0	0	8	1	0	0	0	573	2	482	54	8	5	1	0	1	1	0	0	0	0	554	3	966	124	15	7	1	0	1	9	1	0	0	0	1127
21:00	0	397	54	5	2	4	0	0	9	0	0	0	0	471	4	357	33	5	3	2	0	0	7	0	0	0	0	411	4	754	87	10	5	6	0	0	16	0	0	0	0	882
22:00	0	331	42	3	1	0	0	1	8	0	0	0	0	386	2	299	35	3	2	0	0	1	8	0	0	0	0	350	2	630	77	6	3	0	0	2	16	0	0	0	0	736
23:00	2	228	28	1	4	1	0	0	3	3	0	0	0	270	3	159	11	1	2	1	0	3	4	0	1	0	0	185	5	387	39	2	6	2	0	3	7	3	1	0	0	455
Totals	55	13,519	2,538	249	407	66	0	52	188	6	0	0	0	17,080	63	19,069	3,353	196	626	121	0	67	376	3	3	0	0	23,877	118	32,588	5,891	445	1,033	187	0	119	564	9	3	0	0	40,957
% of Totals	0%	79%	15%	1%	2%	0%		0%	1%	0%				100%	0%	80%	14%	1%	3%	1%		0%	2%	0%	0%			100%	0%	80%	14%	1%	3%	0%		0%	1%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



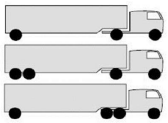
#5 2-Axle, 6-Tire Single Units



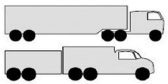
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	20	4472	1034	121	244	33	0	30	92	2	0	0	0	6048	21	6695	1256	79	306	52	0	25	196	1	2	0	0	8633	41	11167	2290	200	550	85	0	55	288	3	2	0	0	14681
%	0%	26%	6%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	35%	0%	28%	5%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	36%	0%	27%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	36%
Peak Hour	7:15	7:30	10:30	5:45	8:45	11:30	0:00	9:45	10:45	5:30	0:00	0:00	0:00	7:30	5:00	7:15	11:45	6:15	11:00	11:45	0:00	11:45	10:15	8:30	4:30	0:00	0:00	7:15	7:15	7:30	10:30	5:45	9:30	11:45	0:00	9:45	10:15	8:30	4:30	0:00	0:00	7:30
Peak Volume	6	845	177	30	54	11	0	10	16	1	0	0	0	1090	5	1328	232	17	62	20	0	8	51	1	2	0	0	1595	10	2137	408	41	91	31	0	17	61	2	2	0	0	2643
12:00 - 24:00	35	9047	1504	128	163	33	0	22	96	4	0	0	0	11032	42	12374	2097	117	320	69	0	42	180	2	1	0	0	15244	77	21421	3601	245	483	102	0	64	276	6	1	0	0	26276
%	0%	53%	9%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	65%	0%	52%	9%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	64%	0%	52%	9%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0%	64%
Peak Hour	18:00	16:30	14:30	15:00	12:30	12:00	12:00	13:00	13:15	22:45	12:00	12:00	12:00	16:30	17:45	17:30	17:45	14:45	12:00	12:00	12:00	12:15	12:00	14:15	23:00	12:00	12:00	17:30	18:00	17:00	15:00	14:45	12:30	12:00	12:00	15:15	12:00	22:45	23:00	12:00	12:00	17:00
Peak Volume	7	1412	227	20	38	11	0	7	13	3	0	0	0	1642	8	1907	320	22	57	18	0	9	45	1	1	0	0	2280	15	3212	483	41	95	29	0	13	54	3	1	0	0	3768
07:00 - 09:00	7	1532	315	39	71	10	0	7	21	1	0	0	0	2003	4	2259	368	26	75	13	0	4	35	0	0	0	0	2784	11	3791	683	65	146	23	0	11	56	1	0	0	0	4787
%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	9%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	12%
Peak Hour	7:15	7:30	8:00	7:15	8:00	7:15	7:00	7:00	7:00	7:45	7:00	7:00	7:00	7:30	7:00	7:15	7:15	7:00	7:30	7:30	7:00	7:15	8:00	7:00	7:00	7:00	7:00	7:15	7:15	7:30	8:00	7:00	8:00	7:15	7:00	7:00	8:00	7:45	7:00	7:00	7:00	7:30
Peak Volume	6	845	175	25	44	7	0	5	11	1	0	0	0	1090	4	1328	187	15	44	10	0	4	23	0	0	0	0	1595	10	2137	362	39	84	16	0	8	33	1	0	0	0	2643
16:00 - 18:00	9	2646	360	28	24	4	0	6	20	0	0	0	0	3097	4	3577	541	24	71	17	0	9	34	1	0	0	0	4278	13	6223	901	52	95	21	0	15	54	1	0	0	0	7375
%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	15%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%
Peak Hour	16:15	16:30	16:00	16:15	16:00	16:15	16:00	16:00	17:00	16:00	16:00	16:00	16:00	16:30	16:00	17:00	16:30	16:00	16:00	17:00	16:00	16:45	16:00	16:45	16:00	16:00	16:00	17:00	17:00	17:00	16:30	16:00	16:00	17:00	16:00	16:00	16:45	16:45	16:00	16:00	16:00	17:00
Peak Volume	6	1412	190	15	16	3	0	4	12	0	0	0	0	1642	2	1888	285	14	42	9	0	5	20	1	0	0	0	2231	7	3212	467	28	58	11	0	8	31	1	0	0	0	3768

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Railroad Tracks & Ferguson Dr/Triggs St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA 9002225_020021_032

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	1	47	2	0	0	0	0	0	0	0	0	0	0	50	0	38	5	0	0	0	0	0	0	0	0	0	0	43	1	85	7	0	0	0	0	0	0	0	0	0	0	93
0:15	0	27	4	0	0	0	0	0	3	0	0	0	0	34	0	24	3	0	0	0	0	0	1	0	0	0	0	28	0	51	7	0	0	0	0	0	4	0	0	0	0	62
0:30	0	29	2	0	0	1	0	0	0	0	0	0	0	32	0	18	3	0	1	1	0	0	1	0	0	0	0	24	0	47	5	0	1	2	0	0	1	0	0	0	0	56
0:45	0	32	6	0	0	0	0	0	0	0	0	0	0	38	0	23	3	0	0	1	0	0	0	0	0	0	0	27	0	55	9	0	0	1	0	0	0	0	0	0	0	65
1:00	0	21	4	0	1	0	0	0	1	0	0	0	0	27	0	13	4	0	0	0	0	0	0	0	0	0	0	17	0	34	8	0	1	0	0	0	1	0	0	0	0	44
1:15	0	20	1	0	1	0	0	0	0	0	0	0	0	22	0	16	2	0	0	0	0	0	2	0	0	0	0	20	0	36	3	0	1	0	0	0	2	0	0	0	0	42
1:30	0	19	0	0	1	0	0	0	1	0	0	0	0	21	0	20	3	0	0	0	0	0	1	0	0	0	0	24	0	39	3	0	1	0	0	0	2	0	0	0	0	45
1:45	0	20	3	0	0	0	0	0	1	0	0	0	0	24	1	22	2	0	1	1	0	0	0	0	0	0	0	27	1	42	5	0	1	1	0	0	1	0	0	0	0	51
2:00	0	26	4	0	1	0	0	0	2	0	0	0	0	33	1	25	1	0	1	0	0	0	1	0	0	0	0	29	1	51	5	0	2	0	0	0	3	0	0	0	0	62
2:15	0	15	2	0	1	0	0	1	0	0	0	0	0	19	0	18	0	0	0	0	0	0	4	0	0	0	0	22	0	33	2	0	1	0	0	1	4	0	0	0	0	41
2:30	0	15	1	0	0	0	0	0	1	0	0	0	0	17	0	29	2	0	1	0	0	0	2	0	0	0	0	34	0	44	3	0	1	0	0	0	3	0	0	0	0	51
2:45	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	29	2	0	1	0	0	0	3	0	0	0	0	35	0	46	6	0	1	0	0	0	3	0	0	0	0	56
3:00	0	24	8	0	1	2	0	1	1	0	0	0	0	37	0	24	5	0	3	2	0	0	3	0	0	0	0	37	0	48	13	0	4	4	0	1	4	0	0	0	0	74
3:15	0	16	3	1	2	0	0	0	1	0	0	0	0	23	0	30	8	0	1	0	0	1	1	0	0	0	0	41	0	46	11	1	3	0	0	1	2	0	0	0	0	64
3:30	0	16	4	0	1	0	0	0	0	0	0	0	0	21	0	43	7	0	3	1	0	0	2	0	0	0	0	56	0	59	11	0	4	1	0	0	2	0	0	0	0	77
3:45	0	25	5	0	1	0	0	0	1	0	0	0	0	32	2	49	8	0	4	1	0	0	1	0	0	0	0	65	2	74	13	0	5	1	0	0	2	0	0	0	0	97
4:00	1	28	4	0	3	0	0	1	2	0	0	0	0	39	0	30	4	0	2	0	0	0	1	0	0	0	0	37	1	58	8	0	5	0	0	1	3	0	0	0	0	76
4:15	0	36	5	0	1	0	0	0	1	0	0	0	0	43	1	52	4	0	3	0	0	0	1	0	0	0	0	61	1	88	9	0	4	0	0	0	2	0	0	0	0	104
4:30	0	59	6	0	1	0	0	0	1	0	0	0	0	67	0	80	15	0	5	0	0	0	2	0	1	0	0	103	0	139	21	0	6	0	0	0	3	0	1	0	0	170
4:45	0	50	13	1	8	0	0	0	0	0	0	0	0	72	1	101	10	1	3	1	0	0	2	0	0	0	0	119	1	151	23	2	11	1	0	0	2	0	0	0	0	191
5:00	0	47	18	2	2	0	0	1	2	0	0	0	0	72	1	88	16	0	5	0	0	0	0	0	0	0	0	110	1	135	34	2	7	0	0	1	2	0	0	0	0	182
5:15	1	55	15	1	3	0	0	0	4	0	0	0	0	79	0	108	18	1	3	0	0	1	4	0	1	0	0	136	1	163	33	2	6	0	0	1	8	0	1	0	0	215
5:30	0	64	20	3	5	0	0	0	2	0	0	0	0	94	1	147	36	1	4	0	0	0	1	0	0	0	0	190	1	211	56	4	9	0	0	0	3	0	0	0	0	284
5:45	0	100	11	8	4	2	0	0	1	0	0	0	0	126	3	141	26	2	9	1	0	0	0	0	0	0	0	182	3	241	37	10	13	3	0	0	1	0	0	0	0	308
6:00	1	101	24	8	8	2	0	0	2	0	0	0	0	146	0	116	23	2	5	1	0	0	3	0	0	0	0	150	1	217	47	10	13	3	0	0	5	0	0	0	0	296
6:15	0	74	24	9	6	0	0	2	1	1	0	0	0	117	0	133	32	3	8	0	0	0	2	0	0	0	0	178	0	207	56	12	14	0	0	2	3	1	0	0	0	295
6:30	1	81	24	5	4	0	0	0	3	0	0	0	0	118	0	198	36	4	7	3	0	2	3	0	0	0	0	253	1	279	60	9	11	3	0	2	6	0	0	0	0	371
6:45	1	133	23	3	10	1	0	2	3	0	0	0	0	176	1	224	40	4	10	0	0	0	4	0	0	0	0	283	2	357	63	7	20	1	0	2	7	0	0	0	0	459
7:00	1	143	26	7	4	1	0	1	4	0	0	0	0	187	0	239	37	6	10	0	0	0	2	0	0	0	0	294	1	382	63	13	14	1	0	1	6	0	0	0	0	481
7:15	2	152	36	2	9	2	0	2	4	0	0	0	0	209	0	303	64	1	6	1	0	1	4	0	0	0	0	380	2	455	100	3	15	3	0	3	8	0	0	0	0	589
7:30	1	212	38	8	6	0	0	1	1	0	0	0	0	267	2	333	39	4	10	1	0	2	1	0	0	0	0	392	3	545	77	12	16	1	0	3	2	0	0	0	0	659
7:45	1	207	40	7	8	3	0	1	2	0	0	0	0	269	2	371	41	4	9	5	0	0	5	0	0	0	0	437	3	578	81	11	17	8	0	1	7	0	0	0	0	706
8:00	2	216	41	8	12	2	0	0	2	0	0	0	0	283	0	321	43	3	13	2	0	1	3	0	0	0	0	386	2	537	84	11	25	4	0	1	5	0	0	0	0	669
8:15	0	210	45	2	9	1	0	1	3	0	0	0	0	271	0	267	47	2	12	2	0	0	8	0	0	0	0	338	0	477	92	4	21	3	0	1	11	0	0	0	0	609
8:30	0	203	43	3	10	0	0	1	2	1	0	0	0	263	0	237	56	5	7	1	0	0	6	0	0	0	0	312	0	440	99	8	17	1	0	1	8	1	0	0	0	575
8:45	0	189	46	2	13	1	0	0	3	0	0	0	0	254	0	188	41	1	8	1	0	0	6	0	0	0	0	245	0	377	87	3	21	2	0	0	9	0	0	0	0	499
9:00	2	153	41	6	13	2	0	1	3	0	0	0	0	221	1	192	39	4	11	1	0	1	5	0	0	0	0	254	3	345	80	10	24	3	0	2	8	0	0	0	0	475
9:15	2	129	40	2	13	1	0	0	2	0	0	0	0	189	1	185	32	1	7	2	0	0	9	1	0	0	0	238	3	314	72	3	20	3	0	0	11	1	0	0	0	427
9:30	0	140	42	5	15	0	0	1	1	0	0	0	0	204	0	175	42	4	9	0	0	1	6	0	0	0	0	237	0	315	84	9	24	0	0	2	7	0	0	0	0	441
9:45	0	151	46	2	11	0	0	1	4	0	0	0	0	215	0	172	39	4	9	2	0	3	11	0	0	0	0	240	0	323	85	6	20	2	0	4	15	0	0	0	0	455
10:00	0	153	37	5	6	2	0	3	6	0	0	0	0	212	0	190	53	3	19	1	0	0	4	0	0	0	0	270	0	343	90	8	25	3	0	3	10	0	0	0	0	482
10:15	0	137	33	3	8	1	0	4	3	0	0	0	0	189	1	215	40	3	14	5	0	2	9	0	0	0	0	289	1	352	73	6	22	6	0	6	12	0	0	0	0	478
10:30	0	130	34	3	8	0	0	2	1	0	0	0	0	178	0	262	66	3	14	2	0	2	17	0	0	0	0	366	0	392	100	6	22	2	0	4	18	0	0	0	0	544
10:45	1	151	54	1	5	0	0	1	3	0	0	0	0	216	0	263	46	4	6	4	0	1	11	0	0	0	0	335	1	414	100	5	11	4	0	2	14	0	0	0	0	551
11:00	1	146	41	5	11	1	0	1	3	0	0	0	0	209	0	196	63	2	15	2	0	2	14	0	0	0	0	294	1	342	104	7	26	3	0	3	17	0	0	0	0	503
11:15	1	144	48	4	3	1	0	0	3	0	0	0	0	204	1	255	56	2	20	2	0	2	8	0	0	0	0	346	2	399	104	6	23	3	0	2	11	0	0	0	0	550
11:30	0	127	31	3	7	3	0	0	7	0	0	0	0	178	0	239	42	1	14	1	0	1	10	0	0	0	0	308	0	366	73	4	21	4	0	1	17	0	0	0	0	486
11:45	0	182	32	2	8	4	0	1	1	0	0	0	0	230	1	253	52	4	13	4	0	2	12	0	0	0	0	341	1	435	84	6	21	8	0	3	13	0	0	0	0	571

Prepared by National Data & Surveying Services

CLASSIFICATION

S Atlantic Blvd Bet Railroad Tracks & Ferguson Dr/Triggs St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA 9002225_020021_032

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	3	138	33	2	6	2	0	0	3	0	0	0	0	187	0	203	46	4	12	4	0	2	11	0	0	0	0	282	3	341	79	6	18	6	0	2	14	0	0	0	0	469
12:15	0	167	35	3	9	2	0	0	3	0	0	0	0	219	0	322	62	2	14	4	0	2	13	0	0	0	0	419	0	489	97	5	23	6	0	2	16	0	0	0	0	638
12:30	0	178	45	6	9	3	0	2	2	0	0	0	0	245	2	263	72	3	17	8	0	2	9	0	0	0	0	376	2	441	117	9	26	11	0	4	11	0	0	0	0	621
12:45	2	209	42	2	10	4	0	0	1	0	0	0	0	270	2	268	59	2	14	2	0	1	12	0	0	0	0	360	4	477	101	4	24	6	0	1	13	0	0	0	0	630
13:00	1	164	42	4	9	1	0	1	1	0	0	0	0	223	2	233	56	3	9	2	0	4	4	0	0	0	0	313	3	397	98	7	18	3	0	5	5	0	0	0	0	536
13:15	0	210	50	1	10	1	0	0	7	0	0	0	0	279	0	278	81	4	17	2	0	0	2	0	0	0	0	384	0	488	131	5	27	3	0	0	9	0	0	0	0	663
13:30	2	181	33	10	9	2	0	2	1	0	0	0	0	240	1	259	52	6	12	1	0	0	5	0	0	0	0	336	3	440	85	16	21	3	0	2	6	0	0	0	0	576
13:45	1	188	53	0	9	1	0	4	3	0	0	0	0	259	2	267	42	3	15	1	0	0	4	0	0	0	0	334	3	455	95	3	24	2	0	4	7	0	0	0	0	593
14:00	1	257	40	6	8	0	0	0	2	0	0	0	0	314	2	306	56	2	11	3	0	1	2	0	0	0	0	383	3	563	96	8	19	3	0	1	4	0	0	0	0	697
14:15	2	237	45	3	4	0	0	0	0	0	0	0	0	291	2	270	63	3	13	3	0	2	6	0	0	0	0	362	4	507	108	6	17	3	0	2	6	0	0	0	0	653
14:30	0	245	61	6	4	0	0	1	3	0	0	0	0	320	1	279	58	2	8	2	0	0	3	0	0	0	0	353	1	524	119	8	12	2	0	1	6	0	0	0	0	673
14:45	3	263	66	2	7	2	0	1	1	0	0	0	0	345	1	341	62	4	13	1	0	2	5	0	0	0	0	429	4	604	128	6	20	3	0	3	6	0	0	0	0	774
15:00	0	250	48	6	10	0	0	0	3	0	0	0	0	317	1	366	74	10	11	0	0	4	5	1	0	0	0	472	1	616	122	16	21	0	0	4	8	1	0	0	0	789
15:15	0	235	52	5	5	1	0	2	2	0	0	0	0	302	0	384	59	4	13	1	0	0	7	0	0	0	0	468	0	619	111	9	18	2	0	2	9	0	0	0	0	770
15:30	0	292	45	6	5	1	0	1	2	0	0	0	0	352	0	378	71	4	9	3	0	1	8	0	0	0	0	474	0	670	116	10	14	4	0	2	10	0	0	0	0	826
15:45	0	284	47	3	6	1	0	0	0	0	0	0	0	341	1	404	87	3	13	1	0	3	1	0	0	0	0	513	1	688	134	6	19	2	0	3	1	0	0	0	0	854
16:00	1	288	43	4	3	0	0	3	4	0	0	0	0	346	2	391	62	3	10	2	0	3	5	0	0	0	0	478	3	679	105	7	13	2	0	6	9	0	0	0	0	824
16:15	1	331	50	3	4	1	0	1	0	0	0	0	0	391	0	439	68	6	14	2	0	0	5	0	0	0	0	534	1	770	118	9	18	3	0	1	5	0	0	0	0	925
16:30	2	355	51	3	6	0	0	0	2	0	0	0	0	419	0	447	70	2	10	2	0	1	3	0	0	0	0	535	2	802	121	5	16	2	0	1	5	0	0	0	0	954
16:45	0	348	46	4	3	1	0	0	2	0	0	0	0	404	0	412	68	3	8	2	0	0	7	0	0	0	0	500	0	760	114	7	11	3	0	0	9	0	0	0	0	904
17:00	3	328	37	5	2	1	0	0	2	0	0	0	0	378	0	448	72	2	6	1	0	2	4	0	0	0	0	535	3	776	109	7	8	2	0	2	6	0	0	0	0	913
17:15	1	381	48	2	3	1	0	0	5	0	0	0	0	441	0	455	75	2	9	1	0	1	3	0	0	0	0	546	1	836	123	4	12	2	0	1	8	0	0	0	0	987
17:30	1	314	41	4	3	0	0	1	2	0	0	0	0	366	0	506	56	2	11	3	0	2	6	1	0	0	0	587	1	820	97	6	14	3	0	3	8	1	0	0	0	953
17:45	0	301	44	3	0	0	0	1	3	0	0	0	0	352	2	479	70	4	3	4	0	0	1	0	0	0	0	563	2	780	114	7	3	4	0	1	4	0	0	0	0	915
18:00	1	288	33	3	0	0	0	1	2	0	0	0	0	328	1	449	97	3	8	2	0	0	8	0	0	0	0	568	2	737	130	6	8	2	0	1	10	0	0	0	0	896
18:15	1	223	35	3	2	0	0	0	2	0	0	0	0	266	0	473	79	2	1	1	0	0	6	0	0	0	0	562	1	696	114	5	3	1	0	0	8	0	0	0	0	828
18:30	2	182	34	2	3	0	0	0	0	0	0	0	0	223	5	438	74	4	8	2	0	1	2	0	0	0	0	534	7	620	108	6	11	2	0	1	2	0	0	0	0	757
18:45	3	177	24	2	2	0	0	0	3	0	0	0	0	211	2	444	59	1	5	2	0	2	4	0	0	0	0	519	5	621	83	3	7	2	0	2	7	0	0	0	0	730
19:00	0	176	16	4	1	1	0	0	3	0	0	0	0	201	0	292	45	2	3	0	0	0	1	0	0	0	0	343	0	468	61	6	4	1	0	0	4	0	0	0	0	544
19:15	0	147	21	0	0	2	0	0	3	0	0	0	0	173	0	204	26	1	2	2	0	1	6	0	0	0	0	242	0	351	47	1	2	4	0	1	9	0	0	0	0	415
19:30	0	121	22	2	1	0	0	0	1	0	0	0	0	147	1	198	26	3	4	0	0	0	2	0	0	0	0	234	1	319	48	5	5	0	0	0	3	0	0	0	0	381
19:45	1	149	28	3	1	0	0	0	0	0	0	0	0	182	1	181	17	1	5	1	0	0	0	0	0	0	0	206	2	330	45	4	6	1	0	0	0	0	0	0	0	388
20:00	1	137	20	3	1	0	0	0	2	0	0	0	0	164	2	134	15	2	2	1	0	1	0	0	0	0	0	157	3	271	35	5	3	1	0	1	2	0	0	0	0	321
20:15	0	106	15	0	0	0	0	0	2	1	0	0	0	124	0	133	14	1	1	0	0	0	0	0	0	0	0	149	0	239	29	1	1	0	0	0	2	1	0	0	0	273
20:30	0	123	20	2	1	0	0	0	3	0	0	0	0	149	0	116	14	3	1	0	0	0	0	0	0	0	0	134	0	239	34	5	2	0	0	0	3	0	0	0	0	283
20:45	0	118	15	2	0	0	0	0	1	0	0	0	0	136	0	99	11	2	1	0	0	0	1	0	0	0	0	114	0	217	26	4	1	0	0	0	2	0	0	0	0	250
21:00	0	108	14	2	1	0	0	0	4	0	0	0	0	129	1	97	5	3	0	0	0	0	2	0	0	0	0	108	1	205	19	5	1	0	0	0	6	0	0	0	0	237
21:15	0	115	13	1	0	3	0	0	1	0	0	0	0	133	0	82	10	0	1	0	0	0	4	0	0	0	0	97	0	197	23	1	1	3	0	0	5	0	0	0	0	230
21:30	0	90	18	0	0	1	0	0	3	0	0	0	0	112	2	89	6	2	1	1	0	0	0	0	0	0	0	101	2	179	24	2	1	2	0	0	3	0	0	0	0	213
21:45	0	84	9	2	1	0	0	0	1	0	0	0	0	97	1	89	12	0	1	1	0	0	1	0	0	0	0	105	1	173	21	2	2	1	0	0	2	0	0	0	0	202
22:00	0	89	11	0	1	0	0	0	0	0	0	0	0	101	0	85	10	1	1	0	0	0	1	0	0	0	0	98	0	174	21	1	2	0	0	0	1	0	0	0	0	199
22:15	0	92	9	1	0	0	0	0	0	0	0	0	0	102	2	84	7	0	1	0	0	0	1	0	0	0	0	95	2	176	16	1	1	0	0	0	1	0	0	0	0	197
22:30	0	80	11	0	0	0	0	0	5	0	0	0	0	96	0	76	11	1	0	0	0	0	3	0	0	0	0	91	0	156	22	1	0	0	0	0	8	0	0	0	0	187
22:45	0	70	11	2	0	0	0	1	3	0	0	0	0	87	0	54	7	1	0	0	0	1	3	0	0	0	0	66	0	124	18	3	0	0	0	2	6	0	0	0	0	153
23:00	1	53	6	0	0	0	0	0	1	0	0	0	0	61	1	46	4	0	0	0	0	2	2	0	0	0	0	55	2	99	10	0	0	0	0	2	3	0	0	0	0	116
23:15	1	58	9	0	1	0	0	0	1	0	0	0	0	70	1	44	2	1	0	0	0	1	1	0	0	0	0	50	2	102	11	1	1	0	0	1	2	0	0	0	0	120
23:30	0	70	9	0	2	1	0	0	1	3	0	0	0	86	0	43	4	0	1	0	0	0	0	0	0	0	0	48	0	113	13	0	3	1	0	0	1	3	0	0	0	134
23:45	0	47	4	1	1	0	0	0	0	0	0	0	0	53	1	26	1	0	1	1	0	0	1	0	1	0	0	32	1	73	5	1	2	1	0	0	1	0	1	0	0	85
Totals	55	13,519	2,538	249	407	66	0	52	188	6	0	0	0	17,080	63	19,069	3,353	196	626	121	0	67	376	3	3	0	0	23,877	118	32,588	5,891	445	1,033	187	0	119	564	9	3	0	0	40,957
% of Totals	0%	79%	15%	1%	2%	0%		0%	1%	0%				100%	0%	80%	14%	1%	3%	1%		0%	2%	0%	0%			100%	0%	80%	14%	1%	3%	0%		0%	1%	0%	0%			100%

Prepared by National Data & Surveying Services

VOLUME

S Atlantic Blvd Bet Railroad Tracks & Ferguson Dr/Triggs St

Day: Tuesday
Date: 1/28/2025

City: Los Angeles
Project #: CA 9002225_020021_032

DAILY TOTALS	NB	SB	EB	WB	Total
	17,080	23,877	0	0	40,957

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	50	43			93	12:00	187	282			469
0:15	34	28			62	12:15	219	419			638
0:30	32	24			56	12:30	245	376			621
0:45	38	27			65	12:45	270	360			630
1:00	27	17			44	13:00	223	313			536
1:15	22	20			42	13:15	279	384			663
1:30	21	24			45	13:30	240	336			576
1:45	24	27			51	13:45	259	334			593
2:00	33	29			62	14:00	314	383			697
2:15	19	22			41	14:15	291	362			653
2:30	17	34			51	14:30	320	353			673
2:45	21	35			56	14:45	345	429			774
3:00	37	37			74	15:00	317	472			789
3:15	23	41			64	15:15	302	468			770
3:30	21	56			77	15:30	352	474			826
3:45	32	65			97	15:45	341	513			854
4:00	39	37			76	16:00	346	478			824
4:15	43	61			104	16:15	391	534			925
4:30	67	103			170	16:30	419	535			954
4:45	72	119			191	16:45	404	500			904
5:00	72	110			182	17:00	378	535			913
5:15	79	136			215	17:15	441	546			987
5:30	94	190			284	17:30	366	587			953
5:45	126	182			308	17:45	352	563			915
6:00	146	150			296	18:00	328	568			896
6:15	117	178			295	18:15	266	562			828
6:30	118	253			371	18:30	223	534			757
6:45	176	283			459	18:45	211	519			730
7:00	187	294			481	19:00	201	343			544
7:15	209	380			589	19:15	173	242			415
7:30	267	392			659	19:30	147	234			381
7:45	269	437			706	19:45	182	206			388
8:00	283	386			669	20:00	164	157			321
8:15	271	338			609	20:15	124	149			273
8:30	263	312			575	20:30	149	134			283
8:45	254	245			499	20:45	136	114			250
9:00	221	254			475	21:00	129	108			237
9:15	189	238			427	21:15	133	97			230
9:30	204	237			441	21:30	112	101			213
9:45	215	240			455	21:45	97	105			202
10:00	212	270			482	22:00	101	98			199
10:15	189	289			478	22:15	102	95			197
10:30	178	366			544	22:30	96	91			187
10:45	216	335			551	22:45	87	66			153
11:00	209	294			503	23:00	61	55			116
11:15	204	346			550	23:15	70	50			120
11:30	178	308			486	23:30	86	48			134
11:45	230	341			571	23:45	53	32			85
TOTALS	6048	8633	0	0	14681	TOTALS	11032	15244	0	0	26276
SPLIT %	41%	59%	0%	0%	36%	SPLIT %	42%	58%	0%	0%	64%

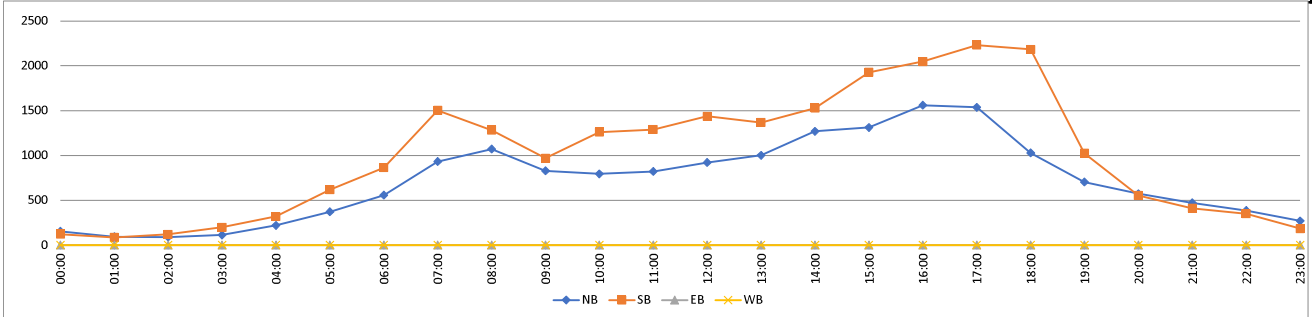
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	154	122			276
01:00	02:00	94	88			182
02:00	03:00	90	120			210
03:00	04:00	113	199			312
04:00	05:00	221	320			541
05:00	06:00	371	618			989
06:00	07:00	557	864			1421
07:00	08:00	932	1503			2435
08:00	09:00	1071	1281			2352
09:00	10:00	829	969			1798
10:00	11:00	795	1260			2055
11:00	12:00	821	1289			2110
12:00	13:00	921	1437			2358
13:00	14:00	1001	1367			2368
14:00	15:00	1270	1527			2797
15:00	16:00	1312	1927			3239
16:00	17:00	1560	2047			3607
17:00	18:00	1537	2231			3768
18:00	19:00	1028	2183			3211
19:00	20:00	703	1025			1728
20:00	21:00	573	554			1127
21:00	22:00	471	411			882
22:00	23:00	386	350			736
23:00	00:00	270	185			455

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	6048	8633			14681
Peak Hour	7:30	7:15			7:30
Peak Volume	1090	1595			2643
Peak Hour Factor	0.963	0.912			0.936
Peak Period	12:00	to	00:00		
Volume	11032	15244			26276
Peak Hour	16:30	17:30			17:00
Peak Volume	1642	2280			3768
Peak Hour Factor	0.931	0.971			0.954
Peak Period	07:00	to	09:00		
Volume	2003	2784			4787
Peak Hour	7:30	7:15			7:30
Peak Volume	1090	1595			2643
Peak Hour Factor	0.963	0.912			0.936
Peak Period	16:00	to	18:00		
Volume	3097	4278			7375
Peak Hour	16:30	17:00			17:00
Peak Volume	1642	2231			3768
Peak Hour Factor	0.931	0.950			0.954



Prepared by National Data & Surveying Services

CLASSIFICATION

Garfield Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_033

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	1	85	22	0	3	1	0	1	0	0	0	0	0	113	0	87	7	1	3	0	0	0	2	0	0	0	0	100	1	172	29	1	6	1	0	1	2	0	0	0	0	213
1:00	0	89	10	0	2	0	0	0	4	0	0	0	0	105	0	83	5	0	1	1	0	0	2	0	0	0	0	92	0	172	15	0	3	1	0	0	6	0	0	0	0	197
2:00	0	58	9	0	2	0	0	0	1	0	0	0	0	70	0	80	11	1	1	2	0	0	2	0	0	0	0	97	0	138	20	1	3	2	0	0	3	0	0	0	0	167
3:00	0	75	8	1	1	4	0	0	1	0	0	0	0	90	1	117	31	0	2	0	0	0	6	0	0	0	0	157	1	192	39	1	3	4	0	0	7	0	0	0	0	247
4:00	0	119	22	5	7	3	0	0	4	0	0	0	0	160	0	223	60	0	4	1	0	0	5	0	0	0	0	293	0	342	82	5	11	4	0	0	9	0	0	0	0	453
5:00	0	180	41	6	10	3	0	0	5	0	0	0	0	245	0	459	101	3	12	4	0	0	9	0	0	0	0	588	0	639	142	9	22	7	0	0	14	0	0	0	0	833
6:00	2	254	79	5	18	10	0	3	11	1	0	0	0	383	1	646	152	3	14	3	0	0	10	2	0	0	0	831	3	900	231	8	32	13	0	3	21	3	0	0	0	1214
7:00	1	535	95	4	42	6	0	3	17	1	0	0	0	704	3	903	153	4	20	6	0	1	15	0	0	0	0	1105	4	1438	248	8	62	12	0	4	32	1	0	0	0	1809
8:00	2	580	107	4	28	9	2	0	19	2	0	0	0	753	2	753	141	6	29	3	0	0	24	0	0	0	0	958	4	1333	248	10	57	12	2	0	43	2	0	0	0	1711
9:00	0	450	129	3	37	3	1	5	17	0	0	0	0	645	0	583	116	8	30	10	0	0	17	1	0	0	0	765	0	1033	245	11	67	13	1	5	34	1	0	0	0	1410
10:00	2	443	98	4	28	5	0	4	20	0	0	0	0	604	1	526	108	2	28	7	0	3	24	0	0	0	0	699	3	969	206	6	56	12	0	7	44	0	0	0	0	1303
11:00	1	421	126	3	19	4	1	3	35	0	0	0	0	613	2	542	142	3	23	2	0	5	20	0	0	0	0	739	3	963	268	6	42	6	1	8	55	0	0	0	0	1352
12:00	0	532	130	5	28	5	0	1	22	0	0	0	0	723	0	575	140	6	16	16	0	6	17	1	0	0	0	777	0	1107	270	11	44	21	0	7	39	1	0	0	0	1500
13:00	2	594	108	6	27	5	0	3	17	0	0	0	0	762	1	579	147	3	40	4	0	4	20	0	0	0	0	798	3	1173	255	9	67	9	0	7	37	0	0	0	0	1560
14:00	1	742	145	8	28	2	0	2	21	0	0	0	0	949	3	688	131	4	29	7	0	8	26	0	0	0	0	896	4	1430	276	12	57	9	0	10	47	0	0	0	0	1845
15:00	1	704	162	5	21	2	0	2	16	1	0	0	0	914	1	857	166	9	44	11	0	3	21	2	0	1	0	1115	2	1561	328	14	65	13	0	5	37	3	0	1	0	2029
16:00	0	874	176	4	13	5	0	4	13	0	0	0	0	1089	2	989	170	3	33	10	0	3	26	0	0	0	0	1236	2	1863	346	7	46	15	0	7	39	0	0	0	0	2325
17:00	3	934	142	2	9	3	0	1	9	0	0	0	0	1103	3	947	145	6	23	10	0	1	15	0	0	0	0	1150	6	1881	287	8	32	13	0	2	24	0	0	0	0	2253
18:00	0	688	89	5	4	5	0	1	12	0	0	0	0	804	2	910	142	8	15	2	0	1	10	0	0	0	0	1090	2	1598	231	13	19	7	0	2	22	0	0	0	0	1894
19:00	1	504	63	5	2	4	0	1	4	0	0	0	0	584	1	506	72	5	8	2	0	0	6	0	0	0	0	600	2	1010	135	10	10	6	0	1	10	0	0	0	0	1184
20:00	1	418	44	4	4	5	0	0	9	0	0	0	0	485	0	331	45	2	5	2	0	0	8	0	0	0	0	393	1	749	89	6	9	7	0	0	17	0	0	0	0	878
21:00	2	328	36	4	4	3	0	0	9	0	0	0	0	386	1	274	26	0	3	1	0	0	4	0	0	0	0	309	3	602	62	4	7	4	0	0	13	0	0	0	0	695
22:00	1	242	30	0	4	1	0	0	6	1	0	0	0	285	0	182	20	0	2	0	0	0	7	0	0	0	0	211	1	424	50	0	6	1	0	0	13	1	0	0	0	496
23:00	1	206	22	0	1	0	0	0	3	0	0	0	0	233	0	120	22	0	4	0	0	0	3	0	0	0	0	149	1	326	44	0	5	0	0	0	6	0	0	0	0	382
Totals	22	10,055	1,893	83	342	88	4	34	275	6	0	0	0	12,802	24	11,960	2,253	77	389	104	0	35	299	6	0	1	0	15,148	46	22,015	4,146	160	731	192	4	69	574	12	0	1	0	27,950
% of Totals	0%	79%	15%	1%	3%	1%	0%	0%	2%	0%				100%	0%	79%	15%	1%	3%	1%		0%	2%	0%		0%		100%	0%	79%	15%	1%	3%	1%	0%	0%	2%	0%		0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



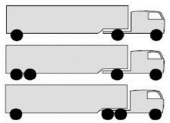
#5 2-Axle, 6-Tire Single Units



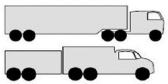
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	9	3289	746	35	197	48	4	19	134	4	0	0	0	4485	10	5002	1027	31	167	39	0	9	136	3	0	0	0	6424	19	8291	1773	66	364	87	4	28	270	7	0	0	0	10909
%	0%	26%	6%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	35%	0%	33%	7%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	42%	0%	30%	6%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	39%
Peak Hour	5:30	7:45	9:15	4:30	7:00	6:00	8:00	9:00	11:15	7:45	0:00	0:00	0:00	7:45	7:00	7:15	6:15	9:00	9:30	11:45	0:00	10:45	9:45	5:15	0:00	0:00	0:00	7:15	7:15	7:15	11:45	9:30	9:00	7:45	8:00	10:45	11:00	6:00	0:00	0:00	0:00	7:30
Peak Volume	2	595	132	8	42	10	2	5	37	2	0	0	0	767	3	911	159	8	31	13	0	5	28	2	0	0	0	1118	5	1477	272	12	67	18	2	9	55	3	0	0	0	1858
12:00 - 24:00	13	6766	1147	48	145	40	0	15	141	2	0	0	0	8317	14	6958	1226	46	222	65	0	26	163	3	0	1	0	8724	27	13724	2373	94	367	105	0	41	304	5	0	1	0	17041
%	0%	53%	9%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	65%	0%	46%	8%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	58%	0%	49%	8%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	61%
Peak Hour	17:00	16:30	15:45	13:45	12:45	12:15	12:00	13:15	12:00	14:15	12:00	12:00	12:00	16:30	13:30	17:30	16:00	15:00	15:15	12:00	12:00	12:45	14:00	14:45	12:00	14:30	12:00	16:15	17:00	16:30	15:45	14:15	13:30	12:00	12:00	12:45	14:00	14:45	12:00	14:30	12:00	16:30
Peak Volume	3	968	186	9	35	8	0	4	22	1	0	0	0	1172	4	1014	170	9	46	16	0	8	26	2	0	1	0	1246	6	1964	355	14	70	21	0	11	47	3	0	1	0	2396
07:00 - 09:00	3	1115	202	8	70	15	2	3	36	3	0	0	0	1457	5	1656	294	10	49	9	0	1	39	0	0	0	0	2063	8	2771	496	18	119	24	2	4	75	3	0	0	0	3520
%	0%	9%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	11%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	10%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%
Peak Hour	7:15	7:45	8:00	7:45	7:00	7:45	8:00	7:00	7:15	7:45	7:00	7:00	7:00	7:45	7:00	7:15	7:00	8:00	8:00	7:30	7:00	7:00	7:30	7:00	7:00	7:00	7:00	7:15	7:15	7:15	7:45	7:45	7:00	7:45	8:00	7:00	7:30	7:45	7:00	7:00	7:00	7:30
Peak Volume	2	595	107	5	42	10	2	3	21	2	0	0	0	767	3	911	153	6	29	8	0	1	25	0	0	0	0	1118	5	1477	253	10	62	18	2	4	43	2	0	0	0	1858
16:00 - 18:00	3	1808	318	6	22	8	0	5	22	0	0	0	0	2192	5	1936	315	9	56	20	0	4	41	0	0	0	0	2386	8	3744	633	15	78	28	0	9	63	0	0	0	0	4578
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	17:00	16:30	16:00	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:30	16:30	16:15	16:00	16:45	16:00	16:15	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:15	17:00	16:30	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	3	968	176	4	13	5	0	4	16	0	0	0	0	1172	3	1006	170	6	33	11	0	3	26	0	0	0	0	1246	6	1964	346	8	46	15	0	7	39	0	0	0	0	2396

Prepared by National Data & Surveying Services

CLASSIFICATION

Garfield Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_033

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	34	8	0	1	0	0	0	0	0	0	0	0	43	0	24	4	0	0	0	0	0	0	0	0	0	0	28	0	58	12	0	1	0	0	0	0	0	0	0	0	71
0:15	0	17	5	0	1	1	0	0	0	0	0	0	0	24	0	22	3	0	1	0	0	0	1	0	0	0	0	27	0	39	8	0	2	1	0	0	1	0	0	0	0	51
0:30	0	18	4	0	1	0	0	1	0	0	0	0	0	24	0	21	0	1	1	0	0	0	1	0	0	0	0	24	0	39	4	1	2	0	0	1	1	0	0	0	0	48
0:45	1	16	5	0	0	0	0	0	0	0	0	0	0	22	0	20	0	0	1	0	0	0	0	0	0	0	0	21	1	36	5	0	1	0	0	0	0	0	0	0	0	43
1:00	0	27	2	0	0	0	0	0	2	0	0	0	0	31	0	16	0	0	0	1	0	0	0	0	0	0	0	17	0	43	2	0	0	1	0	0	2	0	0	0	0	48
1:15	0	22	3	0	0	0	0	0	1	0	0	0	0	26	0	25	2	0	0	0	0	0	1	0	0	0	0	28	0	47	5	0	0	0	0	0	2	0	0	0	0	54
1:30	0	19	4	0	1	0	0	0	1	0	0	0	0	25	0	17	2	0	0	0	0	0	1	0	0	0	0	20	0	36	6	0	1	0	0	0	2	0	0	0	0	45
1:45	0	21	1	0	1	0	0	0	0	0	0	0	0	23	0	25	1	0	1	0	0	0	0	0	0	0	0	27	0	46	2	0	2	0	0	0	0	0	0	0	0	50
2:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0	14	3	0	0	2	0	0	0	0	0	0	0	19	0	27	5	0	0	2	0	0	0	0	0	0	0	34
2:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15	0	18	0	0	1	0	0	0	2	0	0	0	0	21	0	32	1	0	1	0	0	0	2	0	0	0	0	36
2:30	0	16	4	0	2	0	0	0	0	0	0	0	0	22	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0	40	6	0	2	0	0	0	0	0	0	0	0	48
2:45	0	15	2	0	0	0	0	0	1	0	0	0	0	18	0	24	6	1	0	0	0	0	0	0	0	0	0	31	0	39	8	1	0	0	0	0	1	0	0	0	0	49
3:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0	17	3	0	0	0	0	0	2	0	0	0	0	22	0	36	5	0	0	0	0	0	2	0	0	0	0	43
3:15	0	16	1	0	0	3	0	0	0	0	0	0	0	20	1	27	10	0	0	0	0	0	2	0	0	0	0	40	1	43	11	0	0	3	0	0	2	0	0	0	0	60
3:30	0	20	3	1	0	0	0	0	1	0	0	0	0	25	0	28	10	0	1	0	0	0	0	0	0	0	0	39	0	48	13	1	1	0	0	0	1	0	0	0	0	64
3:45	0	20	2	0	1	1	0	0	0	0	0	0	0	24	0	45	8	0	1	0	0	0	2	0	0	0	0	56	0	65	10	0	2	1	0	0	2	0	0	0	0	80
4:00	0	23	5	1	1	0	0	0	1	0	0	0	0	31	0	28	11	0	1	0	0	0	0	0	0	0	0	40	0	51	16	1	2	0	0	0	1	0	0	0	0	71
4:15	0	19	3	1	1	1	0	0	1	0	0	0	0	26	0	51	18	0	0	0	0	0	1	0	0	0	0	70	0	70	21	1	1	1	0	0	2	0	0	0	0	96
4:30	0	32	3	2	1	0	0	0	0	0	0	0	0	38	0	56	14	0	2	0	0	0	4	0	0	0	0	76	0	88	17	2	3	0	0	0	4	0	0	0	0	114
4:45	0	45	11	1	4	2	0	0	2	0	0	0	0	65	0	88	17	0	1	1	0	0	0	0	0	0	0	107	0	133	28	1	5	3	0	0	2	0	0	0	0	172
5:00	0	26	4	2	4	0	0	0	2	0	0	0	0	38	0	64	20	0	2	0	0	0	2	0	0	0	0	88	0	90	24	2	6	0	0	0	4	0	0	0	0	126
5:15	0	42	8	3	1	1	0	0	2	0	0	0	0	57	0	106	27	2	4	1	0	0	2	0	0	0	0	142	0	148	35	5	5	2	0	0	4	0	0	0	0	199
5:30	0	47	7	0	3	0	0	0	0	0	0	0	0	57	0	128	24	0	2	3	0	0	3	0	0	0	0	160	0	175	31	0	5	3	0	0	3	0	0	0	0	217
5:45	0	65	22	1	2	2	0	0	1	0	0	0	0	93	0	161	30	1	4	0	0	0	2	0	0	0	0	198	0	226	52	2	6	2	0	0	3	0	0	0	0	291
6:00	0	49	23	2	6	2	0	2	4	0	0	0	0	88	0	107	34	2	2	0	0	0	3	2	0	0	0	150	0	156	57	4	8	2	0	2	7	2	0	0	0	238
6:15	2	52	20	0	6	2	0	0	2	0	0	0	0	84	0	137	30	0	3	1	0	0	2	0	0	0	0	173	2	189	50	0	9	3	0	0	4	0	0	0	0	257
6:30	0	75	22	2	3	2	0	0	2	0	0	0	0	106	0	196	48	0	4	2	0	0	3	0	0	0	0	253	0	271	70	2	7	4	0	0	5	0	0	0	0	359
6:45	0	78	14	1	3	4	0	1	3	1	0	0	0	105	1	206	40	1	5	0	0	0	2	0	0	0	0	255	1	284	54	2	8	4	0	1	5	1	0	0	0	360
7:00	0	101	21	2	13	2	0	1	0	0	0	0	0	140	0	208	41	1	5	0	0	0	4	0	0	0	0	259	0	309	62	3	18	2	0	1	4	0	0	0	0	399
7:15	0	131	21	0	9	0	0	1	8	0	0	0	0	170	0	218	30	1	2	0	0	0	1	0	0	0	0	252	0	349	51	1	11	0	0	1	9	0	0	0	0	422
7:30	1	147	26	1	8	2	0	0	5	0	0	0	0	190	1	265	38	2	8	1	0	1	8	0	0	0	0	324	2	412	64	3	16	3	0	1	13	0	0	0	0	514
7:45	0	156	27	1	12	2	0	1	4	1	0	0	0	204	2	212	44	0	5	5	0	0	2	0	0	0	0	270	2	368	71	1	17	7	0	1	6	1	0	0	0	474
8:00	1	132	25	2	4	1	0	0	4	0	0	0	0	169	0	216	39	2	7	1	0	0	7	0	0	0	0	272	1	348	64	4	11	2	0	0	11	0	0	0	0	441
8:15	0	151	23	0	4	1	0	0	5	0	0	0	0	184	0	198	30	1	7	1	0	0	8	0	0	0	0	245	0	349	53	1	11	2	0	0	13	0	0	0	0	429
8:30	0	156	25	2	14	6	1	0	5	1	0	0	0	210	1	200	40	2	9	1	0	0	6	0	0	0	0	259	1	356	65	4	23	7	1	0	11	1	0	0	0	469
8:45	1	141	34	0	6	1	1	0	5	1	0	0	0	190	1	139	32	1	6	0	0	0	3	0	0	0	0	182	2	280	66	1	12	1	1	0	8	1	0	0	0	372
9:00	0	119	20	0	8	1	0	2	0	0	0	0	0	150	0	149	36	1	6	4	0	0	7	1	0	0	0	204	0	268	56	1	14	5	0	2	7	1	0	0	0	354
9:15	0	110	38	0	8	0	0	2	5	0	0	0	0	163	0	136	27	1	8	2	0	0	2	0	0	0	0	176	0	246	65	1	16	2	0	2	7	0	0	0	0	339
9:30	0	103	33	2	13	1	1	0	12	0	0	0	0	165	0	139	24	3	8	2	0	0	2	0	0	0	0	178	0	242	57	5	21	3	1	0	14	0	0	0	0	343
9:45	0	118	38	1	8	1	0	1	0	0	0	0	0	167	0	159	29	3	8	2	0	0	6	0	0	0	0	207	0	277	67	4	16	3	0	1	6	0	0	0	0	374
10:00	1	114	23	0	7	3	0	0	10	0	0	0	0	158	0	136	21	0	5	3	0	1	7	0	0	0	0	173	1	250	44	0	12	6	0	1	17	0	0	0	0	331
10:15	0	104	20	2	4	0	0	2	3	0	0	0	0	135	0	132	35	1	10	2	0	1	4	0	0	0	0	185	0	236	55	3	14	2	0	3	7	0	0	0	0	320
10:30	1	104	24	2	6	0	0	0	2	0	0	0	0	139	0	125	25	1	6	2	0	0	11	0	0	0	0	170	1	229	49	3	12	2	0	0	13	0	0	0	0	309
10:45	0	121	31	0	11	2	0	2	5	0	0	0	0	172	1	133	27	0	7	0	0	1	2	0	0	0	0	171	1	254	58	0	18	2	0	3	7	0	0	0	0	343
11:00	0	117	37	0	5	1	0	0	3	0	0	0	0	163	0	121	32	1	7	0	0	2	6	0	0	0	0	169	0	238	69	1	12	1	0	2	9	0	0	0	0	332
11:15	0	106	32	1	8	2	1	2	10	0	0	0	0	162	0	155	39	1	4	0	0	0	6	0	0	0	0	205	0	261	71	2	12	2	1	2	16	0	0	0	0	367
11:30	1	101	32	2	4	0	0	0	11	0	0	0	0	151	0	123	35	0	2	1	0	2	2	0	0	0	0	165	1	224	67	2	6	1	0	2	13	0	0	0	0	316
11:45	0	97	25	0	2	1	0	1	11	0	0	0	0	137	2	143	36	1	10	1	0	1	6	0	0	0	0	200	2	240	61	1	12	2	0	2	17	0	0	0	0	337

Prepared by National Data & Surveying Services

CLASSIFICATION

Garfield Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_033

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	135	33	1	4	1	0	0	5	0	0	0	0	179	0	151	28	2	5	5	0	1	1	1	0	0	0	194	0	286	61	3	9	6	0	1	6	1	0	0	0	373
12:15	0	135	31	2	7	2	0	0	9	0	0	0	0	186	0	130	44	1	2	3	0	1	7	0	0	0	0	188	0	265	75	3	9	5	0	1	16	0	0	0	0	374
12:30	0	137	38	1	6	0	0	0	4	0	0	0	0	186	0	154	37	0	2	4	0	0	3	0	0	0	0	200	0	291	75	1	8	4	0	0	7	0	0	0	0	386
12:45	0	125	28	1	11	2	0	1	4	0	0	0	0	172	0	140	31	3	7	4	0	4	6	0	0	0	0	195	0	265	59	4	18	6	0	5	10	0	0	0	0	367
13:00	1	123	25	0	10	4	0	0	2	0	0	0	0	165	0	142	38	2	5	1	0	0	6	0	0	0	0	194	1	265	63	2	15	5	0	0	8	0	0	0	0	359
13:15	1	149	28	2	3	0	0	1	5	0	0	0	0	189	0	138	37	0	9	0	0	3	4	0	0	0	0	191	1	287	65	2	12	0	0	4	9	0	0	0	0	380
13:30	0	184	30	2	11	1	0	1	5	0	0	0	0	234	1	159	30	0	11	1	0	1	6	0	0	0	0	209	1	343	60	2	22	2	0	2	11	0	0	0	0	443
13:45	0	138	25	2	3	0	0	1	5	0	0	0	0	174	0	140	42	1	15	2	0	0	4	0	0	0	0	204	0	278	67	3	18	2	0	1	9	0	0	0	0	378
14:00	0	143	35	1	5	0	0	1	5	0	0	0	0	190	1	157	32	2	5	1	0	3	5	0	0	0	0	206	1	300	67	3	10	1	0	4	10	0	0	0	0	396
14:15	0	205	39	2	10	1	0	0	5	0	0	0	0	262	2	193	39	1	10	3	0	1	8	0	0	0	0	257	2	398	78	3	20	4	0	1	13	0	0	0	0	519
14:30	1	197	34	4	8	1	0	1	5	0	0	0	0	251	0	174	24	0	10	2	0	1	4	0	0	0	0	215	1	371	58	4	18	3	0	2	9	0	0	0	0	466
14:45	0	197	37	1	5	0	0	0	6	0	0	0	0	246	0	164	36	1	4	1	0	3	9	0	0	0	0	218	0	361	73	2	9	1	0	3	15	0	0	0	0	464
15:00	0	168	35	2	4	0	0	1	5	1	0	0	0	216	1	212	37	3	9	2	0	0	4	1	0	0	0	269	1	380	72	5	13	2	0	1	9	2	0	0	0	485
15:15	1	165	33	2	4	0	0	1	5	0	0	0	0	211	0	204	39	1	12	4	0	1	6	0	0	1	0	268	1	369	72	3	16	4	0	2	11	0	0	1	0	479
15:30	0	178	43	1	8	1	0	0	1	0	0	0	0	232	0	227	41	1	12	3	0	0	5	1	0	0	0	290	0	405	84	2	20	4	0	0	6	1	0	0	0	522
15:45	0	193	51	0	5	1	0	0	5	0	0	0	0	255	0	214	49	4	11	2	0	2	6	0	0	0	0	288	0	407	100	4	16	3	0	2	11	0	0	0	0	543
16:00	0	209	53	2	6	2	0	1	3	0	0	0	0	276	1	251	39	1	11	2	0	0	5	0	0	0	0	310	1	460	92	3	17	4	0	1	8	0	0	0	0	586
16:15	0	200	36	0	3	1	0	0	0	0	0	0	0	240	0	227	38	0	9	6	0	2	7	0	0	0	0	289	0	427	74	0	12	7	0	2	7	0	0	0	0	529
16:30	0	236	46	1	2	1	0	1	3	0	0	0	0	290	1	268	43	0	8	1	0	1	4	0	0	0	0	326	1	504	89	1	10	2	0	2	7	0	0	0	0	616
16:45	0	229	41	1	2	1	0	2	7	0	0	0	0	283	0	243	50	2	5	1	0	0	10	0	0	0	0	311	0	472	91	3	7	2	0	2	17	0	0	0	0	594
17:00	0	239	38	1	1	1	0	1	4	0	0	0	0	285	1	268	37	0	8	3	0	0	3	0	0	0	0	320	1	507	75	1	9	4	0	1	7	0	0	0	0	605
17:15	1	264	43	0	3	1	0	0	2	0	0	0	0	314	1	217	38	2	2	3	0	0	4	0	0	0	0	267	2	481	81	2	5	4	0	0	6	0	0	0	0	581
17:30	0	225	37	0	3	1	0	0	2	0	0	0	0	268	0	231	35	2	10	2	0	0	6	0	0	0	0	286	0	456	72	2	13	3	0	0	8	0	0	0	0	554
17:45	2	206	24	1	2	0	0	0	1	0	0	0	0	236	1	231	35	2	3	2	0	1	2	0	0	0	0	277	3	437	59	3	5	2	0	1	3	0	0	0	0	513
18:00	0	177	32	3	2	0	0	0	4	0	0	0	0	218	1	303	48	1	7	1	0	1	3	0	0	0	0	365	1	480	80	4	9	1	0	1	7	0	0	0	0	583
18:15	0	193	26	1	0	3	0	0	2	0	0	0	0	225	0	249	43	2	3	0	0	0	3	0	0	0	0	300	0	442	69	3	3	3	0	0	5	0	0	0	0	525
18:30	0	162	14	0	1	2	0	1	5	0	0	0	0	185	0	182	30	2	5	1	0	0	2	0	0	0	0	222	0	344	44	2	6	3	0	1	7	0	0	0	0	407
18:45	0	156	17	1	1	0	0	0	1	0	0	0	0	176	1	176	21	3	0	0	0	0	2	0	0	0	0	203	1	332	38	4	1	0	0	0	3	0	0	0	0	379
19:00	0	150	22	0	0	1	0	0	1	0	0	0	0	174	0	162	22	2	2	0	0	0	2	0	0	0	0	190	0	312	44	2	2	1	0	0	3	0	0	0	0	364
19:15	0	117	18	1	1	1	0	0	0	0	0	0	0	138	0	136	26	1	1	1	0	0	3	0	0	0	0	168	0	253	44	2	2	2	0	0	3	0	0	0	0	306
19:30	0	115	15	3	1	0	0	1	2	0	0	0	0	137	1	110	15	2	3	1	0	0	1	0	0	0	0	133	1	225	30	5	4	1	0	1	3	0	0	0	0	270
19:45	1	122	8	1	0	2	0	0	1	0	0	0	0	135	0	98	9	0	2	0	0	0	0	0	0	0	0	109	1	220	17	1	2	2	0	0	1	0	0	0	0	244
20:00	0	118	11	1	1	1	0	0	0	0	0	0	0	132	0	95	8	1	2	0	0	0	3	0	0	0	0	109	0	213	19	2	3	1	0	0	3	0	0	0	0	241
20:15	1	105	12	1	0	2	0	0	2	0	0	0	0	123	0	81	12	0	2	1	0	0	4	0	0	0	0	100	1	186	24	1	2	3	0	0	6	0	0	0	0	223
20:30	0	99	7	2	0	1	0	0	2	0	0	0	0	111	0	83	14	1	0	0	0	0	0	0	0	0	0	98	0	182	21	3	0	1	0	0	2	0	0	0	0	209
20:45	0	96	14	0	3	1	0	0	5	0	0	0	0	119	0	72	11	0	1	1	0	0	1	0	0	0	0	86	0	168	25	0	4	2	0	0	6	0	0	0	0	205
21:00	0	90	8	1	1	0	0	0	4	0	0	0	0	104	0	66	6	0	1	0	0	0	1	0	0	0	0	74	0	156	14	1	2	0	0	0	5	0	0	0	0	178
21:15	0	86	9	1	1	1	0	0	2	0	0	0	0	100	0	82	10	0	0	0	0	0	2	0	0	0	0	94	0	168	19	1	1	1	0	0	4	0	0	0	0	194
21:30	2	89	7	1	2	2	0	0	1	0	0	0	0	104	1	64	8	0	1	1	0	0	1	0	0	0	0	76	3	153	15	1	3	3	0	0	2	0	0	0	0	180
21:45	0	63	12	1	0	0	0	0	2	0	0	0	0	78	0	62	2	0	1	0	0	0	0	0	0	0	0	65	0	125	14	1	1	0	0	0	2	0	0	0	0	143
22:00	0	56	9	0	1	0	0	0	1	1	0	0	0	68	0	44	4	0	0	0	0	0	2	0	0	0	0	50	0	100	13	0	1	0	0	0	3	1	0	0	0	118
22:15	1	73	4	0	2	0	0	0	2	0	0	0	0	82	0	53	7	0	2	0	0	0	2	0	0	0	0	64	1	126	11	0	4	0	0	0	4	0	0	0	0	146
22:30	0	67	12	0	1	0	0	0	2	0	0	0	0	82	0	52	5	0	0	0	0	0	0	0	0	0	0	57	0	119	17	0	1	0	0	0	2	0	0	0	0	139
22:45	0	46	5	0	0	1	0	0	1	0	0	0	0	53	0	33	4	0	0	0	0	0	3	0	0	0	0	40	0	79	9	0	0	1	0	0	4	0	0	0	0	93
23:00	1	58	7	0	0	0	0	0	0	0	0	0	0	66	0	26	4	0	1	0	0	0	0	0	0	0	0	31	1	84	11	0	1	0	0	0	0	0	0	0	0	97
23:15	0	54	4	0	0	0	0	0	1	0	0	0	0	59	0	39	5	0	0	0	0	0	2	0	0	0	0	46	0	93	9	0	0	0	0	0	3	0	0	0	0	105
23:30	0	62	5	0	0	0	0	0	1	0	0	0	0	68	0	23	6	0	0	0	0	0	1	0	0	0	0	30	0	85	11	0	0	0	0	0	2	0	0	0	0	98
23:45	0	32	6	0	1	0	0	0	1	0	0	0	0	40	0	32	7	0	3	0	0	0	0	0	0	0	0	42	0	64	13	0	4	0	0	0	1	0	0	0	0	82
Totals	**22**	**10,055**	**1,893**	**83**	**342**	**88**	**4**	**34**	**275**	**6**	**0**	**0**	**0**	**12,802**	**24**	**11,960**	**2,253**	**77**	**389**	**104**	**0**	**35**	**299**	**6**	**0**	**1**	**0**	**15,148**	**46**	**22,015**	**4,146**	**160**	**731**	**192**	**4**	**69**	**574**	**12**	**0**	**1**	**0**	**27,950**
% of Totals	0%	79%	15%	1%	3%	1%	0%	0%	2%	0%				100%	0%	79%	15%	1%	3%	1%		0%	2%	0%		0%		100%	0%	79%	15%	1%	3%	1%	0%	0%	2%	0%		0%		100%

Prepared by National Data & Surveying Services

VOLUME

Garfield Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_033

DAILY TOTALS	NB	SB	EB	WB	Total
	12,802	15,148	0	0	27,950

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	43	28			71	12:00	179	194			373
0:15	24	27			51	12:15	186	188			374
0:30	24	24			48	12:30	186	200			386
0:45	22	21			43	12:45	172	195			367
1:00	31	17			48	13:00	165	194			359
1:15	26	28			54	13:15	189	191			380
1:30	25	20			45	13:30	234	209			443
1:45	23	27			50	13:45	174	204			378
2:00	15	19			34	14:00	190	206			396
2:15	15	21			36	14:15	262	257			519
2:30	22	26			48	14:30	251	215			466
2:45	18	31			49	14:45	246	218			464
3:00	21	22			43	15:00	216	269			485
3:15	20	40			60	15:15	211	268			479
3:30	25	39			64	15:30	232	290			522
3:45	24	56			80	15:45	255	288			543
4:00	31	40			71	16:00	276	310			586
4:15	26	70			96	16:15	240	289			529
4:30	38	76			114	16:30	290	326			616
4:45	65	107			172	16:45	283	311			594
5:00	38	88			126	17:00	285	320			605
5:15	57	142			199	17:15	314	267			581
5:30	57	160			217	17:30	268	286			554
5:45	93	198			291	17:45	236	277			513
6:00	88	150			238	18:00	218	365			583
6:15	84	173			257	18:15	225	300			525
6:30	106	253			359	18:30	185	222			407
6:45	105	255			360	18:45	176	203			379
7:00	140	259			399	19:00	174	190			364
7:15	170	252			422	19:15	138	168			306
7:30	190	324			514	19:30	137	133			270
7:45	204	270			474	19:45	135	109			244
8:00	169	272			441	20:00	132	109			241
8:15	184	245			429	20:15	123	100			223
8:30	210	259			469	20:30	111	98			209
8:45	190	182			372	20:45	119	86			205
9:00	150	204			354	21:00	104	74			178
9:15	163	176			339	21:15	100	94			194
9:30	165	178			343	21:30	104	76			180
9:45	167	207			374	21:45	78	65			143
10:00	158	173			331	22:00	68	50			118
10:15	135	185			320	22:15	82	64			146
10:30	139	170			309	22:30	82	57			139
10:45	172	171			343	22:45	53	40			93
11:00	163	169			332	23:00	66	31			97
11:15	162	205			367	23:15	59	46			105
11:30	151	165			316	23:30	68	30			98
11:45	137	200			337	23:45	40	42			82
TOTALS	4485	6424	0	0	10909	TOTALS	8317	8724	0	0	17041
SPLIT %	41%	59%	0%	0%	39%	SPLIT %	49%	51%	0%	0%	61%

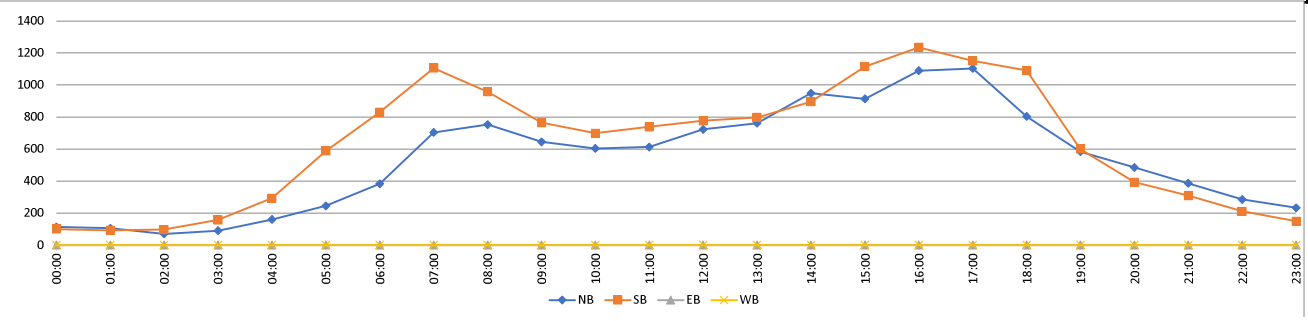
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	113	100			213
01:00	02:00	105	92			197
02:00	03:00	70	97			167
03:00	04:00	90	157			247
04:00	05:00	160	293			453
05:00	06:00	245	588			833
06:00	07:00	383	831			1214
07:00	08:00	704	1105			1809
08:00	09:00	753	958			1711
09:00	10:00	645	765			1410
10:00	11:00	604	699			1303
11:00	12:00	613	739			1352
12:00	13:00	723	777			1500
13:00	14:00	762	798			1560
14:00	15:00	949	896			1845
15:00	16:00	914	1115			2029
16:00	17:00	1089	1236			2325
17:00	18:00	1103	1150			2253
18:00	19:00	804	1090			1894
19:00	20:00	584	600			1184
20:00	21:00	485	393			878
21:00	22:00	386	309			695
22:00	23:00	285	211			496
23:00	00:00	233	149			382

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	4485	6424			10909
Peak Hour	7:45	7:15			7:30
Peak Volume	767	1118			1858
Peak Hour Factor	0.913	0.863			0.904
Peak Period	12:00	to	00:00		
Volume	8317	8724			17041
Peak Hour	16:30	16:15			16:30
Peak Volume	1172	1246			2396
Peak Hour Factor	0.933	0.956			0.972
Peak Period	07:00	to	09:00		
Volume	1457	2063			3520
Peak Hour	7:45	7:15			7:30
Peak Volume	767	1118			1858
Peak Hour Factor	0.913	0.863			0.904
Peak Period	16:00	to	18:00		
Volume	2192	2386			4578
Peak Hour	16:30	16:15			16:30
Peak Volume	1172	1246			2396
Peak Hour Factor	0.933	0.956			0.972



Prepared by National Data & Surveying Services

CLASSIFICATION

Garfield Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_034

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS											
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	52	13	0	1	1	0	0	4	0	0	0	0	71	0	63	11	0	3	0	0	0	3	0	0	0	0	80	0	115	24	0	4	1	0	0	7	0	0	0	0	151
1:00	0	41	8	0	3	0	0	0	2	0	0	0	0	54	1	69	7	0	1	3	0	0	2	0	0	0	0	83	1	110	15	0	4	3	0	0	4	0	0	0	0	137
2:00	0	34	3	0	0	1	0	0	0	0	0	0	0	38	0	42	9	0	1	1	0	0	4	0	0	0	0	57	0	76	12	0	1	2	0	0	4	0	0	0	0	95
3:00	0	47	8	0	0	0	0	0	2	0	0	0	0	57	0	84	22	0	2	1	0	0	6	0	0	0	0	115	0	131	30	0	2	1	0	0	8	0	0	0	0	172
4:00	0	72	13	2	2	2	0	0	3	0	0	0	0	94	1	145	38	0	3	3	0	1	4	0	1	0	0	196	1	217	51	2	5	5	0	1	7	0	1	0	0	290
5:00	0	124	32	2	3	1	0	0	4	0	0	0	0	166	0	287	70	3	11	5	0	0	7	0	0	0	0	383	0	411	102	5	14	6	0	0	11	0	0	0	0	549
6:00	1	210	48	2	12	7	0	1	10	0	0	0	0	291	0	449	107	2	23	8	0	3	15	0	0	0	0	607	1	659	155	4	35	15	0	4	25	0	0	0	0	898
7:00	1	352	72	4	31	4	0	0	9	1	0	0	0	474	1	690	120	5	18	5	0	0	15	0	0	0	0	854	2	1042	192	9	49	9	0	0	24	1	0	0	0	1328
8:00	1	408	74	4	24	6	0	1	8	0	0	0	0	526	3	562	100	4	28	2	0	1	20	0	0	0	0	720	4	970	174	8	52	8	0	2	28	0	0	0	0	1246
9:00	0	268	90	2	38	10	0	1	10	0	0	0	0	419	0	376	87	4	25	13	0	1	21	1	0	0	0	528	0	644	177	6	63	23	0	2	31	1	0	0	0	947
10:00	0	265	71	4	24	3	0	4	13	0	0	0	0	384	2	347	81	1	27	6	0	4	19	1	0	0	0	488	2	612	152	5	51	9	0	8	32	1	0	0	0	872
11:00	1	260	94	5	19	3	1	3	24	0	0	0	0	410	1	353	105	2	31	7	0	6	22	0	0	0	0	527	2	613	199	7	50	10	1	9	46	0	0	0	0	937
12:00	3	318	75	4	26	6	0	3	12	0	0	0	0	447	0	356	98	3	20	16	0	5	19	0	0	0	0	517	3	674	173	7	46	22	0	8	31	0	0	0	0	964
13:00	0	337	74	5	20	6	0	2	10	0	0	0	0	454	1	380	96	2	37	5	0	2	13	0	0	0	0	536	1	717	170	7	57	11	0	4	23	0	0	0	0	990
14:00	1	476	87	8	25	2	0	4	16	1	0	0	0	620	0	486	88	3	24	13	0	8	18	0	0	0	0	640	1	962	175	11	49	15	0	12	34	1	0	0	0	1260
15:00	0	493	108	5	17	4	0	7	10	0	0	0	0	644	0	561	108	4	23	10	0	3	14	2	0	0	0	725	0	1054	216	9	40	14	0	10	24	2	0	0	0	1369
16:00	0	636	120	3	13	2	0	3	5	0	0	0	0	782	2	640	93	2	30	12	0	4	12	0	0	0	0	795	2	1276	213	5	43	14	0	7	17	0	0	0	0	1577
17:00	1	660	93	1	9	3	0	3	6	0	0	0	0	776	0	553	107	5	15	8	0	1	11	0	0	0	0	700	1	1213	200	6	24	11	0	4	17	0	0	0	0	1476
18:00	1	478	62	4	3	5	0	3	3	0	0	0	0	559	3	551	99	5	9	2	0	3	10	0	0	0	0	682	4	1029	161	9	12	7	0	6	13	0	0	0	0	1241
19:00	1	320	34	2	2	2	0	1	3	0	0	0	0	365	0	282	57	2	7	1	0	0	6	0	0	0	0	355	1	602	91	4	9	3	0	1	9	0	0	0	0	720
20:00	0	261	33	2	1	1	0	0	4	0	1	0	0	303	0	173	28	0	4	2	0	0	4	0	0	0	0	211	0	434	61	2	5	3	0	0	8	0	1	0	0	514
21:00	2	226	31	1	0	2	0	0	5	0	0	0	0	267	1	196	19	0	2	1	0	0	4	0	0	0	0	223	3	422	50	1	2	3	0	0	9	0	0	0	0	490
22:00	1	141	26	0	2	1	0	0	2	0	0	0	0	173	0	141	22	0	3	2	0	0	4	1	0	0	0	173	1	282	48	0	5	3	0	0	6	1	0	0	0	346
23:00	0	109	18	0	2	1	0	0	1	0	0	0	0	131	0	84	18	0	3	0	0	0	3	0	0	0	0	108	0	193	36	0	5	1	0	0	4	0	0	0	0	239
Totals	14	6,588	1,287	60	277	73	1	36	166	2	1	0	0	8,505	16	7,870	1,590	47	350	126	0	42	256	5	1	0	0	10,303	30	14,458	2,877	107	627	199	1	78	422	7	2	0	0	18,808
% of Totals	0%	77%	15%	1%	3%	1%	0%	0%	2%	0%	0%			100%	0%	76%	15%	0%	3%	1%		0%	2%	0%	0%			100%	0%	77%	15%	1%	3%	1%	0%	0%	2%	0%	0%			100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



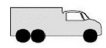
#3 2-Axle, 4-Tire Single Unit



#4 Buses



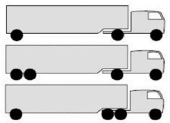
#5 2-Axle, 6-Tire Single Units



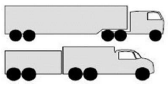
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	4	2133	526	25	157	38	1	10	89	1	0	0	0	2984	9	3467	757	21	173	54	0	16	138	2	1	0	0	4638	13	5600	1283	46	330	92	1	26	227	3	1	0	0	7622
%	0%	25%	6%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	35%	0%	34%	7%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	45%	0%	30%	7%	0%	2%	0%	0%	0%	1%	0%	0%	0%	0%	41%
Peak Hour	7:15	7:45	10:45	11:15	8:45	9:00	10:30	10:00	11:00	7:00	0:00	0:00	0:00	7:45	8:00	7:00	6:15	6:45	11:00	11:45	0:00	10:15	8:45	8:30	3:45	0:00	0:00	6:45	7:15	7:30	11:00	6:45	9:15	9:00	10:30	10:15	11:00	7:00	3:45	0:00	0:00	7:30
Peak Volume	2	434	94	6	39	10	1	4	24	1	0	0	0	557	3	690	123	6	31	14	0	6	26	1	1	0	0	855	4	1082	199	10	64	23	1	10	46	1	1	0	0	1353
12:00 - 24:00	10	4455	761	35	120	35	0	26	77	1	1	0	0	5521	7	4403	833	26	177	72	0	26	118	3	0	0	0	5665	17	8858	1594	61	297	107	0	52	195	4	1	0	0	11186
%	0%	52%	9%	0%	1%	0%	0%	0%	1%	0%	0%	0%	0%	65%	0%	43%	8%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	55%	0%	47%	8%	0%	2%	1%	0%	0%	1%	0%	0%	0%	0%	59%
Peak Hour	12:00	16:30	15:45	13:45	12:00	12:45	12:00	14:45	14:15	14:00	20:00	12:00	12:00	16:30	18:00	16:15	15:15	17:30	13:00	12:00	12:00	14:00	12:15	15:00	12:00	12:00	12:00	16:15	17:45	16:15	15:45	13:45	13:00	12:00	12:00	14:45	14:15	14:45	20:00	12:00	12:00	16:15
Peak Volume	3	683	131	9	26	8	0	8	17	1	1	0	0	822	3	676	109	6	37	16	0	8	21	2	0	0	0	837	4	1321	233	12	57	22	0	13	36	2	1	0	0	1614
07:00 - 09:00	2	760	146	8	55	10	0	1	17	1	0	0	0	1000	4	1252	220	9	46	7	0	1	35	0	0	0	0	1574	6	2012	366	17	101	17	0	2	52	1	0	0	0	2574
%	0%	9%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	12%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	11%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:15	7:45	7:45	7:45	7:00	7:45	7:00	8:00	7:15	7:00	7:00	7:00	7:00	7:45	8:00	7:00	7:00	7:00	7:45	7:00	7:00	7:45	8:00	7:00	7:00	7:00	7:00	7:00	7:15	7:30	7:00	7:00	7:45	7:00	7:00	8:00	7:15	7:00	7:00	7:00	7:00	7:30
Peak Volume	2	434	79	5	31	6	0	1	11	1	0	0	0	557	3	690	120	5	28	5	0	1	20	0	0	0	0	854	4	1082	192	9	52	9	0	2	29	1	0	0	0	1353
16:00 - 18:00	1	1296	213	4	22	5	0	6	11	0	0	0	0	1558	2	1193	200	7	45	20	0	5	23	0	0	0	0	1495	3	2489	413	11	67	25	0	11	34	0	0	0	0	3053
%	0%	15%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	18%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	13%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%
Peak Hour	17:00	16:30	16:00	16:00	16:00	16:45	16:00	16:15	16:45	16:00	16:00	16:00	16:00	16:30	16:00	16:15	17:00	16:45	16:00	16:15	16:00	16:00	16:30	16:00	16:00	16:00	16:00	16:15	16:00	16:15	16:30	16:45	16:00	16:15	16:00	16:15	16:30	16:00	16:00	16:00	16:00	16:15
Peak Volume	1	683	120	3	13	4	0	4	8	0	0	0	0	822	2	676	107	5	30	14	0	4	15	0	0	0	0	837	2	1321	214	7	43	16	0	8	22	0	0	0	0	1614

Prepared by National Data & Surveying Services

CLASSIFICATION

Garfield Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_034

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	21	6	0	0	0	0	0	1	0	0	0	0	28	0	20	4	0	0	0	0	0	1	0	0	0	0	25	0	41	10	0	0	0	0	0	2	0	0	0	0	53
0:15	0	9	2	0	1	1	0	0	2	0	0	0	0	15	0	16	3	0	1	0	0	0	1	0	0	0	0	21	0	25	5	0	2	1	0	0	3	0	0	0	0	36
0:30	0	10	3	0	0	0	0	0	1	0	0	0	0	14	0	16	3	0	1	0	0	0	1	0	0	0	0	21	0	26	6	0	1	0	0	0	2	0	0	0	0	35
0:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0	11	1	0	1	0	0	0	0	0	0	0	0	13	0	23	3	0	1	0	0	0	0	0	0	0	0	27
1:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	16	1	0	0	0	0	0	1	0	0	0	0	18	0	28	2	0	1	0	0	0	1	0	0	0	0	32
1:15	0	14	2	0	0	0	0	0	1	0	0	0	0	17	0	20	1	0	0	1	0	0	1	0	0	0	0	23	0	34	3	0	0	1	0	0	2	0	0	0	0	40
1:30	0	8	3	0	1	0	0	0	1	0	0	0	0	13	0	15	3	0	0	2	0	0	0	0	0	0	0	20	0	23	6	0	1	2	0	0	1	0	0	0	0	33
1:45	0	7	2	0	1	0	0	0	0	0	0	0	0	10	1	18	2	0	1	0	0	0	0	0	0	0	0	22	1	25	4	0	2	0	0	0	0	0	0	0	0	32
2:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	8	3	0	0	0	0	0	2	0	0	0	0	13	0	17	4	0	0	0	0	0	2	0	0	0	0	23
2:15	0	9	1	0	0	1	0	0	0	0	0	0	0	11	0	12	0	0	0	1	0	0	1	0	0	0	0	14	0	21	1	0	0	2	0	0	1	0	0	0	0	25
2:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0	8	1	0	0	0	0	0	1	0	0	0	0	10	0	16	1	0	0	0	0	0	1	0	0	0	0	18
2:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	14	5	0	1	0	0	0	0	0	0	0	0	20	0	22	6	0	1	0	0	0	0	0	0	0	0	29
3:00	0	9	1	0	0	0	0	0	1	0	0	0	0	11	0	12	6	0	0	0	0	0	4	0	0	0	0	22	0	21	7	0	0	0	0	0	5	0	0	0	0	33
3:15	0	17	4	0	0	0	0	0	0	0	0	0	0	21	0	18	5	0	0	1	0	0	1	0	0	0	0	25	0	35	9	0	0	1	0	0	1	0	0	0	0	46
3:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	25	5	0	1	0	0	0	0	0	0	0	0	31	0	36	6	0	1	0	0	0	0	0	0	0	0	43
3:45	0	10	2	0	0	0	0	0	1	0	0	0	0	13	0	29	6	0	1	0	0	0	1	0	0	0	0	37	0	39	8	0	1	0	0	0	2	0	0	0	0	50
4:00	0	11	3	0	0	0	0	0	1	0	0	0	0	15	0	18	8	0	1	1	0	0	0	0	0	0	0	28	0	29	11	0	1	1	0	0	1	0	0	0	0	43
4:15	0	11	1	0	1	1	0	0	0	0	0	0	0	14	0	38	12	0	0	1	0	0	0	0	0	0	0	51	0	49	13	0	1	2	0	0	0	0	0	0	0	65
4:30	0	24	4	1	0	0	0	0	0	0	0	0	0	29	1	35	10	0	2	0	0	1	3	0	1	0	0	53	1	59	14	1	2	0	0	1	3	0	1	0	0	82
4:45	0	26	5	1	1	1	0	0	2	0	0	0	0	36	0	54	8	0	0	1	0	0	1	0	0	0	0	64	0	80	13	1	1	2	0	0	3	0	0	0	0	100
5:00	0	20	2	0	1	0	0	0	2	0	0	0	0	25	0	44	12	0	3	0	0	0	0	0	0	0	0	59	0	64	14	0	4	0	0	0	2	0	0	0	0	84
5:15	0	26	8	0	0	0	0	0	0	0	0	0	0	34	0	67	14	2	5	2	0	0	3	0	0	0	0	93	0	93	22	2	5	2	0	0	3	0	0	0	0	127
5:30	0	36	6	0	1	0	0	0	0	0	0	0	0	43	0	76	21	0	0	2	0	0	1	0	0	0	0	100	0	112	27	0	1	2	0	0	1	0	0	0	0	143
5:45	0	42	16	2	1	1	0	0	2	0	0	0	0	64	0	100	23	1	3	1	0	0	3	0	0	0	0	131	0	142	39	3	4	2	0	0	5	0	0	0	0	195
6:00	0	31	11	0	3	1	0	0	2	0	0	0	0	48	0	85	22	1	1	1	0	0	3	0	0	0	0	113	0	116	33	1	4	2	0	0	5	0	0	0	0	161
6:15	1	45	12	0	3	2	0	0	4	0	0	0	0	67	0	84	21	0	4	2	0	1	1	0	0	0	0	113	1	129	33	0	7	4	0	1	5	0	0	0	0	180
6:30	0	68	15	1	2	3	0	0	1	0	0	0	0	90	0	127	31	0	8	2	0	2	5	0	0	0	0	175	0	195	46	1	10	5	0	2	6	0	0	0	0	265
6:45	0	66	10	1	4	1	0	1	3	0	0	0	0	86	0	153	33	1	10	3	0	0	6	0	0	0	0	206	0	219	43	2	14	4	0	1	9	0	0	0	0	292
7:00	0	77	17	2	13	3	0	0	1	0	0	0	0	113	0	145	38	2	5	2	0	0	4	0	0	0	0	196	0	222	55	4	18	5	0	0	5	0	0	0	0	309
7:15	0	100	18	0	5	0	0	0	3	0	0	0	0	126	0	168	20	1	3	1	0	0	4	0	0	0	0	197	0	268	38	1	8	1	0	0	7	0	0	0	0	323
7:30	1	64	14	1	6	0	0	0	4	0	0	0	0	90	1	212	31	2	5	1	0	0	4	0	0	0	0	256	2	276	45	3	11	1	0	0	8	0	0	0	0	346
7:45	0	111	23	1	7	1	0	0	1	1	0	0	0	145	0	165	31	0	5	1	0	0	3	0	0	0	0	205	0	276	54	1	12	2	0	0	4	1	0	0	0	350
8:00	1	105	16	2	2	1	0	0	3	0	0	0	0	130	1	141	26	1	6	1	0	0	7	0	0	0	0	183	2	246	42	3	8	2	0	0	10	0	0	0	0	313
8:15	0	119	14	0	5	1	0	0	1	0	0	0	0	140	0	165	26	0	8	1	0	0	4	0	0	0	0	204	0	284	40	0	13	2	0	0	5	0	0	0	0	344
8:30	0	99	26	2	10	3	0	0	2	0	0	0	0	142	1	143	24	3	9	0	0	1	3	0	0	0	0	184	1	242	50	5	19	3	0	1	5	0	0	0	0	326
8:45	0	85	18	0	7	1	0	1	2	0	0	0	0	114	1	113	24	0	5	0	0	0	6	0	0	0	0	149	1	198	42	0	12	1	0	1	8	0	0	0	0	263
9:00	0	82	18	0	12	3	0	0	2	0	0	0	0	117	0	93	25	1	3	2	0	0	7	0	0	0	0	131	0	175	43	1	15	5	0	0	9	0	0	0	0	248
9:15	0	54	25	0	7	2	0	1	2	0	0	0	0	91	0	83	16	0	7	6	0	0	6	1	0	0	0	119	0	137	41	0	14	8	0	1	8	1	0	0	0	210
9:30	0	69	22	2	13	1	0	0	6	0	0	0	0	113	0	90	21	2	8	2	0	1	7	0	0	0	0	131	0	159	43	4	21	3	0	1	13	0	0	0	0	244
9:45	0	63	25	0	6	4	0	0	0	0	0	0	0	98	0	110	25	1	7	3	0	0	1	0	0	0	0	147	0	173	50	1	13	7	0	0	1	0	0	0	0	245
10:00	0	60	20	0	9	2	0	0	3	0	0	0	0	94	0	87	20	0	7	0	0	1	8	0	0	0	0	123	0	147	40	0	16	2	0	1	11	0	0	0	0	217
10:15	0	66	12	3	3	0	0	2	2	0	0	0	0	88	0	84	29	1	7	4	0	1	4	0	0	0	0	130	0	150	41	4	10	4	0	3	6	0	0	0	0	218
10:30	0	58	18	1	6	0	0	1	3	0	0	0	0	87	0	94	17	0	5	1	0	0	3	0	0	0	0	120	0	152	35	1	11	1	0	1	6	0	0	0	0	207
10:45	0	81	21	0	6	1	0	1	5	0	0	0	0	115	2	82	15	0	8	1	0	2	4	1	0	0	0	115	2	163	36	0	14	2	0	3	9	1	0	0	0	230
11:00	0	69	27	0	6	1	0	0	3	0	0	0	0	106	0	89	22	1	8	0	0	3	8	0	0	0	0	131	0	158	49	1	14	1	0	3	11	0	0	0	0	237
11:15	0	62	22	4	6	2	1	2	7	0	0	0	0	106	0	101	34	1	6	3	0	0	5	0	0	0	0	150	0	163	56	5	12	5	1	2	12	0	0	0	0	256
11:30	1	54	24	1	5	0	0	1	7	0	0	0	0	93	0	80	27	0	4	2	0	1	3	0	0	0	0	117	1	134	51	1	9	2	0	2	10	0	0	0	0	210
11:45	0	75	21	0	2	0	0	0	7	0	0	0	0	105	1	83	22	0	13	2	0	2	6	0	0	0	0	129	1	158	43	0	15	2	0	2	13	0	0	0	0	234

Prepared by National Data & Surveying Services

CLASSIFICATION

Garfield Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_034

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND												Total	TOTALS												Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	1	71	20	1	6	2	0	0	2	0	0	0	0	103	0	95	25	1	6	6	0	0	3	0	0	0	0	136	1	166	45	2	12	8	0	0	5	0	0	0	0	239
12:15	0	75	19	2	7	1	0	1	5	0	0	0	0	110	0	77	27	1	7	3	0	0	4	0	0	0	0	119	0	152	46	3	14	4	0	1	9	0	0	0	0	229
12:30	0	98	22	1	6	1	0	1	2	0	0	0	0	131	0	106	23	0	4	3	0	2	5	0	0	0	0	143	0	204	45	1	10	4	0	3	7	0	0	0	0	274
12:45	2	74	14	0	7	2	0	1	3	0	0	0	0	103	0	78	23	1	3	4	0	3	7	0	0	0	0	119	2	152	37	1	10	6	0	4	10	0	0	0	0	222
13:00	0	63	16	0	6	3	0	0	2	0	0	0	0	90	0	96	24	2	7	0	0	0	5	0	0	0	0	134	0	159	40	2	13	3	0	0	7	0	0	0	0	224
13:15	0	95	18	3	6	1	0	0	4	0	0	0	0	127	0	83	22	0	8	1	0	1	1	0	0	0	0	116	0	178	40	3	14	2	0	1	5	0	0	0	0	243
13:30	0	108	18	1	6	2	0	1	2	0	0	0	0	138	1	119	22	0	10	1	0	1	5	0	0	0	0	159	1	227	40	1	16	3	0	2	7	0	0	0	0	297
13:45	0	71	22	1	2	0	0	1	2	0	0	0	0	99	0	82	28	0	12	3	0	0	2	0	0	0	0	127	0	153	50	1	14	3	0	1	4	0	0	0	0	226
14:00	0	98	22	1	7	0	0	1	3	0	0	0	0	132	0	109	25	2	6	3	0	3	2	0	0	0	0	150	0	207	47	3	13	3	0	4	5	0	0	0	0	282
14:15	0	113	17	2	7	0	0	1	4	0	0	0	0	144	0	101	24	1	6	4	0	1	4	0	0	0	0	141	0	214	41	3	13	4	0	2	8	0	0	0	0	285
14:30	1	121	21	5	2	0	0	0	3	0	0	0	0	153	0	169	23	0	8	3	0	2	4	0	0	0	0	209	1	290	44	5	10	3	0	2	7	0	0	0	0	362
14:45	0	144	27	0	9	2	0	2	6	1	0	0	0	191	0	107	16	0	4	3	0	2	8	0	0	0	0	140	0	251	43	0	13	5	0	4	14	1	0	0	0	331
15:00	0	127	23	2	2	0	0	1	4	0	0	0	0	159	0	125	26	2	6	1	0	0	3	0	0	0	0	163	0	252	49	4	8	1	0	1	7	0	0	0	0	322
15:15	0	106	22	2	4	0	0	2	2	0	0	0	0	138	0	136	32	0	6	4	0	1	5	0	0	0	0	184	0	242	54	2	10	4	0	3	7	0	0	0	0	322
15:30	0	128	29	1	6	2	0	3	1	0	0	0	0	170	0	160	22	1	7	4	0	2	3	1	0	0	0	200	0	288	51	2	13	6	0	5	4	1	0	0	0	370
15:45	0	132	34	0	5	2	0	1	3	0	0	0	0	177	0	140	28	1	4	1	0	0	3	1	0	0	0	178	0	272	62	1	9	3	0	1	6	1	0	0	0	355
16:00	0	161	38	1	6	1	0	0	1	0	0	0	0	208	1	147	27	1	7	2	0	0	2	0	0	0	0	187	1	308	65	2	13	3	0	0	3	0	0	0	0	395
16:15	0	150	22	0	2	0	0	1	1	0	0	0	0	176	0	165	23	0	8	6	0	3	3	0	0	0	0	208	0	315	45	0	10	6	0	4	4	0	0	0	0	384
16:30	0	179	37	1	3	0	0	1	1	0	0	0	0	222	1	181	24	0	5	3	0	1	3	0	0	0	0	218	1	360	61	1	8	3	0	2	4	0	0	0	0	440
16:45	0	146	23	1	2	1	0	1	2	0	0	0	0	176	0	147	19	1	10	1	0	0	4	0	0	0	0	182	0	293	42	2	12	2	0	1	6	0	0	0	0	358
17:00	0	170	24	1	3	1	0	1	3	0	0	0	0	203	0	183	34	1	5	4	0	0	2	0	0	0	0	229	0	353	58	2	8	5	0	1	5	0	0	0	0	432
17:15	0	188	29	0	1	1	0	1	1	0	0	0	0	221	0	117	24	0	3	0	0	0	6	0	0	0	0	150	0	305	53	0	4	1	0	1	7	0	0	0	0	371
17:30	0	165	25	0	2	1	0	0	2	0	0	0	0	195	0	123	24	3	5	3	0	0	2	0	0	0	0	160	0	288	49	3	7	4	0	0	4	0	0	0	0	355
17:45	1	137	15	0	3	0	0	1	0	0	0	0	0	157	0	130	25	1	2	1	0	1	1	0	0	0	0	161	1	267	40	1	5	1	0	2	1	0	0	0	0	318
18:00	0	126	25	3	1	0	0	1	2	0	0	0	0	158	1	192	31	1	3	0	0	1	3	0	0	0	0	232	1	318	56	4	4	0	0	2	5	0	0	0	0	390
18:15	0	131	12	0	0	2	0	1	1	0	0	0	0	147	1	155	28	1	1	0	0	1	3	0	0	0	0	190	1	286	40	1	1	2	0	2	4	0	0	0	0	337
18:30	1	111	15	0	1	2	0	1	0	0	0	0	0	131	0	114	20	1	4	2	0	1	2	0	0	0	0	144	1	225	35	1	5	4	0	2	2	0	0	0	0	275
18:45	0	110	10	1	1	1	0	0	0	0	0	0	0	123	1	90	20	2	1	0	0	0	2	0	0	0	0	116	1	200	30	3	2	1	0	0	2	0	0	0	0	239
19:00	0	98	14	0	0	0	0	0	1	0	0	0	0	113	0	95	18	0	1	0	0	0	1	0	0	0	0	115	0	193	32	0	1	0	0	0	2	0	0	0	0	228
19:15	0	80	8	1	1	1	0	0	2	0	0	0	0	93	0	68	15	0	3	1	0	0	3	0	0	0	0	90	0	148	23	1	4	2	0	0	5	0	0	0	0	183
19:30	0	69	8	1	1	0	0	1	0	0	0	0	0	80	0	67	18	2	1	0	0	0	1	0	0	0	0	89	0	136	26	3	2	0	0	1	1	0	0	0	0	169
19:45	1	73	4	0	0	1	0	0	0	0	0	0	0	79	0	52	6	0	2	0	0	0	1	0	0	0	0	61	1	125	10	0	2	1	0	0	1	0	0	0	0	140
20:00	0	80	11	1	0	1	0	0	1	0	0	0	0	94	0	69	8	0	2	0	0	0	1	0	0	0	0	80	0	149	19	1	2	1	0	0	2	0	0	0	0	174
20:15	0	69	7	0	0	0	0	0	0	0	0	0	0	76	0	60	10	0	0	1	0	0	2	0	0	0	0	73	0	129	17	0	0	1	0	0	2	0	0	0	0	149
20:30	0	59	7	1	0	0	0	0	0	0	0	0	0	67	0	28	5	0	1	0	0	0	0	0	0	0	0	34	0	87	12	1	1	0	0	0	0	0	0	0	0	101
20:45	0	53	8	0	1	0	0	0	3	0	1	0	0	66	0	16	5	0	1	1	0	0	1	0	0	0	0	24	0	69	13	0	2	1	0	0	4	0	1	0	0	90
21:00	0	62	7	0	0	2	0	0	1	0	0	0	0	72	0	51	4	0	1	0	0	0	1	0	0	0	0	57	0	113	11	0	1	2	0	0	2	0	0	0	0	129
21:15	0	59	8	0	0	0	0	0	1	0	0	0	0	68	0	58	6	0	0	0	0	0	1	0	0	0	0	65	0	117	14	0	0	0	0	0	2	0	0	0	0	133
21:30	2	54	5	1	0	0	0	0	1	0	0	0	0	63	1	47	7	0	1	1	0	0	1	0	0	0	0	58	3	101	12	1	1	1	0	0	2	0	0	0	0	121
21:45	0	51	11	0	0	0	0	0	2	0	0	0	0	64	0	40	2	0	0	0	0	0	1	0	0	0	0	43	0	91	13	0	0	0	0	0	3	0	0	0	0	107
22:00	0	32	8	0	0	0	0	0	1	0	0	0	0	41	0	36	3	0	1	0	0	0	2	0	0	0	0	42	0	68	11	0	1	0	0	0	3	0	0	0	0	83
22:15	1	43	4	0	2	0	0	0	1	0	0	0	0	51	0	38	6	0	1	1	0	0	1	0	0	0	0	47	1	81	10	0	3	1	0	0	2	0	0	0	0	98
22:30	0	35	5	0	0	1	0	0	0	0	0	0	0	41	0	48	7	0	0	1	0	0	1	0	0	0	0	57	0	83	12	0	0	2	0	0	1	0	0	0	0	98
22:45	0	31	9	0	0	0	0	0	0	0	0	0	0	40	0	19	6	0	1	0	0	0	0	1	0	0	0	27	0	50	15	0	1	0	0	0	0	1	0	0	0	67
23:00	0	33	5	0	0	0	0	0	1	0	0	0	0	39	0	22	4	0	0	0	0	0	1	0	0	0	0	27	0	55	9	0	0	0	0	0	2	0	0	0	0	66
23:15	0	27	7	0	0	0	0	0	0	0	0	0	0	34	0	27	3	0	0	0	0	0	1	0	0	0	0	31	0	54	10	0	0	0	0	0	1	0	0	0	0	65
23:30	0	29	1	0	0	0	0	0	0	0	0	0	0	30	0	20	4	0	1	0	0	0	1	0	0	0	0	26	0	49	5	0	1	0	0	0	1	0	0	0	0	56
23:45	0	20	5	0	2	1	0	0	0	0	0	0	0	28	0	15	7	0	2	0	0	0	0	0	0	0	0	24	0	35	12	0	4	1	0	0	0	0	0	0	0	52
Totals	14	6,588	1,287	60	277	73	1	36	166	2	1	0	0	8,505	16	7,870	1,590	47	350	126	0	42	256	5	1	0	0	10,303	30	14,458	2,877	107	627	199	1	78	422	7	2	0	0	18,808
% of Totals	0%	77%	15%	1%	3%	1%	0%	0%	2%	0%	0%			100%	0%	76%	15%	0%	3%	1%		0%	2%	0%	0%			100%	0%	77%	15%	1%	3%	1%	0%	0%	2%	0%	0%			100%

Prepared by National Data & Surveying Services

VOLUME

Garfield Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_034

DAILY TOTALS	NB	SB	EB	WB	Total
	8,505	10,303	0	0	18,808

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	28	25			53	12:00	103	136			239
0:15	15	21			36	12:15	110	119			229
0:30	14	21			35	12:30	131	143			274
0:45	14	13			27	12:45	103	119			222
1:00	14	18			32	13:00	90	134			224
1:15	17	23			40	13:15	127	116			243
1:30	13	20			33	13:30	138	159			297
1:45	10	22			32	13:45	99	127			226
2:00	10	13			23	14:00	132	150			282
2:15	11	14			25	14:15	144	141			285
2:30	8	10			18	14:30	153	209			362
2:45	9	20			29	14:45	191	140			331
3:00	11	22			33	15:00	159	163			322
3:15	21	25			46	15:15	138	184			322
3:30	12	31			43	15:30	170	200			370
3:45	13	37			50	15:45	177	178			355
4:00	15	28			43	16:00	208	187			395
4:15	14	51			65	16:15	176	208			384
4:30	29	53			82	16:30	222	218			440
4:45	36	64			100	16:45	176	182			358
5:00	25	59			84	17:00	203	229			432
5:15	34	93			127	17:15	221	150			371
5:30	43	100			143	17:30	195	160			355
5:45	64	131			195	17:45	157	161			318
6:00	48	113			161	18:00	158	232			390
6:15	67	113			180	18:15	147	190			337
6:30	90	175			265	18:30	131	144			275
6:45	86	206			292	18:45	123	116			239
7:00	113	196			309	19:00	113	115			228
7:15	126	197			323	19:15	93	90			183
7:30	90	256			346	19:30	80	89			169
7:45	145	205			350	19:45	79	61			140
8:00	130	183			313	20:00	94	80			174
8:15	140	204			344	20:15	76	73			149
8:30	142	184			326	20:30	67	34			101
8:45	114	149			263	20:45	66	24			90
9:00	117	131			248	21:00	72	57			129
9:15	91	119			210	21:15	68	65			133
9:30	113	131			244	21:30	63	58			121
9:45	98	147			245	21:45	64	43			107
10:00	94	123			217	22:00	41	42			83
10:15	88	130			218	22:15	51	47			98
10:30	87	120			207	22:30	41	57			98
10:45	115	115			230	22:45	40	27			67
11:00	106	131			237	23:00	39	27			66
11:15	106	150			256	23:15	34	31			65
11:30	93	117			210	23:30	30	26			56
11:45	105	129			234	23:45	28	24			52
TOTALS	2984	4638	0	0	7622	TOTALS	5521	5665	0	0	11186
SPLIT %	39%	61%	0%	0%	41%	SPLIT %	49%	51%	0%	0%	59%

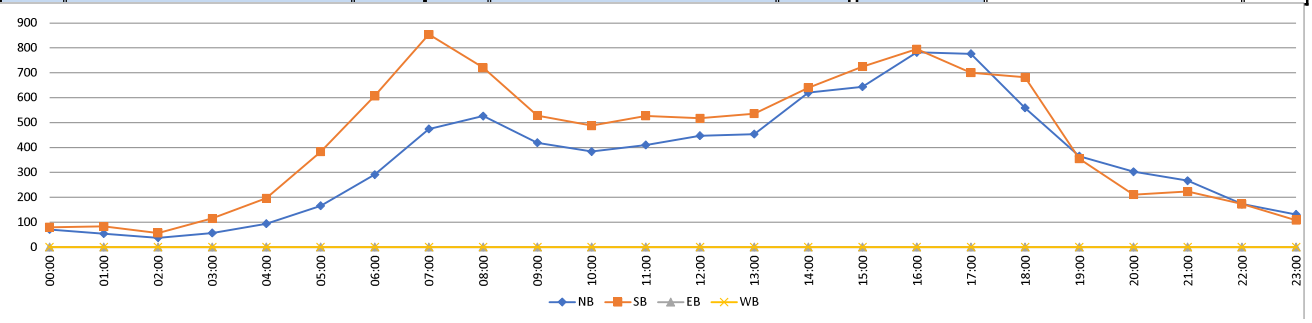
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	71	80			151
01:00	02:00	54	83			137
02:00	03:00	38	57			95
03:00	04:00	57	115			172
04:00	05:00	94	196			290
05:00	06:00	166	383			549
06:00	07:00	291	607			898
07:00	08:00	474	854			1328
08:00	09:00	526	720			1246
09:00	10:00	419	528			947
10:00	11:00	384	488			872
11:00	12:00	410	527			937
12:00	13:00	447	517			964
13:00	14:00	454	536			990
14:00	15:00	620	640			1260
15:00	16:00	644	725			1369
16:00	17:00	782	795			1577
17:00	18:00	776	700			1476
18:00	19:00	559	682			1241
19:00	20:00	365	355			720
20:00	21:00	303	211			514
21:00	22:00	267	223			490
22:00	23:00	173	173			346
23:00	00:00	131	108			239

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2984	4638			7622
Peak Hour	7:45	6:45			7:30
Peak Volume	557	855			1353
Peak Hour Factor	0.960	0.835			0.966
Peak Period	12:00	to	00:00		
Volume	5521	5665			11186
Peak Hour	16:30	16:15			16:15
Peak Volume	822	837			1614
Peak Hour Factor	0.926	0.914			0.917
Peak Period	07:00	to	09:00		
Volume	1000	1574			2574
Peak Hour	7:45	7:00			7:30
Peak Volume	557	854			1353
Peak Hour Factor	0.960	0.834			0.966
Peak Period	16:00	to	18:00		
Volume	1558	1495			3053
Peak Hour	16:30	16:15			16:15
Peak Volume	822	837			1614
Peak Hour Factor	0.926	0.914			0.917



Prepared by National Data & Surveying Services

CLASSIFICATION

Greenwood Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_035

HOURLY BREAKDOWN

Time	NORTHBOUND														SOUTHBOUND														TOTALS													
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	47	4	0	2	0	0	0	0	0	0	0	0	53	0	16	4	0	3	0	0	0	0	0	0	0	0	23	0	63	8	0	5	0	0	0	0	0	0	0	0	76
1:00	0	38	4	0	0	0	0	0	0	0	0	0	0	42	0	13	1	0	3	0	0	0	0	0	0	0	0	17	0	51	5	0	3	0	0	0	0	0	0	0	0	59
2:00	0	37	4	0	2	1	0	0	0	0	0	0	0	44	0	27	8	0	0	0	0	0	0	0	0	0	0	35	0	64	12	0	2	1	0	0	0	0	0	0	0	79
3:00	0	18	6	0	1	1	0	0	2	0	0	0	0	28	1	52	9	0	0	0	0	0	0	0	0	0	0	62	1	70	15	0	1	1	0	0	2	0	0	0	0	90
4:00	1	37	11	1	1	0	0	0	0	0	0	0	0	51	1	91	27	2	5	1	0	4	2	0	0	0	0	133	2	128	38	3	6	1	0	4	2	0	0	0	0	184
5:00	0	74	19	1	3	3	0	0	2	0	0	0	0	102	0	150	53	3	2	5	0	1	0	1	0	0	0	215	0	224	72	4	5	8	0	1	2	1	0	0	0	317
6:00	0	114	27	2	5	6	0	0	0	0	0	0	0	154	0	208	50	13	4	3	0	0	0	0	0	0	0	278	0	322	77	15	9	9	0	0	0	0	0	0	0	432
7:00	0	338	46	6	10	4	0	3	1	0	0	0	0	408	1	331	58	14	9	2	0	0	1	0	0	0	0	416	1	669	104	20	19	6	0	3	2	0	0	0	0	824
8:00	0	300	68	9	6	0	0	1	1	0	0	0	0	385	0	356	77	1	8	1	0	2	3	0	0	0	0	448	0	656	145	10	14	1	0	3	4	0	0	0	0	833
9:00	0	192	49	4	16	3	0	1	1	0	0	0	0	266	0	219	51	0	14	4	0	1	1	0	0	0	0	290	0	411	100	4	30	7	0	2	2	0	0	0	0	556
10:00	0	201	58	6	13	3	0	0	2	0	0	0	0	283	0	208	47	3	15	2	1	0	1	0	0	0	0	277	0	409	105	9	28	5	1	0	3	0	0	0	0	560
11:00	0	212	75	4	5	3	0	0	1	0	0	0	0	300	0	199	62	0	18	4	0	1	2	0	0	0	0	286	0	411	137	4	23	7	0	1	3	0	0	0	0	586
12:00	0	272	65	1	10	3	0	0	2	0	0	0	0	353	0	243	55	7	12	0	0	2	1	0	0	0	0	320	0	515	120	8	22	3	0	2	3	0	0	0	0	673
13:00	2	294	59	4	14	3	0	0	1	0	0	0	0	377	0	267	68	6	10	2	0	2	1	0	0	0	0	356	2	561	127	10	24	5	0	2	2	0	0	0	0	733
14:00	1	341	81	7	7	2	0	0	1	0	0	0	0	440	0	274	63	4	8	3	0	1	0	0	0	0	0	353	1	615	144	11	15	5	0	1	1	0	0	0	0	793
15:00	0	371	92	10	13	0	0	0	1	0	0	0	0	487	0	367	92	5	14	1	0	0	0	0	0	0	0	479	0	738	184	15	27	1	0	0	1	0	0	0	0	966
16:00	1	419	76	8	7	0	0	0	1	0	0	0	0	512	0	418	75	3	9	0	0	0	1	0	0	0	0	506	1	837	151	11	16	0	0	0	2	0	0	0	0	1018
17:00	0	410	64	5	5	1	0	1	0	0	0	0	0	486	0	415	68	1	8	1	0	1	0	0	0	0	0	494	0	825	132	6	13	2	0	2	0	0	0	0	0	980
18:00	1	303	45	2	2	1	0	0	0	0	0	0	0	354	1	292	49	1	3	0	0	0	0	0	0	0	0	346	2	595	94	3	5	1	0	0	0	0	0	0	0	700
19:00	0	227	45	1	4	0	0	0	0	0	0	0	0	277	0	178	27	2	4	1	0	0	0	0	0	0	0	212	0	405	72	3	8	1	0	0	0	0	0	0	0	489
20:00	0	200	31	2	3	0	0	0	0	0	0	0	0	236	1	117	16	2	1	0	0	0	0	0	0	0	0	137	1	317	47	4	4	0	0	0	0	0	0	0	0	373
21:00	0	183	16	2	3	0	0	0	0	0	0	0	0	204	0	127	13	2	2	0	0	0	0	0	0	0	0	144	0	310	29	4	5	0	0	0	0	0	0	0	0	348
22:00	1	108	11	1	4	1	0	0	1	0	0	0	0	127	0	51	14	1	0	2	0	2	0	0	0	0	0	70	1	159	25	2	4	3	0	2	1	0	0	0	0	197
23:00	0	89	9	0	4	0	0	0	1	0	0	0	0	103	0	57	6	0	1	0	0	0	2	0	0	0	0	66	0	146	15	0	5	0	0	0	3	0	0	0	0	169
Totals	7	4,825	965	76	140	35	0	6	18	0	0	0	0	6,072	5	4,676	993	70	153	32	1	17	15	1	0	0	0	5,963	12	9,501	1,958	146	293	67	1	23	33	1	0	0	0	12,035
% of Totals	0%	79%	16%	1%	2%	1%		0%	0%					100%	0%	78%	17%	1%	3%	1%	0%	0%	0%	0%				100%	0%	79%	16%	1%	2%	1%	0%	0%	0%	0%				100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



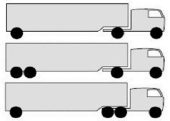
#5 2-Axle, 6-Tire Single Units



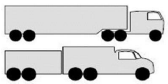
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

00:00 - 12:00	1	1608	371	33	64	24	0	5	10	0	0	0	0	2116	3	1870	447	36	81	22	1	9	10	1	0	0	0	2480	4	3478	818	69	145	46	1	14	20	1	0	0	0	4596
%	0%	26%	6%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	35%	0%	31%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	42%	0%	29%	7%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	38%
Peak Hour	3:30	7:30	10:45	8:15	9:15	5:45	0:00	7:15	11:15	0:00	0:00	0:00	0:00	7:30	2:15	7:30	8:00	6:15	11:45	5:00	10:00	4:00	7:45	4:45	0:00	0:00	0:00	7:30	4:00	7:30	8:00	6:15	9:30	5:30	10:00	7:15	8:15	4:45	0:00	0:00	0:00	7:30
Peak Volume	1	419	77	12	21	7	0	4	3	0	0	0	0	488	1	403	77	18	19	5	1	4	3	1	0	0	0	495	2	822	145	21	39	10	1	5	5	1	0	0	0	983
12:00 - 24:00	6	3217	594	43	76	11	0	1	8	0	0	0	0	3956	2	2806	546	34	72	10	0	8	5	0	0	0	0	3483	8	6023	1140	77	148	21	0	9	13	0	0	0	0	7439
%	0%	53%	10%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	65%	0%	47%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	58%	0%	50%	9%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	62%
Peak Hour	12:45	16:30	14:45	15:15	14:45	12:00	12:00	16:30	12:00	12:00	12:00	12:00	12:00	16:30	17:45	16:15	15:30	12:30	15:15	13:15	12:00	12:30	12:15	12:00	12:00	12:00	12:00	16:30	12:45	16:30	14:45	15:15	14:45	13:15	12:00	12:30	12:00	12:00	12:00	12:00	12:00	16:30
Peak Volume	2	439	111	13	15	3	0	1	2	0	0	0	0	532	1	429	94	8	15	3	0	3	2	0	0	0	0	518	2	867	198	20	29	6	0	3	3	0	0	0	0	1050
07:00 - 09:00	0	638	114	15	16	4	0	4	2	0	0	0	0	793	1	687	135	15	17	3	0	2	4	0	0	0	0	864	1	1325	249	30	33	7	0	6	6	0	0	0	0	1657
%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	0%	12%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	11%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%
Peak Hour	7:00	7:30	8:00	8:00	7:00	7:00	7:00	7:15	7:00	7:00	7:00	7:00	7:00	7:30	7:00	7:30	8:00	7:00	7:30	7:00	7:00	7:45	7:45	7:00	7:00	7:00	7:00	7:30	7:00	7:30	8:00	7:00	7:00	7:00	7:00	7:15	8:00	7:00	7:00	7:00	7:00	7:30
Peak Volume	0	419	68	9	10	4	0	4	1	0	0	0	0	488	1	403	77	14	10	2	0	2	3	0	0	0	0	495	1	822	145	20	19	6	0	5	4	0	0	0	0	983
16:00 - 18:00	1	829	140	13	12	1	0	1	1	0	0	0	0	998	0	833	143	4	17	1	0	1	1	0	0	0	0	1000	1	1662	283	17	29	2	0	2	2	0	0	0	0	1998
%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	16%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	14%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%
Peak Hour	16:00	16:30	16:30	16:00	16:30	16:15	16:00	16:30	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:15	16:15	16:00	16:30	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30	16:00	16:30	16:30	16:00	16:30	16:15	16:00	16:45	16:00	16:00	16:00	16:00	16:00	16:30
Peak Volume	1	439	78	8	8	1	0	1	1	0	0	0	0	532	0	429	77	3	10	1	0	1	1	0	0	0	0	518	1	867	155	11	18	2	0	2	2	0	0	0	0	1050

Prepared by National Data & Surveying Services

CLASSIFICATION

Greenwood Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_035

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	14	3	0	0	0	0	0	0	0	0	0	0	17	0	8	0	0	2	0	0	0	0	0	0	0	0	10	0	22	3	0	2	0	0	0	0	0	0	0	0	27
0:15	0	13	0	0	1	0	0	0	0	0	0	0	0	14	0	3	3	0	1	0	0	0	0	0	0	0	0	7	0	16	3	0	2	0	0	0	0	0	0	0	0	21
0:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	0	8
0:45	0	14	0	0	1	0	0	0	0	0	0	0	0	15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	18	1	0	1	0	0	0	0	0	0	0	0	20
1:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0	14	2	0	0	0	0	0	0	0	0	0	0	16
1:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	4	0	0	1	0	0	0	0	0	0	0	0	5	0	11	1	0	1	0	0	0	0	0	0	0	0	13
1:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0	4	0	0	2	0	0	0	0	0	0	0	0	6	0	19	1	0	2	0	0	0	0	0	0	0	0	22
2:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14	0	8	2	0	0	0	0	0	0	0	0	0	0	10	0	20	3	0	1	0	0	0	0	0	0	0	0	24
2:15	0	7	1	0	1	1	0	0	0	0	0	0	0	10	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	14	2	0	1	1	0	0	0	0	0	0	0	18
2:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	4	4	0	0	0	0	0	0	0	0	0	0	8	0	15	5	0	0	0	0	0	0	0	0	0	0	20
2:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7	1	8	2	0	0	0	0	0	0	0	0	0	0	11	1	14	2	0	0	0	0	0	1	0	0	0	0	18
3:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0	10	3	0	0	0	0	0	0	0	0	0	0	13
3:30	0	3	1	0	1	0	0	0	1	0	0	0	0	6	0	20	5	0	0	0	0	0	0	0	0	0	0	25	0	23	6	0	1	0	0	0	1	0	0	0	0	31
3:45	0	5	2	0	0	1	0	0	0	0	0	0	0	8	0	18	2	0	0	0	0	0	0	0	0	0	0	20	0	23	4	0	0	1	0	0	0	0	0	0	0	28
4:00	0	7	5	0	0	0	0	0	0	0	0	0	0	12	0	13	6	0	0	1	0	0	0	0	0	0	0	20	0	20	11	0	0	1	0	0	0	0	0	0	0	32
4:15	1	5	1	0	0	0	0	0	0	0	0	0	0	7	0	21	6	0	1	0	0	3	1	0	0	0	0	32	1	26	7	0	1	0	0	3	1	0	0	0	0	39
4:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9	0	22	7	2	2	0	0	0	0	0	0	0	0	33	0	28	10	2	2	0	0	0	0	0	0	0	0	42
4:45	0	19	2	1	1	0	0	0	0	0	0	0	0	23	1	35	8	0	2	0	0	1	1	0	0	0	0	48	1	54	10	1	3	0	0	1	1	0	0	0	0	71
5:00	0	20	2	0	1	0	0	0	1	0	0	0	0	24	0	41	12	0	0	2	0	0	0	0	0	0	0	55	0	61	14	0	1	2	0	0	1	0	0	0	0	79
5:15	0	18	6	0	0	0	0	0	0	0	0	0	0	24	0	29	9	2	0	0	0	1	0	0	0	0	0	41	0	47	15	2	0	0	0	1	0	0	0	0	0	65
5:30	0	12	6	1	1	1	0	0	0	0	0	0	0	21	0	36	17	0	1	2	0	0	0	1	0	0	0	57	0	48	23	1	2	3	0	0	0	1	0	0	0	78
5:45	0	24	5	0	1	2	0	0	1	0	0	0	0	33	0	44	15	1	1	1	0	0	0	0	0	0	0	62	0	68	20	1	2	3	0	0	1	0	0	0	0	95
6:00	0	28	4	0	1	2	0	0	0	0	0	0	0	35	0	32	16	2	3	0	0	0	0	0	0	0	0	53	0	60	20	2	4	2	0	0	0	0	0	0	0	88
6:15	0	32	6	1	0	0	0	0	0	0	0	0	0	39	0	49	13	2	1	2	0	0	0	0	0	0	0	67	0	81	19	3	1	2	0	0	0	0	0	0	0	106
6:30	0	19	8	0	1	3	0	0	0	0	0	0	0	31	0	49	10	7	0	0	0	0	0	0	0	0	0	66	0	68	18	7	1	3	0	0	0	0	0	0	0	97
6:45	0	35	9	1	3	1	0	0	0	0	0	0	0	49	0	78	11	2	0	1	0	0	0	0	0	0	0	92	0	113	20	3	3	2	0	0	0	0	0	0	0	141
7:00	0	50	10	1	2	2	0	0	0	0	0	0	0	65	1	67	8	7	2	1	0	0	1	0	0	0	0	87	1	117	18	8	4	3	0	0	1	0	0	0	0	152
7:15	0	61	17	1	4	1	0	0	1	0	0	0	0	85	0	64	20	2	2	1	0	0	0	0	0	0	0	89	0	125	37	3	6	2	0	0	1	0	0	0	0	174
7:30	0	97	5	3	2	1	0	1	0	0	0	0	0	109	0	102	20	2	4	0	0	0	0	0	0	0	0	128	0	199	25	5	6	1	0	1	0	0	0	0	0	237
7:45	0	130	14	1	2	0	0	2	0	0	0	0	0	149	0	98	10	3	1	0	0	0	0	0	0	0	0	112	0	228	24	4	3	0	0	2	0	0	0	0	0	261
8:00	0	117	17	0	2	0	0	1	0	0	0	0	0	137	0	108	26	0	2	0	0	1	0	0	0	0	0	137	0	225	43	0	4	0	0	2	0	0	0	0	0	274
8:15	0	75	16	1	1	0	0	0	0	0	0	0	0	93	0	95	17	0	3	1	0	0	2	0	0	0	0	118	0	170	33	1	4	1	0	0	2	0	0	0	0	211
8:30	0	43	18	4	3	0	0	0	0	0	0	0	0	68	0	87	20	0	1	0	0	1	1	0	0	0	0	110	0	130	38	4	4	0	0	1	1	0	0	0	0	178
8:45	0	65	17	4	0	0	0	0	1	0	0	0	0	87	0	66	14	1	2	0	0	0	0	0	0	0	0	83	0	131	31	5	2	0	0	0	1	0	0	0	0	170
9:00	0	53	20	3	0	0	0	0	1	0	0	0	0	77	0	52	17	0	4	2	0	0	0	0	0	0	0	75	0	105	37	3	4	2	0	0	1	0	0	0	0	152
9:15	0	43	11	0	3	1	0	0	0	0	0	0	0	58	0	62	17	0	1	1	0	1	0	0	0	0	0	82	0	105	28	0	4	2	0	1	0	0	0	0	0	140
9:30	0	54	10	0	6	2	0	0	0	0	0	0	0	72	0	45	8	0	3	1	0	0	1	0	0	0	0	58	0	99	18	0	9	3	0	0	1	0	0	0	0	130
9:45	0	42	8	1	7	0	0	1	0	0	0	0	0	59	0	60	9	0	6	0	0	0	0	0	0	0	0	75	0	102	17	1	13	0	0	1	0	0	0	0	0	134
10:00	0	58	10	2	5	1	0	0	1	0	0	0	0	77	0	59	15	1	4	0	0	0	0	0	0	0	0	79	0	117	25	3	9	1	0	0	1	0	0	0	0	156
10:15	0	50	14	1	3	1	0	0	1	0	0	0	0	70	0	35	6	0	5	1	0	0	1	0	0	0	0	48	0	85	20	1	8	2	0	0	2	0	0	0	0	118
10:30	0	45	17	0	2	1	0	0	0	0	0	0	0	65	0	54	18	2	2	1	0	0	0	0	0	0	0	77	0	99	35	2	4	2	0	0	0	0	0	0	0	142
10:45	0	48	17	3	3	0	0	0	0	0	0	0	0	71	0	60	8	0	4	0	1	0	0	0	0	0	0	73	0	108	25	3	7	0	1	0	0	0	0	0	0	144
11:00	0	39	21	1	2	2	0	0	0	0	0	0	0	65	0	32	17	0	7	0	0	1	1	0	0	0	0	58	0	71	38	1	9	2	0	1	1	0	0	0	0	123
11:15	0	60	20	0	1	0	0	0	0	0	0	0	0	81	0	59	15	0	1	0	0	0	0	0	0	0	0	75	0	119	35	0	2	0	0	0	0	0	0	0	0	156
11:30	0	47	19	0	2	0	0	0	1	0	0	0	0	69	0	58	19	0	3	0	0	0	0	0	0	0	0	80	0	105	38	0	5	0	0	0	1	0	0	0	0	149
11:45	0	66	15	3	0	1	0	0	0	0	0	0	0	85	0	50	11	0	7	4	0	0	1	0	0	0	0	73	0	116	26	3	7	5	0	0	1	0	0	0	0	158

Prepared by National Data & Surveying Services

CLASSIFICATION

Greenwood Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_035

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	79	22	0	3	1	0	0	2	0	0	0	0	107	0	58	14	1	3	0	0	1	0	0	0	0	0	77	0	137	36	1	6	1	0	1	2	0	0	0	0	184
12:15	0	70	11	0	3	1	0	0	0	0	0	0	0	85	0	63	13	1	3	0	0	0	1	0	0	0	0	81	0	133	24	1	6	1	0	0	1	0	0	0	0	166
12:30	0	60	16	1	2	0	0	0	0	0	0	0	0	79	0	75	14	2	6	0	0	0	0	0	0	0	0	97	0	135	30	3	8	0	0	0	0	0	0	0	0	176
12:45	0	63	16	0	2	1	0	0	0	0	0	0	0	82	0	47	14	3	0	0	0	1	0	0	0	0	0	65	0	110	30	3	2	1	0	1	0	0	0	0	0	147
13:00	1	64	14	1	5	0	0	0	0	0	0	0	0	85	0	50	14	0	1	0	0	1	1	0	0	0	0	67	1	114	28	1	6	0	0	1	1	0	0	0	0	152
13:15	0	64	12	0	2	2	0	0	1	0	0	0	0	81	0	59	17	3	2	1	0	1	0	0	0	0	0	83	0	123	29	3	4	3	0	1	1	0	0	0	0	164
13:30	1	81	19	0	2	0	0	0	0	0	0	0	0	103	0	76	16	2	3	0	0	0	0	0	0	0	0	97	1	157	35	2	5	0	0	0	0	0	0	0	0	200
13:45	0	85	14	3	5	1	0	0	0	0	0	0	0	108	0	82	21	1	4	1	0	0	0	0	0	0	0	109	0	167	35	4	9	2	0	0	0	0	0	0	0	217
14:00	0	99	17	3	0	0	0	0	0	0	0	0	0	119	0	58	8	2	2	1	0	0	0	0	0	0	0	71	0	157	25	5	2	1	0	0	0	0	0	0	0	190
14:15	1	70	12	2	2	1	0	0	1	0	0	0	0	89	0	47	12	2	0	0	0	0	0	0	0	0	0	61	1	117	24	4	2	1	0	0	1	0	0	0	0	150
14:30	0	91	18	2	3	1	0	0	0	0	0	0	0	115	0	69	15	0	2	0	0	1	0	0	0	0	0	87	0	160	33	2	5	1	0	1	0	0	0	0	0	202
14:45	0	81	34	0	2	0	0	0	0	0	0	0	0	117	0	100	28	0	4	2	0	0	0	0	0	0	0	134	0	181	62	0	6	2	0	0	0	0	0	0	0	251
15:00	0	77	19	0	5	0	0	0	1	0	0	0	0	102	0	97	20	0	2	0	0	0	0	0	0	0	0	119	0	174	39	0	7	0	0	0	1	0	0	0	0	221
15:15	0	98	23	6	4	0	0	0	0	0	0	0	0	131	0	88	16	4	4	0	0	0	0	0	0	0	0	112	0	186	39	10	8	0	0	0	0	0	0	0	0	243
15:30	0	111	35	3	4	0	0	0	0	0	0	0	0	153	0	96	23	1	4	0	0	0	0	0	0	0	0	124	0	207	58	4	8	0	0	0	0	0	0	0	0	277
15:45	0	85	15	1	0	0	0	0	0	0	0	0	0	101	0	86	33	0	4	1	0	0	0	0	0	0	0	124	0	171	48	1	4	1	0	0	0	0	0	0	0	225
16:00	0	114	21	3	1	0	0	0	0	0	0	0	0	139	0	114	21	2	3	0	0	0	0	0	0	0	0	140	0	228	42	5	4	0	0	0	0	0	0	0	0	279
16:15	1	82	17	3	1	0	0	0	0	0	0	0	0	104	0	94	17	0	0	0	0	0	0	0	0	0	0	111	1	176	34	3	1	0	0	0	0	0	0	0	0	215
16:30	0	115	17	2	2	0	0	0	0	0	0	0	0	136	0	106	17	0	3	0	0	0	0	0	0	0	0	126	0	221	34	2	5	0	0	0	0	0	0	0	0	262
16:45	0	108	21	0	3	0	0	0	1	0	0	0	0	133	0	104	20	1	3	0	0	0	1	0	0	0	0	129	0	212	41	1	6	0	0	0	2	0	0	0	0	262
17:00	0	120	22	1	1	1	0	0	0	0	0	0	0	145	0	125	23	0	2	1	0	0	0	0	0	0	0	151	0	245	45	1	3	2	0	0	0	0	0	0	0	296
17:15	0	96	18	1	2	0	0	1	0	0	0	0	0	118	0	93	17	0	2	0	0	0	0	0	0	0	0	112	0	189	35	1	4	0	0	1	0	0	0	0	0	230
17:30	0	107	12	1	2	0	0	0	0	0	0	0	0	122	0	105	15	1	3	0	0	1	0	0	0	0	0	125	0	212	27	2	5	0	0	1	0	0	0	0	0	247
17:45	0	87	12	2	0	0	0	0	0	0	0	0	0	101	0	92	13	0	1	0	0	0	0	0	0	0	0	106	0	179	25	2	1	0	0	0	0	0	0	0	0	207
18:00	0	85	15	1	0	1	0	0	0	0	0	0	0	102	0	92	16	0	1	0	0	0	0	0	0	0	0	109	0	177	31	1	1	1	0	0	0	0	0	0	0	211
18:15	0	78	12	0	0	0	0	0	0	0	0	0	0	90	0	65	9	1	0	0	0	0	0	0	0	0	0	75	0	143	21	1	0	0	0	0	0	0	0	0	0	165
18:30	1	76	7	0	1	0	0	0	0	0	0	0	0	85	1	75	16	0	2	0	0	0	0	0	0	0	0	94	2	151	23	0	3	0	0	0	0	0	0	0	0	179
18:45	0	64	11	1	1	0	0	0	0	0	0	0	0	77	0	60	8	0	0	0	0	0	0	0	0	0	0	68	0	124	19	1	1	0	0	0	0	0	0	0	0	145
19:00	0	55	11	0	0	0	0	0	0	0	0	0	0	66	0	59	8	1	2	0	0	0	0	0	0	0	0	70	0	114	19	1	2	0	0	0	0	0	0	0	0	136
19:15	0	64	8	0	2	0	0	0	0	0	0	0	0	74	0	37	7	0	1	0	0	0	0	0	0	0	0	45	0	101	15	0	3	0	0	0	0	0	0	0	0	119
19:30	0	59	12	1	2	0	0	0	0	0	0	0	0	74	0	39	7	1	0	0	0	0	0	0	0	0	0	47	0	98	19	2	2	0	0	0	0	0	0	0	0	121
19:45	0	49	14	0	0	0	0	0	0	0	0	0	0	63	0	43	5	0	1	1	0	0	0	0	0	0	0	50	0	92	19	0	1	1	0	0	0	0	0	0	0	113
20:00	0	54	7	1	0	0	0	0	0	0	0	0	0	62	0	34	5	1	0	0	0	0	0	0	0	0	0	40	0	88	12	2	0	0	0	0	0	0	0	0	0	102
20:15	0	46	9	1	1	0	0	0	0	0	0	0	0	57	1	27	6	0	0	0	0	0	0	0	0	0	0	34	1	73	15	1	1	0	0	0	0	0	0	0	0	91
20:30	0	48	7	0	1	0	0	0	0	0	0	0	0	56	0	33	2	0	0	0	0	0	0	0	0	0	0	35	0	81	9	0	1	0	0	0	0	0	0	0	0	91
20:45	0	52	8	0	1	0	0	0	0	0	0	0	0	61	0	23	3	1	1	0	0	0	0	0	0	0	0	28	0	75	11	1	2	0	0	0	0	0	0	0	0	89
21:00	0	47	2	1	2	0	0	0	0	0	0	0	0	52	0	34	3	0	1	0	0	0	0	0	0	0	0	38	0	81	5	1	3	0	0	0	0	0	0	0	0	90
21:15	0	45	4	0	1	0	0	0	0	0	0	0	0	50	0	32	4	1	0	0	0	0	0	0	0	0	0	37	0	77	8	1	1	0	0	0	0	0	0	0	0	87
21:30	0	47	5	1	0	0	0	0	0	0	0	0	0	53	0	24	2	0	1	0	0	0	0	0	0	0	0	27	0	71	7	1	1	0	0	0	0	0	0	0	0	80
21:45	0	44	5	0	0	0	0	0	0	0	0	0	0	49	0	37	4	1	0	0	0	0	0	0	0	0	0	42	0	81	9	1	0	0	0	0	0	0	0	0	0	91
22:00	0	22	1	1	2	0	0	0	0	0	0	0	0	26	0	14	4	1	0	1	0	1	0	0	0	0	0	21	0	36	5	2	2	1	0	1	0	0	0	0	0	47
22:15	1	38	4	0	0	0	0	0	0	0	0	0	0	43	0	10	4	0	0	0	0	0	0	0	0	0	0	14	1	48	8	0	0	0	0	0	0	0	0	0	0	57
22:30	0	26	3	0	0	0	0	0	1	0	0	0	0	30	0	13	1	0	0	0	0	1	0	0	0	0	0	15	0	39	4	0	0	0	0	1	1	0	0	0	0	45
22:45	0	22	3	0	2	1	0	0	0	0	0	0	0	28	0	14	5	0	0	1	0	0	0	0	0	0	0	20	0	36	8	0	2	2	0	0	0	0	0	0	0	48
23:00	0	26	1	0	1	0	0	0	0	0	0	0	0	28	0	17	2	0	1	0	0	0	0	0	0	0	0	20	0	43	3	0	2	0	0	0	0	0	0	0	0	48
23:15	0	19	3	0	1	0	0	0	0	0	0	0	0	23	0	19	1	0	0	0	0	0	1	0	0	0	0	21	0	38	4	0	1	0	0	0	1	0	0	0	0	44
23:30	0	26	2	0	1	0	0	0	1	0	0	0	0	30	0	5	1	0	0	0	0	0	1	0	0	0	0	7	0	31	3	0	1	0	0	0	2	0	0	0	0	37
23:45	0	18	3	0	1	0	0	0	0	0	0	0	0	22	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0	34	5	0	1	0	0	0	0	0	0	0	0	40
Totals	**7**	**4,825**	**965**	**76**	**140**	**35**	**0**	**6**	**18**	**0**	**0**	**0**	**0**	**6,072**	**5**	**4,676**	**993**	**70**	**153**	**32**	**1**	**17**	**15**	**1**	**0**	**0**	**0**	**5,963**	**12**	**9,501**	**1,958**	**146**	**293**	**67**	**1**	**23**	**33**	**1**	**0**	**0**	**0**	**12,035**
% of Totals	0%	79%	16%	1%	2%	1%		0%	0%					100%	0%	78%	17%	1%	3%	1%	0%	0%	0%	0%	0%			100%	0%	79%	16%	1%	2%	1%	0%	0%	0%	0%				100%

Prepared by National Data & Surveying Services

VOLUME

Greenwood Ave N/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_035

DAILY TOTALS	NB	SB	EB	WB	Total
	6,072	5,963	0	0	12,035

15-Minutes Interval

TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	17	10			27	12:00	107	77			184
0:15	14	7			21	12:15	85	81			166
0:30	7	1			8	12:30	79	97			176
0:45	15	5			20	12:45	82	65			147
1:00	11	5			16	13:00	85	67			152
1:15	7	1			8	13:15	81	83			164
1:30	8	5			13	13:30	103	97			200
1:45	16	6			22	13:45	108	109			217
2:00	14	10			24	14:00	119	71			190
2:15	10	8			18	14:15	89	61			150
2:30	12	8			20	14:30	115	87			202
2:45	8	9			17	14:45	117	134			251
3:00	7	11			18	15:00	102	119			221
3:15	7	6			13	15:15	131	112			243
3:30	6	25			31	15:30	153	124			277
3:45	8	20			28	15:45	101	124			225
4:00	12	20			32	16:00	139	140			279
4:15	7	32			39	16:15	104	111			215
4:30	9	33			42	16:30	136	126			262
4:45	23	48			71	16:45	133	129			262
5:00	24	55			79	17:00	145	151			296
5:15	24	41			65	17:15	118	112			230
5:30	21	57			78	17:30	122	125			247
5:45	33	62			95	17:45	101	106			207
6:00	35	53			88	18:00	102	109			211
6:15	39	67			106	18:15	90	75			165
6:30	31	66			97	18:30	85	94			179
6:45	49	92			141	18:45	77	68			145
7:00	65	87			152	19:00	66	70			136
7:15	85	89			174	19:15	74	45			119
7:30	109	128			237	19:30	74	47			121
7:45	149	112			261	19:45	63	50			113
8:00	137	137			274	20:00	62	40			102
8:15	93	118			211	20:15	57	34			91
8:30	68	110			178	20:30	56	35			91
8:45	87	83			170	20:45	61	28			89
9:00	77	75			152	21:00	52	38			90
9:15	58	82			140	21:15	50	37			87
9:30	72	58			130	21:30	53	27			80
9:45	59	75			134	21:45	49	42			91
10:00	77	79			156	22:00	26	21			47
10:15	70	48			118	22:15	43	14			57
10:30	65	77			142	22:30	30	15			45
10:45	71	73			144	22:45	28	20			48
11:00	65	58			123	23:00	28	20			48
11:15	81	75			156	23:15	23	21			44
11:30	69	80			149	23:30	30	7			37
11:45	85	73			158	23:45	22	18			40
TOTALS	2116	2480	0	0	4596	TOTALS	3956	3483	0	0	7439
SPLIT %	46%	54%	0%	0%	38%	SPLIT %	53%	47%	0%	0%	62%

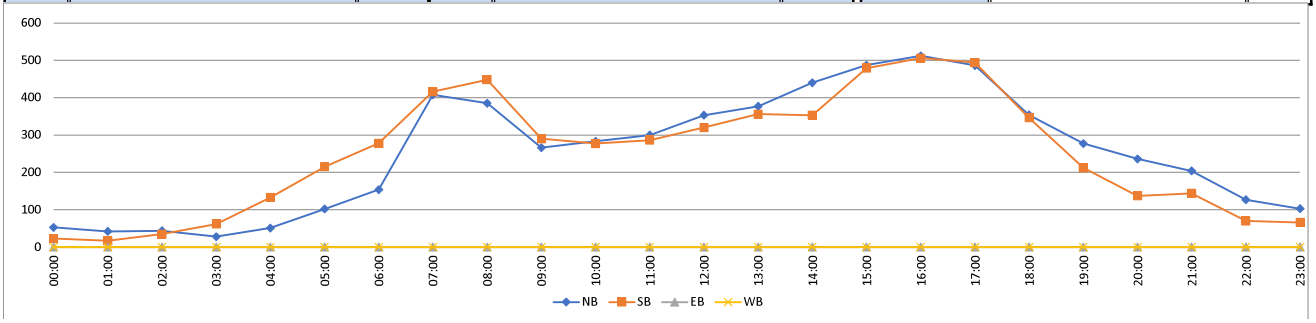
DAILY TOTALS

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	53	23			76
01:00	02:00	42	17			59
02:00	03:00	44	35			79
03:00	04:00	28	62			90
04:00	05:00	51	133			184
05:00	06:00	102	215			317
06:00	07:00	154	278			432
07:00	08:00	408	416			824
08:00	09:00	385	448			833
09:00	10:00	266	290			556
10:00	11:00	283	277			560
11:00	12:00	300	286			586
12:00	13:00	353	320			673
13:00	14:00	377	356			733
14:00	15:00	440	353			793
15:00	16:00	487	479			966
16:00	17:00	512	506			1018
17:00	18:00	486	494			980
18:00	19:00	354	346			700
19:00	20:00	277	212			489
20:00	21:00	236	137			373
21:00	22:00	204	144			348
22:00	23:00	127	70			197
23:00	00:00	103	66			169

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2116	2480			4596
Peak Hour	7:30	7:30			7:30
Peak Volume	488	495			983
Peak Hour Factor	0.819	0.903			0.897
Peak Period	12:00	to	00:00		
Volume	3956	3483			7439
Peak Hour	16:30	16:30			16:30
Peak Volume	532	518			1050
Peak Hour Factor	0.917	0.858			0.887
Peak Period	07:00	to	09:00		
Volume	793	864			1657
Peak Hour	7:30	7:30			7:30
Peak Volume	488	495			983
Peak Hour Factor	0.819	0.903			0.897
Peak Period	16:00	to	18:00		
Volume	998	1000			1998
Peak Hour	16:30	16:30			16:30
Peak Volume	532	518			1050
Peak Hour Factor	0.917	0.858			0.887



Prepared by National Data & Surveying Services

CLASSIFICATION

Greenwood Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_036

HOURLY BREAKDOWN

Time	NORTHBOUND													SOUTHBOUND												TOTALS												
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	Total
0:00	0	34	5	0	1	0	0	1	8	0	0	0	0	49	0	28	6	0	3	0	0	0	2	0	0	0	0	39	0	62	11	0	4	0	0	1	10	0	0	0	0	88
1:00	0	26	4	0	0	1	0	0	2	0	0	0	0	33	0	21	1	0	2	1	0	0	1	0	0	0	0	26	0	47	5	0	2	2	0	0	3	0	0	0	0	59
2:00	0	37	8	0	3	2	0	0	5	0	1	0	0	56	0	32	3	0	1	2	1	0	3	0	0	0	0	42	0	69	11	0	4	4	1	0	8	0	1	0	0	98
3:00	1	35	7	0	1	2	0	0	6	0	0	0	0	52	0	69	10	0	0	5	0	0	2	0	0	0	0	86	1	104	17	0	1	7	0	0	8	0	0	0	0	138
4:00	0	52	21	1	0	2	0	0	7	0	0	0	0	83	0	111	26	1	4	5	0	4	4	0	1	0	0	156	0	163	47	2	4	7	0	4	11	0	1	0	0	239
5:00	0	109	23	1	6	2	0	3	6	0	0	0	0	150	0	137	61	2	10	4	0	1	4	0	0	0	0	219	0	246	84	3	16	6	0	4	10	0	0	0	0	369
6:00	0	135	41	1	27	2	0	0	4	0	0	0	0	210	0	216	64	10	10	2	0	1	5	0	0	0	0	308	0	351	105	11	37	4	0	1	9	0	0	0	0	518
7:00	0	301	60	3	12	5	0	3	15	0	0	0	0	399	0	365	68	10	16	6	0	4	8	0	0	0	0	477	0	666	128	13	28	11	0	7	23	0	0	0	0	876
8:00	0	265	67	6	8	9	0	2	8	0	0	0	0	365	1	395	82	3	22	6	0	2	4	2	0	0	0	517	1	660	149	9	30	15	0	4	12	2	0	0	0	882
9:00	0	185	70	2	25	4	0	2	13	0	0	0	0	301	0	234	60	2	13	4	0	3	6	1	0	0	0	323	0	419	130	4	38	8	0	5	19	1	0	0	0	624
10:00	0	208	62	4	14	6	0	2	17	0	0	0	0	313	0	226	57	1	26	5	0	1	7	2	0	0	0	325	0	434	119	5	40	11	0	3	24	2	0	0	0	638
11:00	0	214	79	2	17	4	1	3	11	0	0	0	0	331	1	215	72	0	28	6	0	2	6	3	0	0	0	333	1	429	151	2	45	10	1	5	17	3	0	0	0	664
12:00	0	277	85	0	20	6	1	1	12	0	0	0	0	402	1	226	76	2	23	4	0	1	8	3	0	0	0	344	1	503	161	2	43	10	1	2	20	3	0	0	0	746
13:00	0	309	85	0	24	2	0	0	11	0	0	0	0	431	0	259	69	2	24	9	0	4	8	4	0	0	0	379	0	568	154	2	48	11	0	4	19	4	0	0	0	810
14:00	0	314	97	5	11	6	0	1	10	0	0	0	0	444	1	335	75	5	20	10	1	2	7	1	0	1	0	458	1	649	172	10	31	16	1	3	17	1	0	1	0	902
15:00	0	360	91	6	19	2	0	2	9	0	0	0	0	489	0	422	114	2	20	4	0	1	6	2	0	1	0	572	0	782	205	8	39	6	0	3	15	2	0	1	0	1061
16:00	2	396	88	4	8	4	0	1	8	0	0	0	0	511	2	473	103	2	14	3	0	2	4	3	0	0	0	606	4	869	191	6	22	7	0	3	12	3	0	0	0	1117
17:00	0	370	61	2	8	3	0	1	4	0	0	0	0	449	1	527	90	1	14	12	0	0	1	2	0	0	0	648	1	897	151	3	22	15	0	1	5	2	0	0	0	1097
18:00	0	262	39	1	3	1	0	5	2	0	0	0	0	313	1	387	74	1	7	3	0	2	2	0	0	0	0	477	1	649	113	2	10	4	0	7	4	0	0	0	0	790
19:00	0	217	39	0	4	1	0	2	2	0	0	0	0	265	0	211	31	2	9	1	0	0	3	1	1	0	0	259	0	428	70	2	13	2	0	2	5	1	1	0	0	524
20:00	0	208	27	1	6	3	0	2	4	0	0	0	0	251	0	137	21	2	3	1	0	0	0	1	0	0	0	165	0	345	48	3	9	4	0	2	4	1	0	0	0	416
21:00	0	155	11	2	1	0	0	2	4	0	1	0	0	176	0	125	13	1	3	3	0	0	4	0	1	0	0	150	0	280	24	3	4	3	0	2	8	0	2	0	0	326
22:00	1	97	9	0	2	2	0	0	7	0	1	0	0	119	0	79	13	1	0	0	0	2	2	0	1	0	0	98	1	176	22	1	2	2	0	2	9	0	2	0	0	217
23:00	0	87	8	0	5	3	0	1	5	0	0	0	0	109	0	59	5	0	0	0	0	0	0	0	0	0	0	64	0	146	13	0	5	3	0	1	5	0	0	0	0	173
Totals	4	4,653	1,087	41	225	72	2	34	180	0	3	0	0	6,301	8	5,289	1,194	50	272	96	2	32	97	25	4	2	0	7,071	12	9,942	2,281	91	497	168	4	66	277	25	7	2	0	13,372
% of Totals	0%	74%	17%	1%	4%	1%	0%	1%	3%		0%			100%	0%	75%	17%	1%	4%	1%	0%	0%	1%	0%	0%	0%		100%	0%	74%	17%	1%	4%	1%	0%	0%	2%	0%	0%	0%		100%

FHWA

CLASSIFICATION DEFINITIONS



#1 Motorcycles



#2 Passenger Cars



#3 2-Axle, 4-Tire Single Unit



#4 Buses



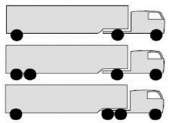
#5 2-Axle, 6-Tire Single Units



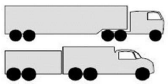
#6 3-Axle Single Units



#7 >=4-Axle Single Units



#8 <=4-Axle Single Trailers



#9 5-Axle Single Trailers



#10 >=6-Axle Single Trailers



#11 <=5-Axle Multi-Trailers



#12 6-Axle Multi-Trailers

ANY 7 OR MORE AXLE

#13 >=7-Axle Multi-Trailers

STATISTICS

	00:00 - 12:00	12:00 - 24:00	07:00 - 09:00	16:00 - 18:00
NORTHBOUND	2342	3959	764	960
%	37%	63%	12%	15%
Peak Hour	7:30	16:30	7:30	16:30
Peak Volume	467	543	467	543
SOUTHBOUND	2851	4220	994	1254
%	40%	60%	14%	18%
Peak Hour	7:30	16:45	7:30	16:45
Peak Volume	573	682	573	682
TOTALS	5193	8179	1758	2214
%	39%	61%	13%	17%
Peak Hour	7:30	16:30	7:30	16:30
Peak Volume	1040	1207	1040	1207

Prepared by National Data & Surveying Services

CLASSIFICATION

Greenwood Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_036

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
0:00	0	9	2	0	0	0	0	0	1	0	0	0	0	12	0	15	3	0	2	0	0	0	2	0	0	0	0	22	0	24	5	0	2	0	0	0	3	0	0	0	0	34
0:15	0	9	0	0	0	0	0	0	1	0	0	0	0	10	0	7	2	0	1	0	0	0	0	0	0	0	0	10	0	16	2	0	1	0	0	0	1	0	0	0	0	20
0:30	0	6	1	0	0	0	0	1	1	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	0	1	1	0	0	0	0	9
0:45	0	10	2	0	1	0	0	0	5	0	0	0	0	18	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0	16	3	0	1	0	0	0	5	0	0	0	0	25
1:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0	5	0	0	1	0	0	0	0	0	0	0	0	6	0	14	1	0	1	0	0	0	0	0	0	0	0	16
1:15	0	5	1	0	0	0	0	0	1	0	0	0	0	7	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	8	1	0	0	0	0	0	1	0	0	0	0	10
1:30	0	3	1	0	0	0	0	0	1	0	0	0	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0	10	1	0	0	0	0	0	1	0	0	0	0	12
1:45	0	9	1	0	0	1	0	0	0	0	0	0	0	11	0	6	1	0	1	1	0	0	1	0	0	0	0	10	0	15	2	0	1	2	0	0	1	0	0	0	0	21
2:00	0	13	3	0	1	0	0	0	2	0	0	0	0	19	0	7	0	0	0	0	1	0	0	0	0	0	0	8	0	20	3	0	1	0	1	0	2	0	0	0	0	27
2:15	0	9	2	0	1	1	0	0	1	0	0	0	0	14	0	8	2	0	0	0	0	0	1	0	0	0	0	11	0	17	4	0	1	1	0	0	2	0	0	0	0	25
2:30	0	7	2	0	1	1	0	0	2	0	1	0	0	14	0	7	0	0	0	2	0	0	1	0	0	0	0	10	0	14	2	0	1	3	0	0	3	0	1	0	0	24
2:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0	10	1	0	1	0	0	0	1	0	0	0	0	13	0	18	2	0	1	0	0	0	1	0	0	0	0	22
3:00	0	5	0	0	0	1	0	0	3	0	0	0	0	9	0	10	4	0	0	0	0	0	0	0	0	0	0	14	0	15	4	0	0	1	0	0	3	0	0	0	0	23
3:15	0	2	2	0	1	1	0	0	1	0	0	0	0	7	0	10	0	0	0	3	0	0	0	0	0	0	0	13	0	12	2	0	1	4	0	0	1	0	0	0	0	20
3:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0	24	4	0	0	2	0	0	1	0	0	0	0	31	0	35	5	0	0	2	0	0	1	0	0	0	0	43
3:45	1	17	4	0	0	0	0	0	2	0	0	0	0	24	0	25	2	0	0	0	0	0	1	0	0	0	0	28	1	42	6	0	0	0	0	0	3	0	0	0	0	52
4:00	0	7	4	0	0	1	0	0	1	0	0	0	0	13	0	16	4	0	1	0	0	1	1	0	0	0	0	23	0	23	8	0	1	1	0	1	2	0	0	0	0	36
4:15	0	10	2	0	0	1	0	0	2	0	0	0	0	15	0	21	5	0	1	3	0	2	0	0	1	0	0	33	0	31	7	0	1	4	0	2	2	0	1	0	0	48
4:30	0	13	6	0	0	0	0	0	0	0	0	0	0	19	0	29	7	1	1	2	0	0	1	0	0	0	0	41	0	42	13	1	1	2	0	0	1	0	0	0	0	60
4:45	0	22	9	1	0	0	0	0	4	0	0	0	0	36	0	45	10	0	1	0	0	1	2	0	0	0	0	59	0	67	19	1	1	0	0	1	6	0	0	0	0	95
5:00	0	26	2	0	1	0	0	0	2	0	0	0	0	31	0	27	19	0	1	2	0	0	1	0	0	0	0	50	0	53	21	0	2	2	0	0	3	0	0	0	0	81
5:15	0	25	4	0	1	0	0	2	0	0	0	0	0	32	0	26	10	1	0	0	0	0	2	0	0	0	0	39	0	51	14	1	1	0	0	2	2	0	0	0	0	71
5:30	0	23	8	1	4	0	0	1	2	0	0	0	0	39	0	38	16	0	4	1	0	1	0	0	0	0	0	60	0	61	24	1	8	1	0	2	2	0	0	0	0	99
5:45	0	35	9	0	0	2	0	0	2	0	0	0	0	48	0	46	16	1	5	1	0	0	1	0	0	0	0	70	0	81	25	1	5	3	0	0	3	0	0	0	0	118
6:00	0	32	11	0	4	0	0	0	1	0	0	0	0	48	0	41	14	0	2	1	0	0	0	0	0	0	0	58	0	73	25	0	6	1	0	0	1	0	0	0	0	106
6:15	0	36	6	1	18	0	0	0	2	0	0	0	0	63	0	51	18	1	2	1	0	0	2	0	0	0	0	75	0	87	24	2	20	1	0	0	4	0	0	0	0	138
6:30	0	30	13	0	0	2	0	0	0	0	0	0	0	45	0	52	12	8	2	0	0	0	1	0	0	0	0	75	0	82	25	8	2	2	0	0	1	0	0	0	0	120
6:45	0	37	11	0	5	0	0	0	1	0	0	0	0	54	0	72	20	1	4	0	0	1	2	0	0	0	0	100	0	109	31	1	9	0	0	1	3	0	0	0	0	154
7:00	0	41	13	0	5	2	0	2	3	0	0	0	0	66	0	70	14	4	6	4	0	1	3	0	0	0	0	102	0	111	27	4	11	6	0	3	6	0	0	0	0	168
7:15	0	57	14	1	1	1	0	0	4	0	0	0	0	78	0	68	23	3	1	0	0	1	1	0	0	0	0	97	0	125	37	4	2	1	0	1	5	0	0	0	0	175
7:30	0	91	14	1	2	1	0	0	7	0	0	0	0	116	0	113	16	2	4	0	0	0	2	0	0	0	0	137	0	204	30	3	6	1	0	0	9	0	0	0	0	253
7:45	0	112	19	1	4	1	0	1	1	0	0	0	0	139	0	114	15	1	5	2	0	2	2	0	0	0	0	141	0	226	34	2	9	3	0	3	3	0	0	0	0	280
8:00	0	80	15	0	2	1	0	1	4	0	0	0	0	103	0	134	23	1	4	0	0	0	1	0	0	0	0	163	0	214	38	1	6	1	0	1	5	0	0	0	0	266
8:15	0	81	20	0	2	4	0	0	2	0	0	0	0	109	1	101	19	1	7	1	0	0	2	0	0	0	0	132	1	182	39	1	9	5	0	0	4	0	0	0	0	241
8:30	0	51	13	3	3	2	0	0	0	0	0	0	0	72	0	92	23	1	3	2	0	0	0	2	0	0	0	123	0	143	36	4	6	4	0	0	0	2	0	0	0	195
8:45	0	53	19	3	1	2	0	1	2	0	0	0	0	81	0	68	17	0	8	3	0	2	1	0	0	0	0	99	0	121	36	3	9	5	0	3	3	0	0	0	0	180
9:00	0	46	21	2	2	1	0	0	6	0	0	0	0	78	0	54	18	1	1	1	0	1	1	0	0	0	0	77	0	100	39	3	3	2	0	1	7	0	0	0	0	155
9:15	0	39	11	0	5	3	0	2	0	0	0	0	0	60	0	59	18	1	3	0	0	1	1	1	0	0	0	84	0	98	29	1	8	3	0	3	1	1	0	0	0	144
9:30	0	58	22	0	8	0	0	0	2	0	0	0	0	90	0	49	8	0	7	3	0	0	2	0	0	0	0	69	0	107	30	0	15	3	0	0	4	0	0	0	0	159
9:45	0	42	16	0	10	0	0	0	5	0	0	0	0	73	0	72	16	0	2	0	0	1	2	0	0	0	0	93	0	114	32	0	12	0	0	1	7	0	0	0	0	166
10:00	0	59	10	1	6	1	0	0	4	0	0	0	0	81	0	61	21	0	3	2	0	0	0	1	0	0	0	88	0	120	31	1	9	3	0	0	4	1	0	0	0	169
10:15	0	44	20	0	5	2	0	0	4	0	0	0	0	75	0	49	8	0	9	2	0	1	4	1	0	0	0	74	0	93	28	0	14	4	0	1	8	1	0	0	0	149
10:30	0	49	17	0	0	2	0	1	6	0	0	0	0	75	0	60	16	1	8	0	0	0	1	0	0	0	0	86	0	109	33	1	8	2	0	1	7	0	0	0	0	161
10:45	0	56	15	3	3	1	0	1	3	0	0	0	0	82	0	56	12	0	6	1	0	0	2	0	0	0	0	77	0	112	27	3	9	2	0	1	5	0	0	0	0	159
11:00	0	48	22	0	3	0	0	1	2	0	0	0	0	76	0	45	18	0	10	2	0	0	3	0	0	0	0	78	0	93	40	0	13	2	0	1	5	0	0	0	0	154
11:15	0	51	17	0	4	1	0	1	1	0	0	0	0	75	0	57	13	0	6	3	0	0	2	1	0	0	0	82	0	108	30	0	10	4	0	1	3	1	0	0	0	157
11:30	0	48	16	0	5	1	0	1	5	0	0	0	0	76	1	66	22	0	4	0	0	2	0	1	0	0	0	96	1	114	38	0	9	1	0	3	5	1	0	0	0	172
11:45	0	67	24	2	5	2	1	0	3	0	0	0	0	104	0	47	19	0	8	1	0	0	1	1	0	0	0	77	0	114	43	2	13	3	1	0	4	1	0	0	0	181

Prepared by National Data & Surveying Services

CLASSIFICATION

Greenwood Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_036

15-MINUTE BREAKDOWN

Time	NORTHBOUND													Total	SOUTHBOUND													Total	TOTALS													Total
	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	
12:00	0	86	24	0	6	1	0	0	2	0	0	0	0	119	0	50	21	0	5	2	0	0	6	2	0	0	0	86	0	136	45	0	11	3	0	0	8	2	0	0	0	205
12:15	0	63	20	0	6	3	0	0	5	0	0	0	0	97	1	60	18	1	9	0	0	0	1	0	0	0	0	90	1	123	38	1	15	3	0	0	6	0	0	0	0	187
12:30	0	61	23	0	3	1	0	0	2	0	0	0	0	90	0	65	20	0	4	2	0	0	0	0	0	0	0	91	0	126	43	0	7	3	0	0	2	0	0	0	0	181
12:45	0	67	18	0	5	1	1	1	3	0	0	0	0	96	0	51	17	1	5	0	0	1	1	1	0	0	0	77	0	118	35	1	10	1	1	2	4	1	0	0	0	173
13:00	0	60	27	0	6	0	0	0	4	0	0	0	0	97	0	59	20	0	2	1	0	1	3	0	0	0	0	86	0	119	47	0	8	1	0	1	7	0	0	0	0	183
13:15	0	75	15	0	3	2	0	0	2	0	0	0	0	97	0	63	9	0	8	4	0	0	3	2	0	0	0	89	0	138	24	0	11	6	0	0	5	2	0	0	0	186
13:30	0	92	26	0	7	0	0	0	2	0	0	0	0	127	0	74	17	1	6	0	0	3	2	1	0	0	0	104	0	166	43	1	13	0	0	3	4	1	0	0	0	231
13:45	0	82	17	0	8	0	0	0	3	0	0	0	0	110	0	63	23	1	8	4	0	0	0	1	0	0	0	100	0	145	40	1	16	4	0	0	3	1	0	0	0	210
14:00	0	85	19	2	2	2	0	0	1	0	0	0	0	111	0	65	14	3	3	4	0	1	2	1	0	0	0	93	0	150	33	5	5	6	0	1	3	1	0	0	0	204
14:15	0	81	16	2	3	1	0	1	2	0	0	0	0	106	1	67	16	1	1	1	0	0	1	0	0	1	0	89	1	148	32	3	4	2	0	1	3	0	0	1	0	195
14:30	0	81	32	1	4	1	0	0	3	0	0	0	0	122	0	83	21	1	8	2	1	1	1	0	0	0	0	118	0	164	53	2	12	3	1	1	4	0	0	0	0	240
14:45	0	67	30	0	2	2	0	0	4	0	0	0	0	105	0	120	24	0	8	3	0	0	3	0	0	0	0	158	0	187	54	0	10	5	0	0	7	0	0	0	0	263
15:00	0	84	20	0	6	1	0	0	3	0	0	0	0	114	0	100	28	0	7	0	0	1	3	0	0	0	0	139	0	184	48	0	13	1	0	1	6	0	0	0	0	253
15:15	0	90	20	3	5	0	0	1	1	0	0	0	0	120	0	104	23	2	3	1	0	0	0	1	0	1	0	135	0	194	43	5	8	1	0	1	1	1	0	1	0	255
15:30	0	109	30	2	7	1	0	1	3	0	0	0	0	153	0	106	34	0	8	1	0	0	1	1	0	0	0	151	0	215	64	2	15	2	0	1	4	1	0	0	0	304
15:45	0	77	21	1	1	0	0	0	2	0	0	0	0	102	0	112	29	0	2	2	0	0	2	0	0	0	0	147	0	189	50	1	3	2	0	0	4	0	0	0	0	249
16:00	1	88	27	2	3	0	0	0	2	0	0	0	0	123	2	136	30	2	3	2	0	1	0	2	0	0	0	178	3	224	57	4	6	2	0	1	2	2	0	0	0	301
16:15	1	70	14	2	2	0	0	0	2	0	0	0	0	91	0	96	16	0	3	0	0	0	2	0	0	0	0	117	1	166	30	2	5	0	0	0	4	0	0	0	0	208
16:30	0	127	26	0	0	4	0	0	2	0	0	0	0	159	0	111	31	0	3	0	0	0	1	0	0	0	0	146	0	238	57	0	3	4	0	0	3	0	0	0	0	305
16:45	0	111	21	0	3	0	0	1	2	0	0	0	0	138	0	130	26	0	5	1	0	1	1	1	0	0	0	165	0	241	47	0	8	1	0	2	3	1	0	0	0	303
17:00	0	95	19	1	0	1	0	0	4	0	0	0	0	120	1	154	33	0	6	1	0	0	0	1	0	0	0	196	1	249	52	1	6	2	0	0	4	1	0	0	0	316
17:15	0	100	22	0	3	1	0	0	0	0	0	0	0	126	0	130	20	0	4	2	0	0	0	1	0	0	0	157	0	230	42	0	7	3	0	0	0	1	0	0	0	283
17:30	0	102	9	1	3	1	0	0	0	0	0	0	0	116	0	135	19	1	2	6	0	0	1	0	0	0	0	164	0	237	28	2	5	7	0	0	1	0	0	0	0	280
17:45	0	73	11	0	2	0	0	1	0	0	0	0	0	87	0	108	18	0	2	3	0	0	0	0	0	0	0	131	0	181	29	0	4	3	0	1	0	0	0	0	0	218
18:00	0	72	13	1	1	0	0	3	0	0	0	0	0	90	0	96	24	0	2	3	0	2	2	0	0	0	0	129	0	168	37	1	3	3	0	5	2	0	0	0	0	219
18:15	0	63	7	0	0	1	0	0	2	0	0	0	0	73	0	102	17	1	1	0	0	0	0	0	0	0	0	121	0	165	24	1	1	1	0	0	2	0	0	0	0	194
18:30	0	70	9	0	1	0	0	2	0	0	0	0	0	82	1	105	25	0	3	0	0	0	0	0	0	0	0	134	1	175	34	0	4	0	0	2	0	0	0	0	0	216
18:45	0	57	10	0	1	0	0	0	0	0	0	0	0	68	0	84	8	0	1	0	0	0	0	0	0	0	0	93	0	141	18	0	2	0	0	0	0	0	0	0	0	161
19:00	0	67	8	0	0	0	0	2	0	0	0	0	0	77	0	55	8	1	4	1	0	0	2	0	1	0	0	72	0	122	16	1	4	1	0	2	2	0	1	0	0	149
19:15	0	52	7	0	2	0	0	0	1	0	0	0	0	62	0	56	8	0	2	0	0	0	0	0	0	0	0	66	0	108	15	0	4	0	0	0	1	0	0	0	0	128
19:30	0	54	18	0	2	0	0	0	0	0	0	0	0	74	0	46	12	1	1	0	0	0	1	0	0	0	0	61	0	100	30	1	3	0	0	0	1	0	0	0	0	135
19:45	0	44	6	0	0	1	0	0	1	0	0	0	0	52	0	54	3	0	2	0	0	0	0	1	0	0	0	60	0	98	9	0	2	1	0	0	1	1	0	0	0	112
20:00	0	44	7	0	0	0	0	0	1	0	0	0	0	52	0	36	5	1	0	0	0	0	0	0	0	0	0	42	0	80	12	1	0	0	0	0	1	0	0	0	0	94
20:15	0	53	5	1	2	0	0	1	0	0	0	0	0	62	0	33	9	0	1	1	0	0	0	0	0	0	0	44	0	86	14	1	3	1	0	1	0	0	0	0	0	106
20:30	0	53	6	0	1	1	0	0	2	0	0	0	0	63	0	42	3	0	0	0	0	0	0	0	0	0	0	45	0	95	9	0	1	1	0	0	2	0	0	0	0	108
20:45	0	58	9	0	3	2	0	1	1	0	0	0	0	74	0	26	4	1	2	0	0	0	0	1	0	0	0	34	0	84	13	1	5	2	0	1	1	1	0	0	0	108
21:00	0	42	2	1	0	0	0	1	0	0	1	0	0	47	0	42	5	0	2	0	0	0	0	0	0	0	0	49	0	84	7	1	2	0	0	1	0	0	1	0	0	96
21:15	0	43	8	0	0	0	0	0	0	0	0	0	0	51	0	30	6	1	0	0	0	0	1	0	0	0	0	38	0	73	14	1	0	0	0	0	1	0	0	0	0	89
21:30	0	31	0	1	1	0	0	1	3	0	0	0	0	37	0	20	0	0	0	0	0	0	1	0	1	0	0	22	0	51	0	1	1	0	0	1	4	0	1	0	0	59
21:45	0	39	1	0	0	0	0	0	1	0	0	0	0	41	0	33	2	0	1	3	0	0	2	0	0	0	0	41	0	72	3	0	1	3	0	0	3	0	0	0	0	82
22:00	1	21	2	0	1	1	0	0	0	0	1	0	0	27	0	21	5	1	0	0	0	1	2	0	0	0	0	30	1	42	7	1	1	1	0	1	2	0	1	0	0	57
22:15	0	31	1	0	0	0	0	0	4	0	0	0	0	36	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	52	2	0	0	0	0	0	4	0	0	0	0	58
22:30	0	26	5	0	0	0	0	0	3	0	0	0	0	34	0	20	2	0	0	0	0	1	0	0	1	0	0	24	0	46	7	0	0	0	0	1	3	0	1	0	0	58
22:45	0	19	1	0	1	1	0	0	0	0	0	0	0	22	0	17	5	0	0	0	0	0	0	0	0	0	0	22	0	36	6	0	1	1	0	0	0	0	0	0	0	44
23:00	0	26	1	0	2	0	0	0	1	0	0	0	0	30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	0	42	1	0	2	0	0	0	1	0	0	0	0	46
23:15	0	20	3	0	1	1	0	1	2	0	0	0	0	28	0	21	1	0	0	0	0	0	0	0	0	0	0	22	0	41	4	0	1	1	0	1	2	0	0	0	0	50
23:30	0	31	3	0	1	2	0	0	1	0	0	0	0	38	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0	38	4	0	1	2	0	0	1	0	0	0	0	46
23:45	0	10	1	0	1	0	0	0	1	0	0	0	0	13	0	15	3	0	0	0	0	0	0	0	0	0	0	18	0	25	4	0	1	0	0	0	1	0	0	0	0	31
Totals	4	4,653	1,087	41	225	72	2	34	180	0	3	0	0	6,301	8	5,289	1,194	50	272	96	2	32	97	25	4	2	0	7,071	12	9,942	2,281	91	497	168	4	66	277	25	7	2	0	13,372
% of Totals	0%	74%	17%	1%	4%	1%	0%	1%	3%		0%			100%	0%	75%	17%	1%	4%	1%	0%	0%	1%	0%	0%	0%		100%	0%	74%	17%	1%	4%	1%	0%	0%	2%	0%	0%	0%		100%

Prepared by National Data & Surveying Services

VOLUME

Greenwood Ave S/O E Washington Blvd

Day: Thursday
Date: 1/30/2025

City: Los Angeles
Project #: CA25_020021_036

DAILY TOTALS	NB	SB	EB	WB	Total
	6,301	7,071	0	0	13,372

DAILY TOTALS

15-Minutes Interval

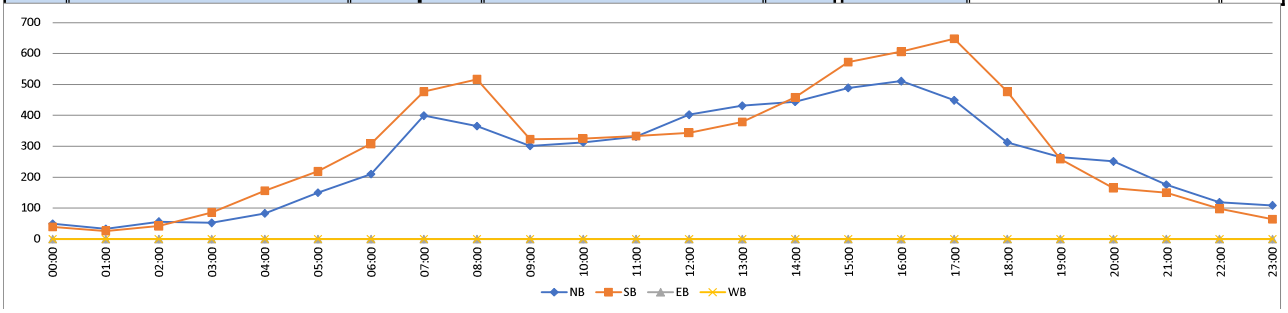
TIME	NB	SB	EB	WB	TOTAL	TIME	NB	SB	EB	WB	TOTAL
0:00	12	22			34	12:00	119	86			205
0:15	10	10			20	12:15	97	90			187
0:30	9	0			9	12:30	90	91			181
0:45	18	7			25	12:45	96	77			173
1:00	10	6			16	13:00	97	86			183
1:15	7	3			10	13:15	97	89			186
1:30	5	7			12	13:30	127	104			231
1:45	11	10			21	13:45	110	100			210
2:00	19	8			27	14:00	111	93			204
2:15	14	11			25	14:15	106	89			195
2:30	14	10			24	14:30	122	118			240
2:45	9	13			22	14:45	105	158			263
3:00	9	14			23	15:00	114	139			253
3:15	7	13			20	15:15	120	135			255
3:30	12	31			43	15:30	153	151			304
3:45	24	28			52	15:45	102	147			249
4:00	13	23			36	16:00	123	178			301
4:15	15	33			48	16:15	91	117			208
4:30	19	41			60	16:30	159	146			305
4:45	36	59			95	16:45	138	165			303
5:00	31	50			81	17:00	120	196			316
5:15	32	39			71	17:15	126	157			283
5:30	39	60			99	17:30	116	164			280
5:45	48	70			118	17:45	87	131			218
6:00	48	58			106	18:00	90	129			219
6:15	63	75			138	18:15	73	121			194
6:30	45	75			120	18:30	82	134			216
6:45	54	100			154	18:45	68	93			161
7:00	66	102			168	19:00	77	72			149
7:15	78	97			175	19:15	62	66			128
7:30	116	137			253	19:30	74	61			135
7:45	139	141			280	19:45	52	60			112
8:00	103	163			266	20:00	52	42			94
8:15	109	132			241	20:15	62	44			106
8:30	72	123			195	20:30	63	45			108
8:45	81	99			180	20:45	74	34			108
9:00	78	77			155	21:00	47	49			96
9:15	60	84			144	21:15	51	38			89
9:30	90	69			159	21:30	37	22			59
9:45	73	93			166	21:45	41	41			82
10:00	81	88			169	22:00	27	30			57
10:15	75	74			149	22:15	36	22			58
10:30	75	86			161	22:30	34	24			58
10:45	82	77			159	22:45	22	22			44
11:00	76	78			154	23:00	30	16			46
11:15	75	82			157	23:15	28	22			50
11:30	76	96			172	23:30	38	8			46
11:45	104	77			181	23:45	13	18			31
TOTALS	2342	2851	0	0	5193	TOTALS	3959	4220	0	0	8179
SPLIT %	45%	55%	0%	0%	39%	SPLIT %	48%	52%	0%	0%	61%

Hourly Intervals

TIME		NB	SB	EB	WB	TOTAL
00:00	01:00	49	39			88
01:00	02:00	33	26			59
02:00	03:00	56	42			98
03:00	04:00	52	86			138
04:00	05:00	83	156			239
05:00	06:00	150	219			369
06:00	07:00	210	308			518
07:00	08:00	399	477			876
08:00	09:00	365	517			882
09:00	10:00	301	323			624
10:00	11:00	313	325			638
11:00	12:00	331	333			664
12:00	13:00	402	344			746
13:00	14:00	431	379			810
14:00	15:00	444	458			902
15:00	16:00	489	572			1061
16:00	17:00	511	606			1117
17:00	18:00	449	648			1097
18:00	19:00	313	477			790
19:00	20:00	265	259			524
20:00	21:00	251	165			416
21:00	22:00	176	150			326
22:00	23:00	119	98			217
23:00	00:00	109	64			173

STATISTICS

	NB	SB	EB	WB	TOTAL
Peak Period	00:00	to	12:00		
Volume	2342	2851			5193
Peak Hour	7:30	7:30			7:30
Peak Volume	467	573			1040
Peak Hour Factor	0.840	0.879			0.929
Peak Period	12:00	to	00:00		
Volume	3959	4220			8179
Peak Hour	16:30	16:45			16:30
Peak Volume	543	682			1207
Peak Hour Factor	0.854	0.870			0.955
Peak Period	07:00	to	09:00		
Volume	764	994			1758
Peak Hour	7:30	7:30			7:30
Peak Volume	467	573			1040
Peak Hour Factor	0.840	0.879			0.929
Peak Period	16:00	to	18:00		
Volume	960	1254			2214
Peak Hour	16:30	16:45			16:30
Peak Volume	543	682			1207
Peak Hour Factor	0.854	0.870			0.955



Attachment B Level of Service Synchro Sheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	0	206	228	221	209	151	696	0	0	718	67
Future Volume (vph)	43	0	206	228	221	209	151	696	0	0	718	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		0.99	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3277		1760	3539			5008	
Flt Permitted	0.13		1.00		0.98		0.32	1.00			1.00	
Satd. Flow (perm)	233		1583		3277		596	3539			5008	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.80	0.80	0.80	0.97	0.97	0.97
Adj. Flow (vph)	46	0	222	271	263	249	189	870	0	0	740	69
RTOR Reduction (vph)	0	0	163	0	45	0	0	0	0	0	10	0
Lane Group Flow (vph)	46	0	59	0	738	0	189	870	0	0	799	0
Confl. Peds. (#/hr)	16					16	12		4	4		12
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	31.9		31.9		31.9		77.6	77.6			77.6	
Effective Green, g (s)	31.9		31.9		31.9		77.6	77.6			77.6	
Actuated g/C Ratio	0.27		0.27		0.27		0.65	0.65			0.65	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	61		420		871		385	2288			3238	
v/s Ratio Prot								0.25			0.16	
v/s Ratio Perm	0.20		0.04		0.23		c0.32					
v/c Ratio	0.75		0.14		0.85		0.49	0.38			0.25	
Uniform Delay, d1	40.4		33.6		41.7		11.0	9.9			8.9	
Progression Factor	1.00		1.00		1.00		0.76	0.65			1.00	
Incremental Delay, d2	38.8		0.1		7.6		4.1	0.4			0.2	
Delay (s)	79.3		33.7		49.3		12.4	6.9			9.1	
Level of Service	E		C		D		B	A			A	
Approach Delay (s/veh)		41.5			49.3			7.9			9.1	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	316	703	0	1331	550	0
Future Volume (veh/h)	316	703	0	1331	550	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	376	837	0	1496	611	0
Peak Hour Factor	0.84	0.84	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	546	972	0	3094	2154	0
Arrive On Green	0.31	0.31	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	376	837	0	1496	611	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	22.3	29.9	0.0	19.6	9.8	0.0
Cycle Q Clear(g_c), s	22.3	29.9	0.0	19.6	9.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	546	972	0	3094	2154	0
V/C Ratio(X)	0.69	0.86	0.00	0.48	0.28	0.00
Avail Cap(c_a), veh/h	785	1397	0	3094	2154	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	1.00	0.00
Uniform Delay (d), s/veh	36.6	39.2	0.0	13.2	11.2	0.0
Incr Delay (d2), s/veh	1.6	4.0	0.0	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	11.8	0.0	7.2	3.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.1	43.2	0.0	13.5	11.6	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1213			1496	611	
Approach Delay, s/veh	41.7			13.5	11.6	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		78.1		41.9		78.1
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		56.6		52.9		56.6
Max Q Clear Time (g_c+I1), s		21.6		31.9		11.8
Green Ext Time (p_c), s		23.8		4.9		9.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

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)	52	390	73	37	416	83	90	211	72	49	149	87
Future Volume (veh/h)	52	390	73	37	416	83	90	211	72	49	149	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.98	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	549	103	42	467	93	95	222	76	77	233	136
Peak Hour Factor	0.71	0.71	0.71	0.89	0.89	0.89	0.95	0.95	0.95	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	658	124	149	608	121	264	689	229	298	576	323
Arrive On Green	0.11	0.43	0.43	0.08	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1529	287	1781	1508	300	1006	2609	866	1072	2183	1222
Grp Volume(v), veh/h	73	0	652	42	0	560	95	149	149	77	188	181
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1809	1006	1777	1699	1072	1777	1628
Q Serve(g_s), s	3.0	0.0	25.2	1.7	0.0	21.1	6.8	5.3	5.6	4.9	6.9	7.3
Cycle Q Clear(g_c), s	3.0	0.0	25.2	1.7	0.0	21.1	14.1	5.3	5.6	10.5	6.9	7.3
Prop In Lane	1.00		0.16	1.00		0.17	1.00		0.51	1.00		0.75
Lane Grp Cap(c), veh/h	198	0	782	149	0	729	264	469	448	298	469	430
V/C Ratio(X)	0.37	0.00	0.83	0.28	0.00	0.77	0.36	0.32	0.33	0.26	0.40	0.42
Avail Cap(c_a), veh/h	248	0	1230	248	0	1225	482	855	817	531	855	783
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	20.0	33.9	0.0	20.4	29.9	23.4	23.5	27.7	23.9	24.1
Incr Delay (d2), s/veh	0.4	0.0	3.8	0.4	0.0	2.5	0.3	0.1	0.2	0.6	0.8	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(50%),veh/ln	1.3	0.0	10.4	0.8	0.0	8.8	1.6	2.2	2.2	1.3	2.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	0.0	23.8	34.3	0.0	22.8	30.2	23.5	23.6	28.3	24.7	25.0
LnGrp LOS	C		C	C		C	C	C	C	C	C	C
Approach Vol, veh/h		725			602			393			446	
Approach Delay, s/veh		24.7			23.6			25.2			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	38.4		26.9	11.6	40.5		26.9				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	5.0	23.1		12.5	3.7	27.2		16.1				
Green Ext Time (p_c), s	0.0	6.0		3.8	0.0	6.8		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	24.7	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	432	23	20	402	10	61	13	29	10	10	29
Future Volume (veh/h)	34	432	23	20	402	10	61	13	29	10	10	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	547	29	22	452	11	82	18	39	15	15	43
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.74	0.74	0.74	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	767	41	85	730	18	262	68	80	124	97	182
Arrive On Green	0.08	0.44	0.44	0.05	0.40	0.40	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1759	93	1781	1817	44	726	356	422	158	509	956
Grp Volume(v), veh/h	43	0	576	22	0	463	139	0	0	73	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1862	1504	0	0	1623	0	0
Q Serve(g_s), s	1.0	0.0	11.7	0.5	0.0	9.1	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	11.7	0.5	0.0	9.1	3.6	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.59		0.28	0.21		0.59
Lane Grp Cap(c), veh/h	147	0	808	85	0	748	410	0	0	403	0	0
V/C Ratio(X)	0.29	0.00	0.71	0.26	0.00	0.62	0.34	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	483	0	2331	483	0	2343	1214	0	0	1276	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	10.6	21.1	0.0	11.0	16.5	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.6	0.0	1.2	0.5	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.4	0.0	3.8	0.2	0.0	3.2	1.2	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	0.0	12.3	21.7	0.0	12.2	17.0	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		619			485			139			73	
Approach Delay, s/veh		12.9			12.6			17.0			16.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	23.5		14.3	6.7	25.1		14.3				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	58.0		34.5	12.5	58.0		34.5				
Max Q Clear Time (g_c+I1), s	3.0	11.1		3.7	2.5	13.7		5.6				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.0	6.4		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.4	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	430	63	22	384	11	46	2	12	26	11	12
Future Volume (vph)	19	430	63	22	384	11	46	2	12	26	11	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.97	
Satd. Flow (prot)	1770	1819		1770	1853			1735			1744	
Flt Permitted	0.95	1.00		0.95	1.00			0.82			0.83	
Satd. Flow (perm)	1770	1819		1770	1853			1470			1486	
Peak-hour factor, PHF	0.79	0.79	0.79	0.84	0.84	0.84	0.88	0.88	0.88	0.64	0.64	0.64
Adj. Flow (vph)	24	544	80	26	457	13	52	2	14	41	17	19
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	24	620	0	26	469	0	0	68	0	0	77	0
Confl. Peds. (#/hr)	9		15	15		9	1		1	1		1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	20.1	49.5		11.6	36.5			8.1			8.1	
Effective Green, g (s)	20.1	49.5		11.6	36.5			8.1			8.1	
Actuated g/C Ratio	0.24	0.59		0.14	0.43			0.10			0.10	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	422	1069		243	803			141			142	
v/s Ratio Prot	0.01	c0.34		0.01	c0.25							
v/s Ratio Perm								0.05			c0.05	
v/c Ratio	0.06	0.58		0.11	0.58			0.48			0.54	
Uniform Delay, d1	24.7	10.9		31.8	18.1			36.1			36.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.5		0.1	1.3			2.6			4.2	
Delay (s)	24.8	11.4		31.8	19.4			38.7			40.5	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.9			20.0			38.7			40.5	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	19.5
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
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)	77	349	42	40	267	152	101	405	132	130	357	56
Future Volume (veh/h)	77	349	42	40	267	152	101	405	132	130	357	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.94	0.99		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	411	49	43	290	165	138	555	181	159	435	68
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.73	0.73	0.73	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	584	70	161	368	209	375	1005	420	321	1005	420
Arrive On Green	0.11	0.36	0.36	0.09	0.33	0.33	0.09	0.28	0.28	0.09	0.28	0.28
Sat Flow, veh/h	1781	1635	195	1781	1103	627	1781	3554	1485	1781	3554	1485
Grp Volume(v), veh/h	91	0	460	43	0	455	138	555	181	159	435	68
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1730	1781	1777	1485	1781	1777	1485
Q Serve(g_s), s	5.6	0.0	25.2	2.6	0.0	27.7	6.2	15.5	11.6	7.2	11.7	4.0
Cycle Q Clear(g_c), s	5.6	0.0	25.2	2.6	0.0	27.7	6.2	15.5	11.6	7.2	11.7	4.0
Prop In Lane	1.00		0.11	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	0	653	161	0	577	375	1005	420	321	1005	420
V/C Ratio(X)	0.45	0.00	0.70	0.27	0.00	0.79	0.37	0.55	0.43	0.49	0.43	0.16
Avail Cap(c_a), veh/h	214	0	695	214	0	657	377	1222	511	323	1222	511
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	0.0	32.2	49.5	0.0	35.2	25.9	35.5	34.2	26.9	34.2	31.4
Incr Delay (d2), s/veh	0.6	0.0	3.4	0.3	0.0	6.3	0.2	0.8	1.2	0.4	0.5	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(50%),veh/ln	2.5	0.0	11.5	1.2	0.0	12.6	2.6	6.7	4.2	3.0	5.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.8	0.0	35.6	49.8	0.0	41.4	26.1	36.4	35.4	27.3	34.7	31.7
LnGrp LOS	D		D	D		D	C	D	D	C	C	C
Approach Vol, veh/h		551			498			874			662	
Approach Delay, s/veh		37.8			42.2			34.5			32.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	44.9	14.5	39.5	15.0	47.6	14.5	39.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.3	10.1	40.1	14.0	44.3	10.1	40.1
Max Q Clear Time (g_c+I1), s	7.6	29.7	8.2	13.7	4.6	27.2	9.2	17.5
Green Ext Time (p_c), s	0.0	3.5	0.0	5.0	0.0	3.6	0.0	7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.2
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	441	90	121	465	92	71
Future Volume (vph)	441	90	121	465	92	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.97		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3432		1770	1863	1690	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3432		1770	1863	1690	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.74	0.74
Adj. Flow (vph)	580	118	159	612	124	96
RTOR Reduction (vph)	20	0	0	0	0	0
Lane Group Flow (vph)	678	0	159	612	220	0
Confl. Peds. (#/hr)		6	6			17
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	6		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	18.5		9.1	32.6	15.6	
Effective Green, g (s)	18.5		9.1	32.6	15.6	
Actuated g/C Ratio	0.32		0.16	0.56	0.27	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1081		274	1034	449	
v/s Ratio Prot	0.20		0.09	c0.33	c0.13	
v/s Ratio Perm						
v/c Ratio	0.63		0.58	0.59	0.49	
Uniform Delay, d1	17.2		23.0	8.6	18.2	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.3		2.0	1.1	0.8	
Delay (s)	18.5		25.0	9.7	19.0	
Level of Service	B		C	A	B	
Approach Delay (s/veh)	18.5			12.9	19.0	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	58.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	337	430	58	265	90	89	246	32	51	26	255	274
Future Volume (vph)	337	430	58	265	90	89	246	32	51	26	255	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.99				1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.99	1.00
Frt	1.00	0.85		0.97		1.00	0.96				1.00	0.96
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1767		1757	1780				1759	1770
Flt Permitted	1.00	1.00		1.00		0.14	1.00				0.22	1.00
Satd. Flow (perm)	1863	1583		1767		262	1780				400	1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.90	0.90	0.80	0.80	0.80	0.80	0.81	0.81	0.81
Adj. Flow (vph)	416	531	72	294	100	111	308	40	64	32	315	338
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	9
Lane Group Flow (vph)	416	555	0	394	0	111	407	0	0	0	347	455
Confl. Peds. (#/hr)		12	15		14	19		7	7	7	7	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.1	52.2		39.8		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.1	46.2		39.8		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.38		0.33		0.28	0.28				0.28	0.28
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	262	601		578		73	499				112	496
v/s Ratio Prot	c0.22	0.35		c0.22			0.23					0.26
v/s Ratio Perm						0.42					c0.87	
v/c Ratio	1.59	0.92		0.68		1.52	0.82				3.10	0.92
Uniform Delay, d1	52.2	36.0		35.4		43.7	40.8				43.7	42.3
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	281.9	20.3		3.6		292.0	10.9				967.4	22.3
Delay (s)	334.1	56.3		39.0		335.7	51.7				1011.1	64.6
Level of Service	F	E		D		F	D				F	E
Approach Delay (s/veh)	169.7			39.0			111.9					469.6
Approach LOS	F			D			F					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	232.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.93		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	25.0
Intersection Capacity Utilization	108.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	102	546	477	50
Future Volume (vph)	102	546	477	50
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.96		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.98		
Satd. Flow (prot)		3139		
Flt Permitted		0.98		
Satd. Flow (perm)		3139		
Peak-hour factor, PHF	0.81	0.92	0.92	0.92
Adj. Flow (vph)	126	593	518	54
RTOR Reduction (vph)	0	98	0	0
Lane Group Flow (vph)	0	1067	0	0
Confl. Peds. (#/hr)	19	19	13	13
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		29.1		
Effective Green, g (s)		29.1		
Actuated g/C Ratio		0.24		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		751		
v/s Ratio Prot		c0.34		
v/s Ratio Perm				
v/c Ratio		1.42		
Uniform Delay, d1		46.2		
Progression Factor		1.00		
Incremental Delay, d2		197.1		
Delay (s)		243.3		
Level of Service		F		
Approach Delay (s/veh)		243.3		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	96	13	104	138	271	30	921	47	107	1012	134
Future Volume (veh/h)	139	96	13	104	138	271	30	921	47	107	1012	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.96	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	119	16	124	164	0	36	1110	57	120	1137	151
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	465	63	189	511		142	1666	85	146	1218	511
Arrive On Green	0.12	0.29	0.29	0.11	0.27	0.00	0.08	0.34	0.34	0.08	0.34	0.34
Sat Flow, veh/h	1781	1600	215	1781	1870	1585	1781	4963	255	1781	3554	1491
Grp Volume(v), veh/h	172	0	135	124	164	0	36	761	406	120	1137	151
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	1870	1585	1781	1702	1813	1781	1777	1491
Q Serve(g_s), s	10.6	0.0	6.4	7.6	7.9	0.0	2.1	21.7	21.7	7.5	35.0	8.4
Cycle Q Clear(g_c), s	10.6	0.0	6.4	7.6	7.9	0.0	2.1	21.7	21.7	7.5	35.0	8.4
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	528	189	511		142	1142	609	146	1218	511
V/C Ratio(X)	0.78	0.00	0.26	0.66	0.32		0.25	0.67	0.67	0.82	0.93	0.30
Avail Cap(c_a), veh/h	220	0	561	252	612		142	1142	609	179	1240	520
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	0.0	30.8	48.6	32.8	0.0	48.9	32.2	32.2	51.1	36.0	27.2
Incr Delay (d2), s/veh	15.0	0.0	0.4	1.4	0.5	0.0	0.3	2.0	3.7	17.9	12.7	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(50%),veh/ln	5.6	0.0	2.9	3.4	3.6	0.0	1.0	9.0	9.9	4.0	16.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.1	0.0	31.1	50.0	33.3	0.0	49.3	34.2	35.9	69.0	48.7	27.5
LnGrp LOS	E		C	D	C		D	C	D	E	D	C
Approach Vol, veh/h		307			288			1203			1408	
Approach Delay, s/veh		49.1			40.5			35.2			48.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	43.0	18.0	38.4	13.0	43.8	20.0	36.4
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	11.4	36.6	16.0	35.0	9.0	39.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	9.5	23.7	9.6	8.4	4.1	37.0	12.6	9.9
Green Ext Time (p_c), s	0.0	9.0	0.0	1.0	0.0	1.8	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	171	30	60	268	7	182	4	33	8	3	7
Future Volume (veh/h)	17	171	30	60	268	7	182	4	33	8	3	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	204	36	66	295	8	294	6	53	9	3	8
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.62	0.62	0.62	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	512	991	172	542	1157	31	605	21	74	365	144	229
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1071	3024	524	1134	3531	96	1163	62	216	586	422	672
Grp Volume(v), veh/h	20	118	122	66	148	155	353	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1071	1777	1771	1134	1777	1850	1441	0	0	1680	0	0
Q Serve(g_s), s	0.4	1.5	1.6	1.4	1.9	2.0	6.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	1.5	1.6	3.0	1.9	2.0	6.7	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.05	0.83		0.15	0.45		0.40
Lane Grp Cap(c), veh/h	512	582	580	542	582	606	700	0	0	738	0	0
V/C Ratio(X)	0.04	0.20	0.21	0.12	0.25	0.26	0.50	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	820	1092	1089	868	1092	1137	1565	0	0	1642	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	7.7	7.7	8.8	7.8	7.8	9.1	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.3	0.3	0.6	0.0	0.0	0.0	0.0	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(50%),veh/ln	0.1	0.4	0.4	0.3	0.5	0.5	1.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.7	7.7	7.8	8.9	8.1	8.1	9.6	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		260			369			353			20	
Approach Delay, s/veh		7.8			8.3			9.6			7.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		15.8		15.9		15.8				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		5.0		8.7		4.4		2.2				
Green Ext Time (p_c), s		2.3		2.2		0.7		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	314	149	171	516	238	88	715	81	161	915	26
Future Volume (veh/h)	60	314	149	171	516	238	88	715	81	161	915	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	392	186	201	607	280	100	812	92	166	943	27
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	694	324	230	824	380	155	1334	150	195	1095	31
Arrive On Green	0.07	0.30	0.30	0.13	0.35	0.35	0.09	0.29	0.29	0.11	0.31	0.31
Sat Flow, veh/h	1781	2323	1084	1781	2327	1073	1781	4620	519	1781	3521	101
Grp Volume(v), veh/h	75	298	280	201	463	424	100	597	307	166	476	494
Grp Sat Flow(s),veh/h/ln	1781	1777	1630	1781	1777	1623	1781	1702	1735	1781	1777	1845
Q Serve(g_s), s	4.4	15.5	15.9	12.1	24.9	24.9	5.9	16.5	16.7	10.0	27.5	27.5
Cycle Q Clear(g_c), s	4.4	15.5	15.9	12.1	24.9	24.9	5.9	16.5	16.7	10.0	27.5	27.5
Prop In Lane	1.00		0.67	1.00		0.66	1.00		0.30	1.00		0.05
Lane Grp Cap(c), veh/h	132	531	487	230	629	574	155	983	501	195	553	574
V/C Ratio(X)	0.57	0.56	0.57	0.87	0.74	0.74	0.64	0.61	0.61	0.85	0.86	0.86
Avail Cap(c_a), veh/h	194	618	567	253	677	618	168	1060	540	220	605	628
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	32.3	32.4	46.7	30.8	30.8	48.2	33.5	33.6	47.8	35.4	35.4
Incr Delay (d2), s/veh	1.4	1.3	1.5	23.9	4.6	5.1	5.2	1.3	2.6	22.0	12.0	11.6
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(50%),veh/ln	2.0	6.7	6.3	6.8	11.1	10.3	2.8	6.9	7.3	5.6	13.4	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	33.6	33.9	70.6	35.5	35.9	53.4	34.8	36.1	69.7	47.4	47.0
LnGrp LOS	D	C	C	E	D	D	D	C	D	E	D	D
Approach Vol, veh/h		653			1088			1004			1136	
Approach Delay, s/veh		35.7			42.1			37.0			50.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	36.5	18.6	37.7	14.0	39.0	12.6	43.7
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	13.5	34.0	15.5	38.0	10.3	37.2	11.9	41.6
Max Q Clear Time (g_c+I1), s	12.0	18.7	14.1	17.9	7.9	29.5	6.4	26.9
Green Ext Time (p_c), s	0.0	7.6	0.0	4.8	0.0	4.4	0.0	7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	42.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	465	27	82	790	19	51	70	54	18	81	17
Future Volume (veh/h)	16	465	27	82	790	19	51	70	54	18	81	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	522	30	94	908	22	75	103	79	19	84	18
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.68	0.68	0.68	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	1727	99	523	1792	43	196	206	130	129	358	68
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	601	3415	196	854	3543	86	335	790	499	122	1369	261
Grp Volume(v), veh/h	18	271	281	94	455	475	257	0	0	121	0	0
Grp Sat Flow(s),veh/h/ln	601	1777	1834	854	1777	1852	1624	0	0	1752	0	0
Q Serve(g_s), s	0.9	3.8	3.8	3.1	7.3	7.3	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	3.8	3.8	6.9	7.3	7.3	5.7	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.29		0.31	0.16		0.15
Lane Grp Cap(c), veh/h	369	899	928	523	899	937	533	0	0	555	0	0
V/C Ratio(X)	0.05	0.30	0.30	0.18	0.51	0.51	0.48	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	934	2568	2651	1326	2568	2677	1880	0	0	1992	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	6.2	6.2	8.2	7.0	7.0	13.8	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.6	0.6	0.7	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	0.9	0.9	0.4	1.9	1.9	1.9	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	6.3	6.3	8.4	7.7	7.7	14.4	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		570			1024			257			121	
Approach Delay, s/veh		6.4			7.7			14.4			12.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.7		16.2		26.7		16.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		9.3		7.7		10.2		4.3				
Green Ext Time (p_c), s		12.3		1.8		2.3		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	91	56	58	109	57	66	819	30	90	1019	98
Future Volume (veh/h)	88	91	56	58	109	57	66	819	30	90	1019	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.93	0.97		0.94	1.00		0.93	1.00		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	120	74	83	156	81	72	890	33	102	1158	111
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	206	111	158	284	132	212	1902	71	319	1776	170
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	440	610	329	311	840	390	437	3484	129	604	3253	311
Grp Volume(v), veh/h	310	0	0	320	0	0	72	454	469	102	631	638
Grp Sat Flow(s),veh/h/ln	1380	0	0	1542	0	0	437	1777	1836	604	1777	1788
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	12.0	13.4	13.4	10.6	21.5	21.6
Cycle Q Clear(g_c), s	16.9	0.0	0.0	14.6	0.0	0.0	33.6	13.4	13.4	24.0	21.5	21.6
Prop In Lane	0.37		0.24	0.26		0.25	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	523	0	0	573	0	0	212	970	1002	319	970	976
V/C Ratio(X)	0.59	0.00	0.00	0.56	0.00	0.00	0.34	0.47	0.47	0.32	0.65	0.65
Avail Cap(c_a), veh/h	772	0	0	841	0	0	310	1368	1413	455	1368	1376
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	0.0	23.4	0.0	0.0	25.6	11.9	11.9	19.2	13.7	13.7
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.9	0.0	0.0	1.3	0.5	0.5	0.8	1.1	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(50%),veh/ln	5.3	0.0	0.0	5.3	0.0	0.0	1.3	4.8	5.0	1.5	7.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	0.0	0.0	24.2	0.0	0.0	26.9	12.4	12.4	20.0	14.8	14.8
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		310			320			995			1371	
Approach Delay, s/veh		25.1			24.2			13.4			15.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.8		33.9		51.8		33.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		35.6		18.9		26.0		16.6				
Green Ext Time (p_c), s		11.2		2.2		18.8		2.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.6									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	51	21	75	30	150	15	816	31	84	963	79
Future Volume (veh/h)	68	51	21	75	30	150	15	816	31	84	963	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.96		0.95	1.00		0.91	0.99		0.91
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	61	25	97	39	195	16	897	34	99	1133	93
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	182	65	182	89	303	226	1869	71	317	1773	145
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	564	542	193	365	265	903	455	3477	132	598	3298	270
Grp Volume(v), veh/h	168	0	0	331	0	0	16	458	473	99	610	616
Grp Sat Flow(s),veh/h/ln	1300	0	0	1533	0	0	455	1777	1832	598	1777	1792
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	2.0	12.6	12.6	9.7	19.0	19.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	13.6	0.0	0.0	21.1	12.6	12.6	22.3	19.0	19.0
Prop In Lane	0.49		0.15	0.29		0.59	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	504	0	0	573	0	0	226	955	985	317	955	963
V/C Ratio(X)	0.33	0.00	0.00	0.58	0.00	0.00	0.07	0.48	0.48	0.31	0.64	0.64
Avail Cap(c_a), veh/h	847	0	0	939	0	0	352	1448	1493	483	1448	1460
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	21.7	0.0	0.0	20.2	11.3	11.3	18.3	12.8	12.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.9	0.0	0.0	0.2	0.5	0.5	0.8	1.0	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(50%),veh/ln	2.3	0.0	0.0	5.0	0.0	0.0	0.2	4.5	4.6	1.3	6.8	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	0.0	0.0	22.6	0.0	0.0	20.4	11.9	11.8	19.1	13.8	13.8
LnGrp LOS	B			C			C	B	B	B	B	B
Approach Vol, veh/h		168			331			947			1325	
Approach Delay, s/veh		20.0			22.6			12.0			14.2	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.2		31.3		47.2		31.3				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		23.1		9.6		24.3		15.6				
Green Ext Time (p_c), s		10.9		1.2		17.9		2.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.8									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	69	69	51	64	91	70	702	54	64	818	124
Future Volume (veh/h)	104	69	69	51	64	91	70	702	54	64	818	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.92	0.96		0.94	1.00		0.95	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	80	80	67	84	120	80	807	62	72	919	139
Peak Hour Factor	0.86	0.86	0.86	0.76	0.76	0.76	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	172	146	167	208	251	253	1689	130	317	1558	236
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	541	478	405	297	577	695	533	3330	256	635	3071	464
Grp Volume(v), veh/h	281	0	0	271	0	0	80	431	438	72	532	526
Grp Sat Flow(s),veh/h/ln	1424	0	0	1570	0	0	533	1777	1808	635	1777	1758
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	9.4	11.9	11.9	6.3	15.9	15.9
Cycle Q Clear(g_c), s	11.2	0.0	0.0	9.2	0.0	0.0	25.3	11.9	11.9	18.2	15.9	15.9
Prop In Lane	0.43		0.28	0.25		0.44	1.00		0.14	1.00		0.26
Lane Grp Cap(c), veh/h	581	0	0	625	0	0	253	902	918	317	902	892
V/C Ratio(X)	0.48	0.00	0.00	0.43	0.00	0.00	0.32	0.48	0.48	0.23	0.59	0.59
Avail Cap(c_a), veh/h	922	0	0	993	0	0	434	1505	1532	533	1505	1489
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	18.4	0.0	0.0	22.0	12.1	12.1	18.0	13.1	13.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	1.0	0.6	0.6	0.5	0.9	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(50%),veh/ln	3.7	0.0	0.0	3.5	0.0	0.0	1.2	4.3	4.3	0.9	5.7	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	0.0	18.9	0.0	0.0	23.0	12.7	12.7	18.5	14.0	14.0
LnGrp LOS	B			B			C	B	B	B	B	B
Approach Vol, veh/h		281			271			949			1130	
Approach Delay, s/veh		19.5			18.9			13.5			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.3		32.2		43.3		32.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		27.3		13.2		20.2		11.2				
Green Ext Time (p_c), s		11.0		2.1		14.6		2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	62	59	44	55	62	27	651	39	57	855	77
Future Volume (veh/h)	82	62	59	44	55	62	27	651	39	57	855	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	0.95		0.79	0.97		0.85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	70	67	52	65	74	30	731	44	61	910	82
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	190	152	180	221	209	280	1163	70	368	1640	148
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.35	0.35	0.35	0.08	0.51	0.51
Sat Flow, veh/h	525	558	445	322	647	613	542	3347	201	1781	3242	292
Grp Volume(v), veh/h	230	0	0	191	0	0	30	388	387	61	499	493
Grp Sat Flow(s),veh/h/ln	1527	0	0	1582	0	0	542	1777	1771	1781	1777	1757
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	2.6	11.9	11.9	1.3	12.6	12.6
Cycle Q Clear(g_c), s	6.7	0.0	0.0	5.4	0.0	0.0	4.9	11.9	11.9	1.3	12.6	12.6
Prop In Lane	0.40		0.29	0.27		0.39	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	599	0	0	610	0	0	280	617	615	368	899	889
V/C Ratio(X)	0.38	0.00	0.00	0.31	0.00	0.00	0.11	0.63	0.63	0.17	0.55	0.55
Avail Cap(c_a), veh/h	1034	0	0	1065	0	0	531	1440	1435	494	1847	1827
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	16.0	0.0	0.0	16.3	17.8	17.8	11.5	11.1	11.1
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	0.2	1.5	1.5	0.2	0.8	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(50%),veh/ln	2.5	0.0	0.0	2.0	0.0	0.0	0.3	4.6	4.6	0.4	4.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.7	0.0	0.0	16.3	0.0	0.0	16.6	19.3	19.3	11.7	11.9	11.9
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		230			191			805			1053	
Approach Delay, s/veh		16.7			16.3			19.2			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.4	27.7		27.3		38.1		27.3				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	10.0	53.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s	3.3	13.9		7.4		14.6		8.7				
Green Ext Time (p_c), s	0.0	8.8		1.3		12.3		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	609	12	18	630	37	14	58	29	33	51	34
Future Volume (veh/h)	18	609	12	18	630	37	14	58	29	33	51	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	734	14	19	663	39	17	69	35	47	73	49
Peak Hour Factor	0.83	0.83	0.83	0.95	0.95	0.95	0.84	0.84	0.84	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	2496	47	75	2392	139	62	175	79	101	133	77
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	57	3351	63	50	3211	187	128	1092	497	343	829	479
Grp Volume(v), veh/h	396	0	374	375	0	346	121	0	0	169	0	0
Grp Sat Flow(s),veh/h/ln	1783	0	1688	1789	0	1659	1717	0	0	1651	0	0
Q Serve(g_s), s	0.0	0.0	7.3	0.0	0.0	6.7	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	7.3	6.4	0.0	6.7	6.2	0.0	0.0	9.2	0.0	0.0
Prop In Lane	0.06		0.04	0.05		0.11	0.14		0.29	0.28		0.29
Lane Grp Cap(c), veh/h	1366	0	1257	1370	0	1236	316	0	0	310	0	0
V/C Ratio(X)	0.29	0.00	0.30	0.27	0.00	0.28	0.38	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1366	0	1257	1370	0	1236	513	0	0	498	0	0
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	1.00	0.66	0.00	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	0.0	4.2	4.1	0.0	4.1	37.9	0.0	0.0	39.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.3	0.0	0.4	0.8	0.0	0.0	1.5	0.0	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(50%),veh/ln	2.4	0.0	2.3	2.1	0.0	2.0	2.7	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.7	0.0	4.8	4.4	0.0	4.5	38.7	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		770			721			121			169	
Approach Delay, s/veh		4.7			4.4			38.7			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.0		21.0		79.0		21.0				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		8.7		8.2		9.3		11.2				
Green Ext Time (p_c), s		8.2		0.6		9.4		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	351	49	139	456	136	48	506	71	159	662	95
Future Volume (veh/h)	136	351	49	139	456	136	48	506	71	159	662	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.92	0.97		0.92	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	418	58	149	490	146	52	544	76	185	770	110
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	911	374	340	892	365	313	1395	194	451	1715	245
Arrive On Green	0.08	0.26	0.26	0.08	0.25	0.25	0.45	0.45	0.45	0.07	0.55	0.55
Sat Flow, veh/h	1781	3554	1461	1781	3554	1454	625	3111	433	1781	3102	443
Grp Volume(v), veh/h	162	418	58	149	490	146	52	310	310	185	441	439
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1781	1777	1454	625	1777	1767	1781	1777	1768
Q Serve(g_s), s	8.0	11.9	3.7	7.3	14.4	10.0	6.5	14.0	14.1	6.4	17.7	17.7
Cycle Q Clear(g_c), s	8.0	11.9	3.7	7.3	14.4	10.0	11.6	14.0	14.1	6.4	17.7	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.25
Lane Grp Cap(c), veh/h	310	911	374	340	892	365	313	797	792	451	983	978
V/C Ratio(X)	0.52	0.46	0.15	0.44	0.55	0.40	0.17	0.39	0.39	0.41	0.45	0.45
Avail Cap(c_a), veh/h	340	1111	457	408	1170	479	313	797	792	502	983	978
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)	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.97	0.97	0.83	0.83	0.83
Uniform Delay (d), s/veh	30.3	37.6	34.6	30.1	39.0	37.4	23.1	22.1	22.1	15.8	15.9	15.9
Incr Delay (d2), s/veh	1.0	0.1	0.1	0.6	0.2	0.3	1.1	1.4	1.4	0.4	1.2	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(50%),veh/ln	3.6	5.3	1.3	3.3	6.4	3.6	1.0	6.0	6.1	2.6	7.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	37.7	34.6	30.7	39.2	37.7	24.2	23.5	23.6	16.2	17.2	17.2
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		638			785			672			1065	
Approach Delay, s/veh		35.8			37.3			23.6			17.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	34.6	12.5	58.8	13.4	35.2		71.4				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	12.0	39.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	10.0	16.4	8.4	16.1	9.3	13.9		19.7				
Green Ext Time (p_c), s	0.1	2.7	0.1	2.7	0.1	2.1		3.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	509	91	101	578	120	138
Future Volume (veh/h)	509	91	101	578	120	138
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	566	101	112	642	132	152
Peak Hour Factor	0.90	0.90	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2400	426	649	2856	181	283
Arrive On Green	0.80	0.80	0.80	0.80	0.10	0.10
Sat Flow, veh/h	3080	531	761	3647	1781	2790
Grp Volume(v), veh/h	336	331	112	642	132	152
Grp Sat Flow(s),veh/h/ln	1777	1740	761	1777	1781	1395
Q Serve(g_s), s	4.6	4.6	4.2	4.3	7.2	5.2
Cycle Q Clear(g_c), s	4.6	4.6	8.8	4.3	7.2	5.2
Prop In Lane		0.30	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1428	1398	649	2856	181	283
V/C Ratio(X)	0.24	0.24	0.17	0.22	0.73	0.54
Avail Cap(c_a), veh/h	1428	1398	649	2856	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.4	2.4	3.5	2.4	43.6	42.7
Incr Delay (d2), s/veh	0.3	0.3	0.6	0.2	5.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	0.6	1.2	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.7	2.7	4.0	2.5	49.2	44.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	667			754	284	
Approach Delay, s/veh	2.7			2.8	46.6	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		85.4		14.6		85.4
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		10.8		9.2		6.6
Green Ext Time (p_c), s		9.4		1.0		2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	31	31	24	30	34	18	564	6	32	765	26
Future Volume (veh/h)	28	31	31	24	30	34	18	564	6	32	765	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	40	40	30	38	43	19	594	6	34	823	28
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.95	0.95	0.95	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	173	126	180	171	143	423	1816	18	526	1765	60
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	295	774	562	246	762	638	645	3603	36	813	3501	119
Grp Volume(v), veh/h	116	0	0	111	0	0	19	293	307	34	418	433
Grp Sat Flow(s),veh/h/ln	1631	0	0	1647	0	0	645	1777	1862	813	1777	1843
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	3.6	3.6	1.0	5.6	5.6
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.9	0.0	0.0	6.3	3.6	3.6	4.6	5.6	5.6
Prop In Lane	0.31		0.34	0.27		0.39	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	493	0	0	493	0	0	423	896	939	526	896	929
V/C Ratio(X)	0.24	0.00	0.00	0.23	0.00	0.00	0.04	0.33	0.33	0.06	0.47	0.47
Avail Cap(c_a), veh/h	1924	0	0	1941	0	0	1291	3288	3446	1621	3288	3411
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	11.8	0.0	0.0	8.0	5.4	5.4	6.8	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.3	0.3	0.1	0.5	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(50%),veh/ln	0.7	0.0	0.0	0.6	0.0	0.0	0.1	0.8	0.8	0.1	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	0.0	12.1	0.0	0.0	8.0	5.7	5.7	6.8	6.4	6.4
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		116			111			619			885	
Approach Delay, s/veh		12.1			12.1			5.8			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.5		13.2		23.5		13.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		68.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s		8.3		4.0		7.6		3.9				
Green Ext Time (p_c), s		6.3		0.7		10.2		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	433	71	82	564	54	43	413	33	89	818	150
Future Volume (veh/h)	148	433	71	82	564	54	43	413	33	89	818	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	492	81	92	634	61	48	464	37	98	899	165
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	980	160	411	1024	98	164	1384	110	363	1239	227
Arrive On Green	0.11	0.32	0.32	0.10	0.31	0.31	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1781	3036	497	1781	3261	313	528	3322	264	886	2974	546
Grp Volume(v), veh/h	168	287	286	92	345	350	48	247	254	98	537	527
Grp Sat Flow(s),veh/h/ln	1781	1777	1756	1781	1777	1797	528	1777	1809	886	1777	1743
Q Serve(g_s), s	5.6	12.0	12.2	3.0	15.3	15.3	7.7	8.7	8.8	7.8	23.3	23.4
Cycle Q Clear(g_c), s	5.6	12.0	12.2	3.0	15.3	15.3	31.1	8.7	8.8	16.6	23.3	23.4
Prop In Lane	1.00		0.28	1.00		0.17	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	379	574	567	411	558	565	164	740	754	363	740	726
V/C Ratio(X)	0.44	0.50	0.50	0.22	0.62	0.62	0.29	0.33	0.34	0.27	0.73	0.73
Avail Cap(c_a), veh/h	439	799	789	430	741	750	250	1030	1048	507	1030	1010
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	25.2	25.3	17.6	26.9	27.0	35.5	18.3	18.3	23.9	22.5	22.5
Incr Delay (d2), s/veh	0.6	0.7	0.7	0.2	1.1	1.1	1.7	0.5	0.4	0.1	0.8	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(50%),veh/ln	2.2	5.0	5.0	1.2	6.4	6.5	1.0	3.5	3.6	1.6	9.3	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	25.9	26.0	17.8	28.1	28.1	37.2	18.7	18.7	24.1	23.3	23.3
LnGrp LOS	B	C	C	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		741			787			549			1162	
Approach Delay, s/veh		24.4			26.9			20.3			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	34.5		44.0	13.1	35.3		44.0				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	13.0	38.5		53.5	10.0	41.5		53.5				
Max Q Clear Time (g_c+I1), s	7.6	17.3		33.1	5.0	14.2		25.4				
Green Ext Time (p_c), s	0.1	4.2		5.4	0.1	3.6		5.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.0									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	36	41	90	62	24	19	387	1	13	694	32
Future Volume (veh/h)	44	36	41	90	62	24	19	387	1	13	694	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.98	1.00		0.97	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	46	53	112	78	30	22	440	1	14	763	35
Peak Hour Factor	0.78	0.78	0.78	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	201	175	339	218	68	332	1509	3	479	1432	66
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	422	618	541	664	673	211	679	3637	8	943	3454	158
Grp Volume(v), veh/h	155	0	0	220	0	0	22	215	226	14	392	406
Grp Sat Flow(s),veh/h/ln	1581	0	0	1548	0	0	679	1777	1869	943	1777	1835
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	1.1	3.6	3.6	0.4	7.3	7.3
Cycle Q Clear(g_c), s	2.9	0.0	0.0	4.4	0.0	0.0	8.4	3.6	3.6	4.0	7.3	7.3
Prop In Lane	0.36		0.34	0.51		0.14	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	624	0	0	625	0	0	332	737	775	479	737	761
V/C Ratio(X)	0.25	0.00	0.00	0.35	0.00	0.00	0.07	0.29	0.29	0.03	0.53	0.53
Avail Cap(c_a), veh/h	1770	0	0	1755	0	0	982	2438	2564	1381	2438	2518
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.5	0.0	0.0	12.9	8.6	8.6	9.9	9.7	9.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.1	0.3	0.3	0.0	0.9	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(50%),veh/ln	0.9	0.0	0.0	1.4	0.0	0.0	0.1	1.1	1.1	0.1	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.0	0.0	11.8	0.0	0.0	13.0	8.9	8.9	10.0	10.5	10.5
LnGrp LOS	B			B			B	A	A	A	B	B
Approach Vol, veh/h		155			220			463			812	
Approach Delay, s/veh		11.3			11.8			9.1			10.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.8	20.3	23.8	20.3
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	60.5	48.0	60.5	48.0
Max Q Clear Time (g_c+I1), s	10.4	4.9	9.3	6.4
Green Ext Time (p_c), s	4.4	1.0	8.9	1.5

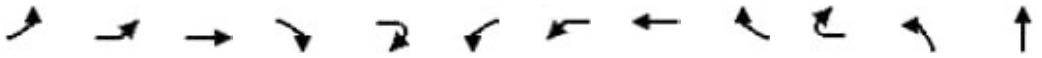
Intersection Summary	
HCM 7th Control Delay, s/veh	10.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	534	6	181	362	7	112	0	82	19	59	23
Future Volume (veh/h)	6	534	6	181	362	7	112	0	82	19	59	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	621	7	193	385	7	137	0	100	31	95	37
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.82	0.82	0.82	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	27	988	11	283	1494	27	0	0	0	77	237	92
Arrive On Green	0.01	0.27	0.27	0.16	0.42	0.42	0.00	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1781	3598	41	1781	3569	65		0		339	1038	404
Grp Volume(v), veh/h	7	307	321	193	191	201		0.0		163	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1857				1780	0	0
Q Serve(g_s), s	0.2	7.0	7.0	4.7	3.2	3.2				3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.0	7.0	4.7	3.2	3.2				3.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03				0.19		0.23
Lane Grp Cap(c), veh/h	27	488	511	283	744	777				406	0	0
V/C Ratio(X)	0.26	0.63	0.63	0.68	0.26	0.26				0.40	0.00	0.00
Avail Cap(c_a), veh/h	313	802	840	553	1041	1088				467	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	14.7	14.7	18.3	8.7	8.7				15.1	0.0	0.0
Incr Delay (d2), s/veh	5.2	1.9	1.8	2.9	0.3	0.2				0.6	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	2.4	2.5	1.9	1.0	1.1				1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	16.6	16.5	21.2	9.0	9.0				15.8	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		635			585						163	
Approach Delay, s/veh		16.6			13.0						15.8	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	12.0	18.5		15.6	5.4	25.1						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	14.3	20.8		12.1	8.1	27.0						
Max Q Clear Time (g_c+I1), s	6.7	9.0		5.6	2.2	5.2						
Green Ext Time (p_c), s	0.3	3.7		0.4	0.0	3.2						

Intersection Summary												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	73	27	108	319	108	339	39	266	8	2	235	362
Future Volume (vph)	73	27	108	319	108	339	39	266	8	2	235	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0			7.0	7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95			0.97	0.91
Frpb, ped/bikes			1.00	1.00	0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt			1.00	0.85	0.85		1.00	0.99			1.00	0.98
Flt Protected			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)			1819	3610	1541		1770	3511			3433	3308
Flt Permitted			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)			1819	3610	1541		1770	3511			3433	3308
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.94	0.94
Adj. Flow (vph)	83	31	123	362	123	390	45	306	9	2	250	385
RTOR Reduction (vph)	0	0	0	0	103	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	237	363	20	0	435	317	0	0	250	443
Confl. Peds. (#/hr)	14	13							14	13		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	NA
Protected Phases		4	4			3	3	3			5 8	2
Permitted Phases	4			4	4							
Actuated Green, G (s)			23.0	23.0	23.0		16.3	16.3			35.5	51.0
Effective Green, g (s)			23.0	23.0	23.0		16.3	16.3			29.0	51.0
Actuated g/C Ratio			0.16	0.16	0.16		0.12	0.12			0.21	0.36
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				4.5
Lane Grp Cap (vph)			297	589	251		204	406			707	1198
v/s Ratio Prot			c0.13				c0.25	0.09			0.07	0.13
v/s Ratio Perm				0.10	0.01							
v/c Ratio			0.80	0.62	0.08		2.13	0.78			0.35	0.37
Uniform Delay, d1			56.7	54.8	49.9		62.3	60.5			47.9	33.1
Progression Factor			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2			13.8	1.9	0.1		525.7	9.9			0.1	0.3
Delay (s)			70.5	56.7	50.1		587.9	70.4			48.0	33.4
Level of Service			E	E	D		F	E			D	C
Approach Delay (s/veh)			60.1					369.8				36.1
Approach LOS			E					F				D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	112.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	140.8	Sum of lost time (s)	35.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	235	247	3	6	698	33	77	121	15
Future Volume (vph)	235	247	3	6	698	33	77	121	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	1.00		1.00	0.91			1.00	1.00
Frpb, ped/bikes	0.96	0.96		1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00
Frt	0.85	0.85		1.00	0.98			0.87	0.87
Flt Protected	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1388	1525		1770	4955			1611	1568
Flt Permitted	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1388	1525		1770	4955			1611	1568
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.76	0.76
Adj. Flow (vph)	250	263	3	6	727	34	80	159	20
RTOR Reduction (vph)	0	168	0	0	8	0	0	0	15
Lane Group Flow (vph)	192	95	0	9	833	0	0	159	5
Confl. Peds. (#/hr)	13	13	13	13		9	9		13
Confl. Bikes (#/hr)	2	2				6	6		2
Turn Type	Perm	Perm	Prot	Prot	NA			pt+ov	Perm
Protected Phases			1	1	6			5 8	
Permitted Phases	2	2							6
Actuated Green, G (s)	51.0	51.0		2.2	37.5			35.5	37.5
Effective Green, g (s)	51.0	51.0		2.2	37.5			29.0	37.5
Actuated g/C Ratio	0.36	0.36		0.02	0.27			0.21	0.27
Clearance Time (s)	7.0	7.0		6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5		2.0	4.5				4.5
Lane Grp Cap (vph)	502	552		27	1319			331	417
v/s Ratio Prot				0.01	c0.17			c0.10	
v/s Ratio Perm	0.14	0.06							0.00
v/c Ratio	0.38	0.17		0.33	0.63			0.48	0.01
Uniform Delay, d1	33.2	30.5		68.6	45.6			49.3	38.0
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.8	0.3		2.6	1.2			0.4	0.0
Delay (s)	34.1	30.8		71.2	46.8			49.7	38.0
Level of Service	C	C		E	D			D	D
Approach Delay (s/veh)					47.1				
Approach LOS					D				

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	8	16	93	5	46
Future Vol, veh/h	134	8	16	93	5	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	78	78	81	81
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	181	11	21	119	6	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	347	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1370	-	650	856
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1370	-	640	856
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	855	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.13	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	828	-	-	264	-
HCM Lane V/C Ratio	0.076	-	-	0.015	-
HCM Control Delay (s/veh)	9.7	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	102	254	39	104	390
Future Vol, veh/h	67	102	254	39	104	390
Conflicting Peds, #/hr	1	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	85	85	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	136	299	46	116	433

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	326	0	0	348	0
Stage 1	325	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	273	715	-	-	1211	-
Stage 1	732	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	713	-	-	1208	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	25.23	0	1.75
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	379	-
HCM Lane V/C Ratio	-	-	0.566	0.096	-
HCM Control Delay (s/veh)	-	-	25.2	8.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	3.4	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	10	20	37	73	198	20	654	20	192	1056	223
Future Volume (veh/h)	82	10	20	37	73	198	20	654	20	192	1056	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	11	22	51	100	271	22	727	22	218	1200	253
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	35	45	95	145	338	171	1914	58	394	1582	330
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	539	111	143	137	458	1068	366	3521	107	712	2910	607
Grp Volume(v), veh/h	122	0	0	422	0	0	22	367	382	218	728	725
Grp Sat Flow(s),veh/h/ln	793	0	0	1664	0	0	366	1777	1850	712	1777	1740
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	0.0	3.9	9.3	9.4	20.0	24.9	25.7
Cycle Q Clear(g_c), s	11.6	0.0	0.0	18.0	0.0	0.0	29.6	9.3	9.4	29.4	24.9	25.7
Prop In Lane	0.73		0.18	0.12		0.64	1.00		0.06	1.00		0.35
Lane Grp Cap(c), veh/h	330	0	0	578	0	0	171	966	1006	394	966	946
V/C Ratio(X)	0.37	0.00	0.00	0.73	0.00	0.00	0.13	0.38	0.38	0.55	0.75	0.77
Avail Cap(c_a), veh/h	833	0	0	1294	0	0	200	1106	1152	450	1106	1083
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	24.5	0.0	0.0	25.6	10.3	10.3	18.8	13.9	14.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.8	0.0	0.0	0.3	0.2	0.2	1.2	2.6	2.9
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(50%),veh/ln	1.8	0.0	0.0	7.0	0.0	0.0	0.3	3.3	3.5	3.2	9.4	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	0.0	26.3	0.0	0.0	26.0	10.6	10.6	20.0	16.5	17.0
LnGrp LOS	C			C			C	B	B	B	B	B
Approach Vol, veh/h		122			422			771			1671	
Approach Delay, s/veh		22.5			26.3			11.0			17.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.8		29.9		48.8		29.9				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		49.0		60.0		49.0		60.0				
Max Q Clear Time (g_c+I1), s		31.6		13.6		31.4		20.0				
Green Ext Time (p_c), s		4.8		1.0		11.4		3.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.1									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	52	18	278	30	12
Future Vol, veh/h	170	52	18	278	30	12
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	75	75	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	215	66	24	371	38	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	670	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1282	-	422	791
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	413	791
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	13.46
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	1282	-
HCM Lane V/C Ratio	0.111	-	-	0.019	-
HCM Control Delay (s/veh)	13.5	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	118	0	0	0	164	279	2	2	336	129
Future Volume (vph)	38	0	118	0	0	0	164	279	2	2	336	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98					1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00					1.00	1.00		1.00	1.00	
Frt	1.00	0.85					1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1548					1769	1861		1770	1774	
Flt Permitted	0.95	1.00					0.45	1.00		0.58	1.00	
Satd. Flow (perm)	1770	1548					838	1861		1076	1774	
Peak-hour factor, PHF	0.76	0.76	0.76	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	50	0	155	0	0	0	174	297	2	2	365	140
RTOR Reduction (vph)	0	129	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	50	26	0	0	0	0	174	299	0	2	495	0
Confl. Peds. (#/hr)	4						1					1
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	7.1	7.1					26.0	26.0		26.0	26.0	
Effective Green, g (s)	7.1	7.1					26.0	26.0		26.0	26.0	
Actuated g/C Ratio	0.17	0.17					0.61	0.61		0.61	0.61	
Clearance Time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0					4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	294	257					510	1133		655	1080	
v/s Ratio Prot	c0.03	0.02						0.16			c0.28	
v/s Ratio Perm							0.21			0.00		
v/c Ratio	0.17	0.10					0.34	0.26		0.00	0.46	
Uniform Delay, d1	15.3	15.1					4.1	3.9		3.3	4.5	
Progression Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2					0.5	0.2		0.0	0.4	
Delay (s)	15.5	15.3					4.7	4.1		3.3	5.0	
Level of Service	B	B					A	A		A	A	
Approach Delay (s/veh)		15.3			0.0			4.3			4.9	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	42.7	Sum of lost time (s)	14.2
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	28	69	123	105	83
Future Vol, veh/h	16	28	69	123	105	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	84	84	82	82
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	20	35	82	146	128	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	489	179	229	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	534	859	1339	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	499	859	1339	-	-	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.76	2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	647	-	680	-	-
HCM Lane V/C Ratio	0.061	-	0.082	-	-
HCM Control Delay (s/veh)	7.9	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	772	0	1	1154	74	3	0	2	21	0	86
Future Volume (veh/h)	105	772	0	1	1154	74	3	0	2	21	0	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	830	0	1	1228	79	7	0	5	28	0	116
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.42	0.42	0.42	0.74	0.74	0.74
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	373	3176	0	524	3020	194	169	30	49	356	0	187
Arrive On Green	0.63	0.63	0.00	0.63	0.63	0.63	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	414	5191	0	645	4779	307	330	250	415	1409	0	1581
Grp Volume(v), veh/h	113	830	0	1	854	453	12	0	0	28	0	116
Grp Sat Flow(s),veh/h/ln	414	1675	0	645	1662	1763	995	0	0	1409	0	1581
Q Serve(g_s), s	8.2	3.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	3.1
Cycle Q Clear(g_c), s	13.8	3.2	0.0	3.2	5.6	5.6	3.1	0.0	0.0	0.6	0.0	3.1
Prop In Lane	1.00		0.00	1.00		0.17	0.58		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	373	3176	0	524	2100	1114	247	0	0	356	0	187
V/C Ratio(X)	0.30	0.26	0.00	0.00	0.41	0.41	0.05	0.00	0.00	0.08	0.00	0.62
Avail Cap(c_a), veh/h	582	5711	0	850	3777	2004	1029	0	0	1150	0	1078
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	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	3.6	0.0	4.3	4.0	4.0	17.3	0.0	0.0	17.4	0.0	18.5
Incr Delay (d2), s/veh	0.6	0.1	0.0	0.0	0.2	0.3	0.1	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.5	0.4	0.0	0.0	0.7	0.8	0.1	0.0	0.0	0.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	3.6	0.0	4.3	4.2	4.4	17.3	0.0	0.0	17.5	0.0	21.8
LnGrp LOS	A	A		A	A	A	B			B		C
Approach Vol, veh/h		943			1308			12			144	
Approach Delay, s/veh		4.2			4.2			17.3			21.0	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.8		10.2		33.8		10.2				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		7.6		5.1		15.8		5.1				
Green Ext Time (p_c), s		16.5		0.0		12.0		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh		5.3										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	579	34	52	970	117	56	472	13	125	760	212
Future Volume (veh/h)	139	579	34	52	970	117	56	472	13	125	760	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	156	651	38	54	1010	122	60	502	14	140	854	238
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	182	2165	126	69	1717	207	77	902	395	133	1013	607
Arrive On Green	0.10	0.45	0.45	0.04	0.38	0.38	0.04	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	1753	4857	282	1739	4499	542	1767	3526	1543	1767	3526	1542
Grp Volume(v), veh/h	156	448	241	54	745	387	60	502	14	140	854	238
Grp Sat Flow(s),veh/h/ln	1753	1675	1789	1739	1662	1718	1767	1763	1543	1767	1763	1542
Q Serve(g_s), s	10.5	10.3	10.4	3.7	21.5	21.5	4.0	14.8	0.8	9.0	27.3	13.3
Cycle Q Clear(g_c), s	10.5	10.3	10.4	3.7	21.5	21.5	4.0	14.8	0.8	9.0	27.3	13.3
Prop In Lane	1.00		0.16	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	1494	798	69	1268	656	77	902	395	133	1013	607
V/C Ratio(X)	0.86	0.30	0.30	0.78	0.59	0.59	0.78	0.56	0.04	1.06	0.84	0.39
Avail Cap(c_a), veh/h	205	1494	798	203	1268	656	133	1116	489	133	1116	652
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	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	21.3	21.3	57.1	29.6	29.6	56.8	38.7	33.5	55.5	40.2	26.3
Incr Delay (d2), s/veh	26.1	0.5	1.0	14.8	1.7	3.4	15.3	0.8	0.1	94.0	5.9	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(50%),veh/ln	5.9	4.0	4.4	1.9	8.6	9.2	2.1	6.4	0.3	7.4	12.3	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.0	21.8	22.3	71.9	31.3	33.0	72.1	39.5	33.6	149.5	46.2	26.9
LnGrp LOS	E	C	C	E	C	C	E	D	C	F	D	C
Approach Vol, veh/h		845			1186			576			1232	
Approach Delay, s/veh		32.5			33.7			42.8			54.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	59.5	14.0	36.7	17.5	51.8	10.2	40.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	38.0	14.0	37.0	9.0	38.0
Max Q Clear Time (g_c+I1), s	5.7	12.4	11.0	16.8	12.5	23.5	6.0	29.3
Green Ext Time (p_c), s	0.0	6.1	0.0	4.4	0.1	7.6	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	41.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	637	48	137	1112	12	10	43	132	6	31	17
Future Volume (veh/h)	32	637	48	137	1112	12	10	43	132	6	31	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	732	55	143	1158	12	11	49	152	7	37	20
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	2	2	2	2	2	2
Cap, veh/h	79	1725	129	182	2159	22	331	73	227	202	211	114
Arrive On Green	0.05	0.37	0.37	0.11	0.43	0.43	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1725	4683	350	1725	5044	52	1339	395	1226	1177	1139	616
Grp Volume(v), veh/h	37	514	273	143	757	413	11	0	201	7	0	57
Grp Sat Flow(s),veh/h/ln	1725	1648	1737	1725	1648	1800	1339	0	1621	1177	0	1755
Q Serve(g_s), s	1.3	7.0	7.1	4.9	10.3	10.3	0.4	0.0	6.9	0.3	0.0	1.6
Cycle Q Clear(g_c), s	1.3	7.0	7.1	4.9	10.3	10.3	2.1	0.0	6.9	7.3	0.0	1.6
Prop In Lane	1.00		0.20	1.00		0.03	1.00		0.76	1.00		0.35
Lane Grp Cap(c), veh/h	79	1214	640	182	1411	771	331	0	301	202	0	325
V/C Ratio(X)	0.47	0.42	0.43	0.78	0.54	0.54	0.03	0.00	0.67	0.03	0.00	0.18
Avail Cap(c_a), veh/h	573	2737	1442	573	2737	1495	750	0	808	570	0	874
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	14.2	14.3	26.3	12.8	12.8	21.5	0.0	22.8	26.2	0.0	20.6
Incr Delay (d2), s/veh	1.6	0.3	0.6	2.8	0.5	0.8	0.0	0.0	2.6	0.1	0.0	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(50%),veh/ln	0.5	2.3	2.5	1.9	3.1	3.5	0.1	0.0	2.7	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	14.6	14.9	29.1	13.2	13.6	21.6	0.0	25.4	26.3	0.0	20.9
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		824			1313			212			64	
Approach Delay, s/veh		15.3			15.1			25.2			21.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	33.3		18.2	12.4	29.7		18.2				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	12.3		9.3	6.9	9.1		8.9				
Green Ext Time (p_c), s	0.0	13.5		0.2	0.1	8.2		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.2									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	628	36	78	1165	139	21	103	32	142	141	83
Future Volume (veh/h)	119	628	36	78	1165	139	21	103	32	142	141	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	706	40	89	1324	158	25	121	38	160	158	93
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	5	5	5	2	2	2	2	2	2
Cap, veh/h	162	1965	856	111	2434	290	42	165	396	54	0	396
Arrive On Green	0.09	0.57	0.57	0.13	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1725	3441	1499	1739	4499	537	0	645	1552	0	0	1554
Grp Volume(v), veh/h	134	706	40	89	978	504	146	0	38	318	0	93
Grp Sat Flow(s),veh/h/ln	1725	1721	1499	1739	1662	1713	645	0	1552	0	0	1554
Q Serve(g_s), s	7.6	11.1	1.2	5.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	4.7
Cycle Q Clear(g_c), s	7.6	11.1	1.2	5.0	0.0	0.0	25.5	0.0	1.9	25.5	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.31	0.17		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	162	1965	856	111	1798	926	207	0	396	54	0	396
V/C Ratio(X)	0.83	0.36	0.05	0.80	0.54	0.54	0.71	0.00	0.10	5.88	0.00	0.23
Avail Cap(c_a), veh/h	172	1965	856	174	1798	926	207	0	396	54	0	396
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	11.6	9.5	43.0	0.0	0.0	31.5	0.0	28.4	50.0	0.0	29.5
Incr Delay (d2), s/veh	25.7	0.5	0.1	5.6	1.1	2.1	10.5	0.0	0.1	2233.8	0.0	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(50%),veh/ln	4.3	3.9	0.4	2.1	0.3	0.5	3.4	0.0	0.7	34.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.2	12.1	9.6	48.6	1.1	2.1	42.0	0.0	28.6	2283.8	0.0	29.8
LnGrp LOS	E	B	A	D	A	A	D		C	F		C
Approach Vol, veh/h		880			1571			184			411	
Approach Delay, s/veh		20.8			4.1			39.2			1773.8	
Approach LOS		C			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	58.6		29.0	9.4	61.6		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	10.0	53.5		25.5	10.0	53.5		25.5				
Max Q Clear Time (g_c+I1), s	9.6	2.0		27.5	7.0	13.1		27.5				
Green Ext Time (p_c), s	0.0	21.5		0.0	0.0	8.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			249.8									
HCM 7th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	662	25	34	1239	82	14	44	22	63	55	100
Future Volume (veh/h)	75	662	25	34	1239	82	14	44	22	63	55	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	697	26	37	1347	89	16	51	25	81	71	128
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	7	7	7	4	4	4	2	2	2	2	2	2
Cap, veh/h	100	3470	129	46	3284	217	89	244	120	159	113	216
Arrive On Green	0.12	1.00	1.00	0.05	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1711	4852	180	1753	4808	318	259	1590	784	673	736	1404
Grp Volume(v), veh/h	79	469	254	37	939	497	42	0	50	151	0	129
Grp Sat Flow(s),veh/h/ln	1711	1635	1763	1753	1675	1775	1076	0	1557	1393	0	1420
Q Serve(g_s), s	4.5	0.0	0.0	2.1	0.0	0.0	0.2	0.0	2.8	8.0	0.0	8.5
Cycle Q Clear(g_c), s	4.5	0.0	0.0	2.1	0.0	0.0	8.6	0.0	2.8	10.8	0.0	8.5
Prop In Lane	1.00		0.10	1.00		0.18	0.38		0.50	0.54		0.99
Lane Grp Cap(c), veh/h	100	2338	1261	46	2289	1213	215	0	239	269	0	218
V/C Ratio(X)	0.79	0.20	0.20	0.80	0.41	0.41	0.20	0.00	0.21	0.56	0.00	0.59
Avail Cap(c_a), veh/h	171	2338	1261	175	2289	1213	409	0	436	462	0	398
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	47.1	0.0	0.0	36.8	0.0	37.0	40.8	0.0	39.4
Incr Delay (d2), s/veh	16.7	0.2	0.3	9.5	0.5	0.9	0.4	0.0	0.4	2.6	0.0	3.6
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(50%),veh/ln	2.2	0.1	0.1	1.0	0.1	0.3	0.9	0.0	1.1	3.7	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.3	0.2	0.3	56.6	0.5	0.9	37.2	0.0	37.4	43.4	0.0	43.1
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		802			1473			92			280	
Approach Delay, s/veh		6.2			2.0			37.3			43.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	72.8		18.4	5.6	76.0		18.4				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	6.5	2.0		10.6	4.1	2.0		12.8				
Green Ext Time (p_c), s	0.1	20.0		0.4	0.0	7.5		2.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		8.8	
HCM 7th LOS		A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	553	99	112	1254	98	66	302	54	74	323	91
Future Volume (veh/h)	73	553	99	112	1254	98	66	302	54	74	323	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.95	0.98		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	84	636	114	124	1393	109	77	351	63	90	394	111
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.86	0.86	0.86	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	4	4	4	5	5	5	2	2	2
Cap, veh/h	105	2118	374	151	2502	196	201	808	143	240	748	208
Arrive On Green	0.12	1.00	1.00	0.17	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1725	4216	744	1753	4746	371	856	2919	517	950	2704	750
Grp Volume(v), veh/h	84	495	255	124	983	519	77	207	207	90	257	248
Grp Sat Flow(s),veh/h/ln	1725	1648	1664	1753	1675	1767	856	1735	1701	950	1777	1677
Q Serve(g_s), s	4.7	0.0	0.0	6.8	0.0	0.0	8.4	9.8	10.0	8.6	12.2	12.6
Cycle Q Clear(g_c), s	4.7	0.0	0.0	6.8	0.0	0.0	21.0	9.8	10.0	18.7	12.2	12.6
Prop In Lane	1.00		0.45	1.00		0.21	1.00		0.30	1.00		0.45
Lane Grp Cap(c), veh/h	105	1656	836	151	1766	932	201	480	471	240	492	464
V/C Ratio(X)	0.80	0.30	0.30	0.82	0.56	0.56	0.38	0.43	0.44	0.38	0.52	0.53
Avail Cap(c_a), veh/h	276	1656	836	280	1766	932	230	538	527	271	551	520
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	0.0	40.7	0.0	0.0	39.6	29.7	29.8	37.5	30.6	30.7
Incr Delay (d2), s/veh	5.0	0.5	0.9	3.8	1.1	2.1	0.4	0.2	0.2	0.4	0.3	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(50%),veh/ln	2.0	0.1	0.2	2.8	0.3	0.5	1.7	4.0	4.0	2.0	5.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.3	0.5	0.9	44.4	1.1	2.1	40.0	29.9	30.0	37.8	30.9	31.1
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		834			1626			491			595	
Approach Delay, s/veh		5.4			4.7			31.5			32.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	57.2		31.7	13.6	54.7		31.7				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	6.7	2.0		23.0	8.8	2.0		20.7				
Green Ext Time (p_c), s	0.0	19.0		1.2	0.0	7.7		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.2									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	676	29	14	1328	34	55	64	34	65	61	65
Future Volume (veh/h)	25	676	29	14	1328	34	55	64	34	65	61	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	704	30	16	1509	39	85	98	52	89	84	89
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.65	0.65	0.65	0.73	0.73	0.73
Percent Heavy Veh, %	8	8	8	4	4	4	2	2	2	2	2	2
Cap, veh/h	35	3141	133	25	3274	85	139	146	67	138	118	107
Arrive On Green	0.04	1.00	1.00	0.03	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1697	4783	203	1753	5034	130	400	654	299	400	527	477
Grp Volume(v), veh/h	26	476	258	16	1004	544	235	0	0	262	0	0
Grp Sat Flow(s),veh/h/ln	1697	1621	1744	1753	1675	1814	1353	0	0	1404	0	0
Q Serve(g_s), s	1.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.9	0.0	0.0	16.7	0.0	0.0	18.1	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.07	0.36		0.22	0.34		0.34
Lane Grp Cap(c), veh/h	35	2129	1145	25	2179	1180	352	0	0	363	0	0
V/C Ratio(X)	0.74	0.22	0.22	0.64	0.46	0.46	0.67	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	170	2129	1145	175	2179	1180	421	0	0	431	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.67	0.67	0.67	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	48.3	0.0	0.0	36.1	0.0	0.0	36.9	0.0	0.0
Incr Delay (d2), s/veh	10.5	0.2	0.4	6.4	0.5	0.9	3.1	0.0	0.0	4.8	0.0	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(50%),veh/ln	0.7	0.1	0.1	0.4	0.1	0.3	5.7	0.0	0.0	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.2	0.4	54.7	0.5	0.9	39.2	0.0	0.0	41.6	0.0	0.0
LnGrp LOS	E	A	A	D	A	A	D			D		
Approach Vol, veh/h		760			1564			235			262	
Approach Delay, s/veh		2.3			1.2			39.2			41.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	69.5		25.4	4.4	70.2		25.4				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	52.5		27.0	10.0	52.5		27.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0		18.7	2.9	2.0		20.1				
Green Ext Time (p_c), s	0.0	22.6		0.9	0.0	7.7		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.4									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	770	4	2	1335	177	15	72	83	256	67	78
Future Volume (vph)	24	770	4	2	1335	177	15	72	83	256	67	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	26	837	4	2	1435	190	21	99	114	305	80	93
RTOR Reduction (vph)	0	1	0	0	12	0	0	42	0	0	0	77
Lane Group Flow (vph)	26	840	0	2	1613	0	21	171	0	189	196	16
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	3.2	47.3		1.1	45.2		14.7	14.7		16.9	16.9	16.9
Effective Green, g (s)	3.2	47.3		1.1	45.2		14.7	14.7		16.9	16.9	16.9
Actuated g/C Ratio	0.03	0.47		0.01	0.45		0.15	0.15		0.17	0.17	0.17
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	53	2291		18	2145		260	250		284	290	263
v/s Ratio Prot	c0.02	0.17		0.00	c0.34		0.01	c0.10		0.11	c0.11	
v/s Ratio Perm												0.01
v/c Ratio	0.49	0.37		0.11	0.75		0.08	0.68		0.67	0.68	0.06
Uniform Delay, d1	47.6	16.8		49.0	22.7		36.8	40.5		38.9	39.0	34.9
Progression Factor	0.74	1.20		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.0	0.4		2.0	2.5		0.1	7.5		5.2	5.6	0.1
Delay (s)	40.0	20.6		51.0	25.2		37.0	48.0		44.1	44.5	34.9
Level of Service	D	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		21.2			25.3			47.0			42.5	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
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)	131	4	234	22	25	8	508	631	19	4	304	29
Future Volume (vph)	131	4	234	22	25	8	508	631	19	4	304	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777	1562	1770	1789		1770	5060		1770	5009	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1777	1562	1770	1789		1770	5060		1770	5009	
Peak-hour factor, PHF	0.82	0.82	0.82	0.70	0.70	0.70	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	160	5	285	31	36	11	558	693	21	5	345	33
RTOR Reduction (vph)	0	0	236	0	10	0	0	2	0	0	13	0
Lane Group Flow (vph)	0	165	49	31	37	0	558	712	0	5	365	0
Confl. Peds. (#/hr)	4		1	1		4	2		4	4		2
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		20.5	20.5	8.1	8.1		54.3	68.7		2.0	16.4	
Effective Green, g (s)		20.5	20.5	8.1	8.1		54.3	68.7		2.0	16.4	
Actuated g/C Ratio		0.17	0.17	0.07	0.07		0.45	0.57		0.02	0.14	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		303	266	119	120		800	2896		29	684	
v/s Ratio Prot		c0.09		0.02	c0.02		c0.32	0.14		0.00	c0.07	
v/s Ratio Perm			0.03									
v/c Ratio		0.54	0.18	0.26	0.31		0.70	0.25		0.17	0.53	
Uniform Delay, d1		45.5	42.6	53.1	53.3		26.3	12.8		58.2	48.2	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6	0.2	0.9	1.1		2.9	0.2		2.1	3.0	
Delay (s)		47.1	42.8	54.0	54.3		29.1	13.0		60.2	51.2	
Level of Service		D	D	D	D		C	B		E	D	
Approach Delay (s/veh)		44.4			54.2			20.1			51.3	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		
Description: CL=120/120 Off=16/12			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	591	183	100	1091	0	0	0	0	654	0	78
Future Volume (veh/h)	0	591	183	100	1091	0	0	0	0	654	0	78
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	642	0	109	1186	0				711	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1645		185	3160	0				914	0	
Arrive On Green	0.00	0.46	0.00	0.10	0.62	0.00				0.26	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	642	0	109	1186	0				711	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	10.7	0.0	5.3	10.4	0.0				17.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.7	0.0	5.3	10.4	0.0				17.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1645		185	3160	0				914	0	
V/C Ratio(X)	0.00	0.39		0.59	0.38	0.00				0.78	0.00	
Avail Cap(c_a), veh/h	0	1645		342	3160	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.8	0.0	38.5	8.5	0.0				30.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	3.0	0.3	0.0				4.6	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0	2.4	3.5	0.0				7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.5	0.0	41.5	8.9	0.0				35.2	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		642			1295						711	
Approach Delay, s/veh		16.5			11.6						35.2	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.1	28.9	14.0	47.1
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	12.4	19.1	7.3	12.7
Green Ext Time (p_c), s	15.5	4.7	0.2	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	0	539	258	155	216	90	890	0	0	793	85
Future Volume (vph)	216	0	539	258	155	216	90	890	0	0	793	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	0.99		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1761		1583		3258		1763	3539			4995	
Flt Permitted	0.33		1.00		0.98		0.21	1.00			1.00	
Satd. Flow (perm)	612		1583		3258		381	3539			4995	
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	240	0	599	274	165	230	97	957	0	0	911	98
RTOR Reduction (vph)	0	0	87	0	38	0	0	0	0	0	18	0
Lane Group Flow (vph)	240	0	512	0	631	0	97	957	0	0	991	0
Confl. Peds. (#/hr)	11					11	14		5	5		14
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	58.5		58.5		58.5		51.0	51.0			51.0	
Effective Green, g (s)	58.5		58.5		58.5		51.0	51.0			51.0	
Actuated g/C Ratio	0.49		0.49		0.49		0.43	0.43			0.43	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	298		771		1588		161	1504			2122	
v/s Ratio Prot								c0.27			0.20	
v/s Ratio Perm	c0.39		0.32		0.19		0.25					
v/c Ratio	0.81		0.66		0.40		0.60	0.64			0.47	
Uniform Delay, d1	25.9		23.3		19.5		26.7	27.2			24.7	
Progression Factor	1.00		1.00		1.00		1.09	0.97			1.00	
Incremental Delay, d2	14.2		1.9		0.1		14.5	1.9			0.7	
Delay (s)	40.1		25.2		19.7		43.6	28.3			25.5	
Level of Service	D		C		B		D	C			C	
Approach Delay (s/veh)		29.5			19.7			29.7			25.5	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	429	530	0	1228	832	0
Future Volume (veh/h)	429	530	0	1228	832	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	372	752	0	1349	904	0
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	495	882	0	3239	2254	0
Arrive On Green	0.28	0.28	0.00	0.63	0.63	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	372	752	0	1349	904	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	22.9	26.9	0.0	15.8	15.0	0.0
Cycle Q Clear(g_c), s	22.9	26.9	0.0	15.8	15.0	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	495	882	0	3239	2254	0
V/C Ratio(X)	0.75	0.85	0.00	0.42	0.40	0.00
Avail Cap(c_a), veh/h	741	1318	0	3239	2254	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.73	1.00	0.00
Uniform Delay (d), s/veh	39.5	41.0	0.0	10.9	10.8	0.0
Incr Delay (d2), s/veh	2.4	3.7	0.0	0.3	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	10.7	0.0	5.6	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.9	44.7	0.0	11.2	11.3	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1124			1349	904	
Approach Delay, s/veh	43.7			11.2	11.3	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		81.5		38.5		81.5
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		59.6		49.9		59.6
Max Q Clear Time (g_c+I1), s		17.8		28.9		17.0
Green Ext Time (p_c), s		23.9		4.4		15.1

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

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)	58	484	81	31	308	42	106	320	56	61	287	44
Future Volume (veh/h)	58	484	81	31	308	42	106	320	56	61	287	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	499	84	36	354	48	113	340	60	64	302	46
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	623	105	141	596	81	298	815	142	276	835	126
Arrive On Green	0.11	0.40	0.40	0.08	0.37	0.37	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1557	262	1781	1607	218	1027	3019	527	980	3092	466
Grp Volume(v), veh/h	60	0	583	36	0	402	113	199	201	64	172	176
Grp Sat Flow(s),veh/h/ln	1781	0	1820	1781	0	1825	1027	1777	1769	980	1777	1780
Q Serve(g_s), s	2.2	0.0	19.7	1.3	0.0	12.4	7.0	6.4	6.5	4.0	5.5	5.6
Cycle Q Clear(g_c), s	2.2	0.0	19.7	1.3	0.0	12.4	12.6	6.4	6.5	10.6	5.5	5.6
Prop In Lane	1.00		0.14	1.00		0.12	1.00		0.30	1.00		0.26
Lane Grp Cap(c), veh/h	193	0	728	141	0	677	298	480	478	276	480	481
V/C Ratio(X)	0.31	0.00	0.80	0.26	0.00	0.59	0.38	0.41	0.42	0.23	0.36	0.37
Avail Cap(c_a), veh/h	281	0	1395	281	0	1399	580	968	963	545	968	970
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	18.5	30.2	0.0	17.7	25.7	20.9	21.0	25.3	20.6	20.6
Incr Delay (d2), s/veh	0.3	0.0	3.0	0.4	0.0	1.2	0.3	0.2	0.2	0.6	0.6	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(50%),veh/ln	0.9	0.0	7.9	0.6	0.0	5.0	1.7	2.5	2.6	0.9	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	0.0	21.4	30.5	0.0	18.9	26.0	21.1	21.2	25.9	21.2	21.3
LnGrp LOS	C		C	C		B	C	C	C	C	C	C
Approach Vol, veh/h		643			438			513			412	
Approach Delay, s/veh		22.2			19.9			22.2			22.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	32.4		24.8	10.5	34.4		24.8				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	4.2	14.4		12.6	3.3	21.7		14.6				
Green Ext Time (p_c), s	0.0	4.1		3.5	0.0	6.2		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			21.6									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	497	40	40	312	14	32	15	17	11	15	25
Future Volume (veh/h)	43	497	40	40	312	14	32	15	17	11	15	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	552	44	45	351	16	44	21	23	14	19	31
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	743	59	147	765	35	221	105	79	118	132	156
Arrive On Green	0.09	0.44	0.44	0.08	0.43	0.43	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	1708	136	1781	1774	81	601	531	400	173	671	793
Grp Volume(v), veh/h	48	0	596	45	0	367	88	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1855	1531	0	0	1637	0	0
Q Serve(g_s), s	1.3	0.0	14.2	1.3	0.0	7.4	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	14.2	1.3	0.0	7.4	2.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.50		0.26	0.22		0.48
Lane Grp Cap(c), veh/h	154	0	802	147	0	800	405	0	0	406	0	0
V/C Ratio(X)	0.31	0.00	0.74	0.31	0.00	0.46	0.22	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	423	0	2069	423	0	2081	1055	0	0	1099	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.6	0.0	12.4	22.7	0.0	10.6	17.8	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.0	0.4	0.0	0.6	0.3	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.5	0.0	5.0	0.5	0.0	2.6	0.8	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	0.0	14.4	23.1	0.0	11.2	18.1	0.0	0.0	17.8	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		644			412			88			64	
Approach Delay, s/veh		15.0			12.5			18.1			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	27.7		15.9	8.8	27.9		15.9				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	59.0		33.5	12.5	59.0		33.5				
Max Q Clear Time (g_c+I1), s	3.3	9.4		3.7	3.3	16.2		4.3				
Green Ext Time (p_c), s	0.0	3.7		0.3	0.0	6.7		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	14.5	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	504	26	10	355	23	13	13	6	21	7	12
Future Volume (vph)	22	504	26	10	355	23	13	13	6	21	7	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	1846		1770	1841			1771			1727	
Flt Permitted	0.95	1.00		0.95	1.00			0.84			0.81	
Satd. Flow (perm)	1770	1846		1770	1841			1519			1438	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.67	0.67	0.67
Adj. Flow (vph)	24	560	29	11	399	26	18	18	8	31	10	18
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	24	588	0	11	423	0	0	44	0	0	59	0
Confl. Peds. (#/hr)	10		9	9		10	3		1	1		3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	19.2	46.1		11.1	33.5			7.1			7.1	
Effective Green, g (s)	19.2	46.1		11.1	33.5			7.1			7.1	
Actuated g/C Ratio	0.24	0.58		0.14	0.42			0.09			0.09	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	428	1073		247	777			136			128	
v/s Ratio Prot	0.01	c0.32		0.01	c0.23							
v/s Ratio Perm								0.03			c0.04	
v/c Ratio	0.06	0.55		0.04	0.54			0.32			0.46	
Uniform Delay, d1	23.1	10.2		29.5	17.2			33.8			34.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.3		0.0	1.0			1.4			2.6	
Delay (s)	23.1	10.5		29.5	18.2			35.2			36.9	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.0			18.4			35.2			36.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	79.3	Sum of lost time (s)	19.5
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
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)	41	460	30	44	236	102	46	294	98	218	492	79
Future Volume (veh/h)	41	460	30	44	236	102	46	294	98	218	492	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	529	34	46	248	107	57	363	121	232	523	84
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	614	39	172	433	187	163	928	394	390	932	395
Arrive On Green	0.10	0.35	0.35	0.10	0.35	0.35	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	1781	1737	112	1781	1230	531	1781	3554	1507	1781	3554	1507
Grp Volume(v), veh/h	47	0	563	46	0	355	57	363	121	232	523	84
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1760	1781	1777	1507	1781	1777	1507
Q Serve(g_s), s	2.7	0.0	31.0	2.6	0.0	17.9	3.3	9.2	7.1	10.1	13.9	4.8
Cycle Q Clear(g_c), s	2.7	0.0	31.0	2.6	0.0	17.9	3.3	9.2	7.1	10.1	13.9	4.8
Prop In Lane	1.00		0.06	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	0	653	172	0	620	163	928	394	390	932	395
V/C Ratio(X)	0.27	0.00	0.86	0.27	0.00	0.57	0.35	0.39	0.31	0.59	0.56	0.21
Avail Cap(c_a), veh/h	228	0	751	228	0	715	163	1300	551	390	1304	553
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	32.9	45.8	0.0	28.7	46.6	33.2	32.4	27.1	34.9	31.5
Incr Delay (d2), s/veh	0.3	0.0	9.7	0.3	0.0	1.2	0.5	0.5	0.8	1.7	0.9	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(50%),veh/ln	1.2	0.0	15.1	1.2	0.0	7.7	1.4	3.9	0.1	4.5	6.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	0.0	42.6	46.1	0.0	29.9	47.1	33.7	33.2	28.9	35.8	32.0
LnGrp LOS	D		D	D		C	D	C	C	C	D	C
Approach Vol, veh/h		610			401			541			839	
Approach Delay, s/veh		42.9			31.8			35.0			33.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	44.5	14.5	35.2	15.0	44.6	14.6	35.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.4	10.0	40.1	14.0	44.4	10.1	40.0
Max Q Clear Time (g_c+I1), s	4.7	19.9	5.3	15.9	4.6	33.0	12.1	11.2
Green Ext Time (p_c), s	0.0	3.2	0.0	6.0	0.0	3.7	0.0	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	35.9
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	807	56	69	320	52	40
Future Volume (vph)	807	56	69	320	52	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.99		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3498		1770	1863	1688	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3498		1770	1863	1688	
Peak-hour factor, PHF	0.95	0.95	0.97	0.97	0.82	0.82
Adj. Flow (vph)	849	59	71	330	63	49
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	903	0	71	330	112	0
Confl. Peds. (#/hr)		7	7			21
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	27.1		6.4	38.5	11.3	
Effective Green, g (s)	27.1		6.4	38.5	11.3	
Actuated g/C Ratio	0.45		0.11	0.64	0.19	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1572		187	1189	316	
v/s Ratio Prot	c0.26		0.04	c0.18	c0.07	
v/s Ratio Perm						
v/c Ratio	0.57		0.38	0.28	0.35	
Uniform Delay, d1	12.3		25.1	4.8	21.3	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.6		0.5	0.2	0.7	
Delay (s)	12.9		25.6	5.0	22.0	
Level of Service	B		C	A	C	
Approach Delay (s/veh)	12.9			8.6	22.0	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	1127	70	270	124	63	195	30	41	77	646	238
Future Volume (vph)	500	1127	70	270	124	63	195	30	41	77	646	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.98				1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.97	1.00
Frt	1.00	0.85		0.96		1.00	0.96				1.00	0.98
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1744		1760	1749				1709	1813
Flt Permitted	1.00	1.00		1.00		0.37	1.00				0.32	1.00
Satd. Flow (perm)	1863	1583		1744		682	1749				577	1813
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.79	0.79	0.79	0.79	0.92	0.92	0.92
Adj. Flow (vph)	543	1225	76	300	138	80	247	38	52	84	702	259
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	4
Lane Group Flow (vph)	543	1253	0	438	0	80	332	0	0	0	786	302
Confl. Peds. (#/hr)		10	10		14	9		49	12	49	12	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.6	52.2		41.9		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.6	46.2		41.9		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.38		0.34		0.28	0.28				0.28	0.28
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	266	594		593		188	484				159	502
v/s Ratio Prot	0.29	c0.79		c0.25			0.19					0.17
v/s Ratio Perm						0.12					c1.36	
v/c Ratio	2.04	2.11		0.74		0.43	0.69				4.94	0.60
Uniform Delay, d1	52.8	38.4		35.8		36.5	39.7				44.5	38.6
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	481.5	504.9		5.1		2.7	4.7				1788.6	2.7
Delay (s)	534.3	543.3		40.9		39.1	44.4				1833.1	41.3
Level of Service	F	F		D		D	D				F	D
Approach Delay (s/veh)	540.6			40.9			43.4					1331.0
Approach LOS	F			D			D					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	557.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.86		
Actuated Cycle Length (s)	123.1	Sum of lost time (s)	25.0
Intersection Capacity Utilization	155.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	43	378	274	74
Future Volume (vph)	43	378	274	74
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.95		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.97		
Satd. Flow (prot)		3095		
Flt Permitted		0.97		
Satd. Flow (perm)		3095		
Peak-hour factor, PHF	0.92	0.96	0.96	0.96
Adj. Flow (vph)	47	394	285	77
RTOR Reduction (vph)	0	99	0	0
Lane Group Flow (vph)	0	657	0	0
Confl. Peds. (#/hr)	9	9	14	27
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		28.6		
Effective Green, g (s)		28.6		
Actuated g/C Ratio		0.23		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		719		
v/s Ratio Prot		0.21		
v/s Ratio Perm				
v/c Ratio		0.91		
Uniform Delay, d1		46.0		
Progression Factor		1.00		
Incremental Delay, d2		16.3		
Delay (s)		62.4		
Level of Service		E		
Approach Delay (s/veh)		62.4		
Approach LOS		E		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	179	11	96	97	122	23	954	67	166	1104	92
Future Volume (veh/h)	152	179	11	96	97	122	23	954	67	166	1104	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		1.00	1.00		0.97	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	211	13	117	118	0	26	1060	74	180	1200	100
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	516	32	170	528		127	1576	110	206	1323	562
Arrive On Green	0.11	0.30	0.30	0.10	0.28	0.00	0.07	0.32	0.32	0.12	0.37	0.37
Sat Flow, veh/h	1781	1731	107	1781	1870	1585	1781	4862	339	1781	3554	1511
Grp Volume(v), veh/h	179	0	224	117	118	0	26	742	392	180	1200	100
Grp Sat Flow(s),veh/h/ln	1781	0	1838	1781	1870	1585	1781	1702	1797	1781	1777	1511
Q Serve(g_s), s	12.5	0.0	12.3	8.0	6.1	0.0	1.7	23.7	23.8	12.5	40.3	5.6
Cycle Q Clear(g_c), s	12.5	0.0	12.3	8.0	6.1	0.0	1.7	23.7	23.8	12.5	40.3	5.6
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	198	0	548	170	528		127	1103	582	206	1323	562
V/C Ratio(X)	0.90	0.00	0.41	0.69	0.22		0.20	0.67	0.67	0.87	0.91	0.18
Avail Cap(c_a), veh/h	198	0	548	226	550		127	1103	582	273	1397	594
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	0.0	35.3	55.2	34.6	0.0	55.1	36.8	36.8	54.8	37.5	26.6
Incr Delay (d2), s/veh	37.6	0.0	0.7	2.6	0.3	0.0	0.3	2.1	4.0	17.3	8.6	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(50%),veh/ln	7.6	0.0	5.6	3.7	2.8	0.0	0.8	10.1	11.0	6.6	18.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.9	0.0	36.0	57.7	34.9	0.0	55.4	38.9	40.8	72.1	46.1	26.7
LnGrp LOS	F		D	E	C		E	D	D	E	D	C
Approach Vol, veh/h		403			235			1160			1480	
Approach Delay, s/veh		61.3			46.3			39.9			47.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	45.8	18.0	43.1	13.0	51.9	20.0	41.1
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	19.3	38.7	16.0	35.0	9.0	49.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	14.5	25.8	10.0	14.3	3.7	42.3	14.5	8.1
Green Ext Time (p_c), s	0.1	8.8	0.0	1.6	0.0	4.6	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	46.6
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	388	38	52	228	4	72	2	43	9	3	14
Future Volume (veh/h)	2	388	38	52	228	4	72	2	43	9	3	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	426	42	59	259	5	84	2	50	15	5	24
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86	0.59	0.59	0.59
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1203	118	506	1313	25	401	52	144	250	109	226
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1110	3266	320	922	3564	69	750	199	552	304	420	869
Grp Volume(v), veh/h	2	231	237	59	129	135	136	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1110	1777	1810	922	1777	1855	1500	0	0	1593	0	0
Q Serve(g_s), s	0.0	2.7	2.7	1.4	1.4	1.4	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	2.7	2.7	4.1	1.4	1.4	1.9	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.62		0.37	0.34		0.55
Lane Grp Cap(c), veh/h	608	655	667	506	655	684	596	0	0	585	0	0
V/C Ratio(X)	0.00	0.35	0.36	0.12	0.20	0.20	0.23	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	964	1225	1248	802	1225	1279	1758	0	0	1801	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	6.5	6.5	8.0	6.1	6.1	8.4	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.0	0.5	0.5	0.2	0.3	0.3	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.6	6.6	6.6	8.1	6.3	6.3	8.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		470			323			136			44	
Approach Delay, s/veh		6.6			6.6			8.6			8.0	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		12.4		15.9		12.4				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		6.1		3.9		4.7		2.6				
Green Ext Time (p_c), s		1.9		0.8		1.5		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	850	62	101	284	122	67	807	106	339	701	25
Future Volume (veh/h)	29	850	62	101	284	122	67	807	106	339	701	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	914	67	111	312	134	74	897	118	349	723	26
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	1059	78	136	828	346	138	1233	161	310	1287	46
Arrive On Green	0.05	0.32	0.32	0.08	0.34	0.34	0.08	0.27	0.27	0.17	0.37	0.37
Sat Flow, veh/h	1781	3348	245	1781	2409	1007	1781	4534	593	1781	3492	126
Grp Volume(v), veh/h	31	485	496	111	228	218	74	672	343	349	368	381
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1639	1781	1702	1723	1781	1777	1841
Q Serve(g_s), s	2.0	30.2	30.2	7.2	11.4	11.9	4.7	21.1	21.3	20.5	19.4	19.4
Cycle Q Clear(g_c), s	2.0	30.2	30.2	7.2	11.4	11.9	4.7	21.1	21.3	20.5	19.4	19.4
Prop In Lane	1.00		0.14	1.00		0.61	1.00		0.34	1.00		0.07
Lane Grp Cap(c), veh/h	87	562	575	136	611	564	138	926	468	310	655	679
V/C Ratio(X)	0.36	0.86	0.86	0.82	0.37	0.39	0.54	0.73	0.73	1.13	0.56	0.56
Avail Cap(c_a), veh/h	136	574	587	136	611	564	163	969	490	310	655	679
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	37.8	37.8	53.6	29.1	29.2	52.3	38.9	39.0	48.6	29.6	29.6
Incr Delay (d2), s/veh	0.9	13.1	12.8	28.9	0.6	0.7	1.2	3.1	6.2	89.2	1.4	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(50%),veh/ln	0.9	14.9	15.2	4.3	4.9	4.7	2.1	9.1	9.7	16.7	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	50.9	50.7	82.4	29.7	30.0	53.5	42.0	45.2	137.9	31.0	30.9
LnGrp LOS	E	D	D	F	C	C	D	D	D	F	C	C
Approach Vol, veh/h		1012			557			1089			1098	
Approach Delay, s/veh		50.9			40.3			43.8			64.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	37.0	13.5	42.2	13.6	48.4	10.2	45.5
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	20.5	33.5	9.0	38.0	10.8	43.2	9.0	38.0
Max Q Clear Time (g_c+I1), s	22.5	23.3	9.2	32.2	6.7	21.4	4.0	13.9
Green Ext Time (p_c), s	0.0	6.3	0.0	3.6	0.0	6.5	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	51.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1243	30	40	467	11	14	55	97	28	53	6
Future Volume (veh/h)	16	1243	30	40	467	11	14	55	97	28	53	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1256	30	49	577	14	16	62	110	37	71	8
Peak Hour Factor	0.99	0.99	0.99	0.81	0.81	0.81	0.88	0.88	0.88	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	519	1907	46	272	1905	46	97	159	246	187	307	29
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	823	3546	85	429	3543	86	61	626	969	347	1211	115
Grp Volume(v), veh/h	16	629	657	49	289	302	188	0	0	116	0	0
Grp Sat Flow(s),veh/h/ln	823	1777	1854	429	1777	1852	1656	0	0	1673	0	0
Q Serve(g_s), s	0.5	12.1	12.2	4.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	12.1	12.2	16.6	4.3	4.3	4.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.05	0.09		0.59	0.32		0.07
Lane Grp Cap(c), veh/h	519	955	997	272	955	996	502	0	0	523	0	0
V/C Ratio(X)	0.03	0.66	0.66	0.18	0.30	0.30	0.37	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1295	2631	2746	677	2631	2742	1412	0	0	1403	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	7.9	7.9	13.9	6.1	6.1	15.0	0.0	0.0	14.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.4	0.3	0.2	0.5	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	3.0	3.2	0.4	1.1	1.2	1.6	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	8.2	8.2	14.3	6.4	6.4	15.5	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B			B		
Approach Vol, veh/h		1302			640			188			116	
Approach Delay, s/veh		8.2			7.0			15.5			14.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.8		17.2		30.8		17.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		71.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s		18.6		6.5		14.2		4.4				
Green Ext Time (p_c), s		7.2		1.2		6.7		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	71	52	8	30	23	54	979	15	33	924	68
Future Volume (veh/h)	58	71	52	8	30	23	54	979	15	33	924	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	87	63	14	51	39	59	1076	16	35	983	72
Peak Hour Factor	0.82	0.82	0.82	0.59	0.59	0.59	0.91	0.91	0.91	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	195	115	97	242	159	338	2039	30	328	1905	139
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	369	778	457	93	966	635	534	3582	53	516	3346	245
Grp Volume(v), veh/h	221	0	0	104	0	0	59	534	558	35	522	533
Grp Sat Flow(s),veh/h/ln	1605	0	0	1694	0	0	534	1777	1858	516	1777	1814
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	4.2	10.3	10.3	2.5	10.0	10.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	2.6	0.0	0.0	14.2	10.3	10.3	12.8	10.0	10.0
Prop In Lane	0.32		0.29	0.13		0.37	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	488	0	0	499	0	0	338	1011	1058	328	1011	1033
V/C Ratio(X)	0.45	0.00	0.00	0.21	0.00	0.00	0.17	0.53	0.53	0.11	0.52	0.52
Avail Cap(c_a), veh/h	1326	0	0	1380	0	0	667	2109	2205	646	2109	2153
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	16.6	0.0	0.0	11.6	7.4	7.4	11.3	7.3	7.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.3	0.6	0.6	0.2	0.6	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(50%),veh/ln	2.3	0.0	0.0	1.0	0.0	0.0	0.5	2.9	3.0	0.3	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.0	0.0	16.8	0.0	0.0	12.0	8.0	8.0	11.5	7.9	7.9
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		221			104			1151			1090	
Approach Delay, s/veh		18.6			16.8			8.2			8.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.7	19.0	36.7	19.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	66.0	44.0	66.0	44.0
Max Q Clear Time (g_c+I1), s	16.2	8.4	14.8	4.6
Green Ext Time (p_c), s	15.5	1.5	14.3	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	21	49	17	22	45	7	962	27	31	931	25
Future Volume (veh/h)	45	21	49	17	22	45	7	962	27	31	931	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	32	75	24	31	62	8	1069	30	32	960	26
Peak Hour Factor	0.65	0.65	0.65	0.72	0.72	0.72	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	122	202	138	173	266	311	1800	51	276	1802	49
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	476	384	639	198	546	839	569	3526	99	512	3530	96
Grp Volume(v), veh/h	176	0	0	117	0	0	8	539	560	32	483	503
Grp Sat Flow(s),veh/h/ln	1498	0	0	1583	0	0	569	1777	1848	512	1777	1848
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.6	12.4	12.4	2.7	10.6	10.6
Cycle Q Clear(g_c), s	4.8	0.0	0.0	3.0	0.0	0.0	11.2	12.4	12.4	15.1	10.6	10.6
Prop In Lane	0.39		0.43	0.21		0.53	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	562	0	0	577	0	0	311	907	943	276	907	944
V/C Ratio(X)	0.31	0.00	0.00	0.20	0.00	0.00	0.03	0.59	0.59	0.12	0.53	0.53
Avail Cap(c_a), veh/h	1255	0	0	1306	0	0	648	1961	2039	580	1961	2039
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	14.5	0.0	0.0	13.3	10.0	10.0	15.3	9.5	9.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.9	0.9	0.3	0.7	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(50%),veh/ln	1.6	0.0	0.0	1.1	0.0	0.0	0.1	3.9	4.1	0.3	3.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	0.0	0.0	14.7	0.0	0.0	13.3	10.9	10.8	15.5	10.2	10.2
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		176			117			1107			1018	
Approach Delay, s/veh		15.4			14.7			10.9			10.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		34.6		23.4		34.6		23.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		14.4		6.8		17.1		5.0				
Green Ext Time (p_c), s		14.2		1.2		12.5		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.2									
HCM 7th LOS			B									

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	117	49	33	36	43	51	878	46	55	887	72
Future Volume (veh/h)	76	117	49	33	36	43	51	878	46	55	887	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	127	53	45	49	58	58	998	52	58	934	76
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	271	97	181	194	183	317	1835	96	306	1775	144
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	376	914	326	347	653	617	557	3427	179	536	3314	270
Grp Volume(v), veh/h	263	0	0	152	0	0	58	517	533	58	501	509
Grp Sat Flow(s),veh/h/ln	1616	0	0	1618	0	0	557	1777	1828	536	1777	1807
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	4.5	11.4	11.4	4.7	10.9	10.9
Cycle Q Clear(g_c), s	7.7	0.0	0.0	4.0	0.0	0.0	15.3	11.4	11.4	16.1	10.9	10.9
Prop In Lane	0.32		0.20	0.30		0.38	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	559	0	0	558	0	0	317	951	979	306	951	968
V/C Ratio(X)	0.47	0.00	0.00	0.27	0.00	0.00	0.18	0.54	0.54	0.19	0.53	0.53
Avail Cap(c_a), veh/h	1250	0	0	1220	0	0	636	1969	2027	613	1969	2003
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	16.1	0.0	0.0	13.9	9.1	9.1	14.3	8.9	8.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.4	0.7	0.7	0.4	0.6	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(50%),veh/ln	2.8	0.0	0.0	1.5	0.0	0.0	0.5	3.5	3.6	0.5	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.0	0.0	0.0	16.4	0.0	0.0	14.3	9.8	9.7	14.8	9.6	9.6
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		263			152			1108			1068	
Approach Delay, s/veh		18.0			16.4			10.0			9.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.9	22.7	36.9	22.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	66.0	44.0	66.0	44.0
Max Q Clear Time (g_c+I1), s	17.3	9.7	18.1	6.0
Green Ext Time (p_c), s	14.5	1.8	13.8	1.0

Intersection Summary	
HCM 7th Control Delay, s/veh	11.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	135	32	38	50	72	50	840	44	59	846	64
Future Volume (veh/h)	67	135	32	38	50	72	50	840	44	59	846	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	0.97		0.87	0.99		0.90
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	145	34	48	62	90	54	903	47	61	872	66
Peak Hour Factor	0.93	0.93	0.93	0.80	0.80	0.80	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	283	59	135	167	190	358	1449	75	387	1943	147
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.08	0.59	0.59
Sat Flow, veh/h	352	1094	226	252	644	733	580	3407	177	1781	3319	251
Grp Volume(v), veh/h	251	0	0	200	0	0	54	471	479	61	467	471
Grp Sat Flow(s),veh/h/ln	1672	0	0	1630	0	0	580	1777	1808	1781	1777	1793
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	3.8	13.3	13.3	1.1	9.5	9.5
Cycle Q Clear(g_c), s	7.9	0.0	0.0	6.2	0.0	0.0	3.8	13.3	13.3	1.1	9.5	9.5
Prop In Lane	0.29		0.14	0.24		0.45	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	505	0	0	492	0	0	358	756	769	387	1040	1050
V/C Ratio(X)	0.50	0.00	0.00	0.41	0.00	0.00	0.15	0.62	0.62	0.16	0.45	0.45
Avail Cap(c_a), veh/h	1054	0	0	1020	0	0	625	1574	1601	489	1960	1978
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	20.0	0.0	0.0	11.7	14.5	14.5	9.1	7.5	7.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.3	1.2	1.2	0.2	0.4	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(50%),veh/ln	3.1	0.0	0.0	2.4	0.0	0.0	0.5	4.8	4.9	0.3	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	0.0	0.0	20.5	0.0	0.0	12.0	15.7	15.6	9.3	7.9	7.9
LnGrp LOS	C			C			B	B	B	A	A	A
Approach Vol, veh/h		251			200			1004			999	
Approach Delay, s/veh		21.3			20.5			15.5			8.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.3	32.4		21.7		42.7		21.7				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	9.0	57.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s	3.1	15.3		8.2		11.5		9.9				
Green Ext Time (p_c), s	0.0	12.0		1.3		11.3		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.4									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	886	27	18	598	65	18	51	28	30	39	33
Future Volume (veh/h)	18	886	27	18	598	65	18	51	28	30	39	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.93	0.95		0.92	0.95		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	963	29	19	636	69	21	59	32	37	48	40
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	2383	71	71	2132	228	79	196	93	115	143	100
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	31	3366	100	47	3011	322	185	993	471	349	727	506
Grp Volume(v), veh/h	527	0	485	378	0	346	112	0	0	125	0	0
Grp Sat Flow(s),veh/h/ln	1822	0	1676	1763	0	1617	1648	0	0	1581	0	0
Q Serve(g_s), s	0.0	0.0	11.9	0.0	0.0	7.9	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	11.5	0.0	11.9	7.4	0.0	7.9	5.5	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.04		0.06	0.05		0.20	0.19		0.29	0.30		0.32
Lane Grp Cap(c), veh/h	1327	0	1186	1286	0	1145	368	0	0	358	0	0
V/C Ratio(X)	0.40	0.00	0.41	0.29	0.00	0.30	0.30	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1327	0	1186	1286	0	1145	500	0	0	484	0	0
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	1.00	0.80	0.00	0.80	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	6.0	5.3	0.0	5.4	34.5	0.0	0.0	34.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.0	0.5	0.0	0.5	0.5	0.0	0.0	0.6	0.0	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(50%),veh/ln	4.3	0.0	4.1	2.6	0.0	2.5	2.4	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.0	7.0	5.8	0.0	6.0	34.9	0.0	0.0	35.3	0.0	0.0
LnGrp LOS	A		A	A		A	C			D		
Approach Vol, veh/h		1012			724			112			125	
Approach Delay, s/veh		6.9			5.9			34.9			35.3	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.3		24.7		75.3		24.7				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		9.9		7.5		13.9		8.3				
Green Ext Time (p_c), s		8.4		0.5		13.8		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	658	113	114	513	207	70	638	86	183	662	92
Future Volume (veh/h)	105	658	113	114	513	207	70	638	86	183	662	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.89	0.98		0.89	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	731	126	128	576	233	74	679	91	195	704	98
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	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	263	971	385	234	988	391	338	1368	183	391	1702	237
Arrive On Green	0.06	0.27	0.27	0.07	0.28	0.28	0.44	0.44	0.44	0.08	0.55	0.55
Sat Flow, veh/h	1781	3554	1408	1781	3554	1407	670	3127	418	1781	3113	433
Grp Volume(v), veh/h	117	731	126	128	576	233	74	385	385	195	402	400
Grp Sat Flow(s),veh/h/ln	1781	1777	1408	1781	1777	1407	670	1777	1768	1781	1777	1769
Q Serve(g_s), s	5.6	22.6	8.6	6.1	16.8	17.2	8.7	18.7	18.8	6.9	15.9	15.9
Cycle Q Clear(g_c), s	5.6	22.6	8.6	6.1	16.8	17.2	11.5	18.7	18.8	6.9	15.9	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.24
Lane Grp Cap(c), veh/h	263	971	385	234	988	391	338	777	774	391	971	967
V/C Ratio(X)	0.45	0.75	0.33	0.55	0.58	0.60	0.22	0.50	0.50	0.50	0.41	0.41
Avail Cap(c_a), veh/h	329	1111	440	321	1170	463	338	777	774	478	971	967
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)	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.88	0.88	0.88
Uniform Delay (d), s/veh	29.7	39.9	34.8	30.8	37.3	37.5	23.2	24.3	24.3	17.4	15.9	15.9
Incr Delay (d2), s/veh	0.8	1.9	0.2	1.4	0.2	0.5	1.3	1.9	2.0	0.6	1.1	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(50%),veh/ln	2.5	10.2	3.0	2.7	7.4	5.9	1.5	8.1	8.1	2.8	6.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.5	41.8	35.0	32.1	37.5	38.0	24.4	26.2	26.2	18.0	17.1	17.1
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		974			937			844			997	
Approach Delay, s/veh		39.6			36.9			26.1			17.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	37.9	13.1	57.5	12.1	37.3		70.6				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	15.0	36.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	7.6	19.2	8.9	20.8	8.1	24.6		17.9				
Green Ext Time (p_c), s	0.1	3.3	0.2	3.2	0.1	3.4		3.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	808	115	93	601	253	150
Future Volume (veh/h)	808	115	93	601	253	150
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.90	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	918	131	102	660	275	163
Peak Hour Factor	0.88	0.88	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2220	317	393	2566	326	511
Arrive On Green	0.72	0.72	0.72	0.72	0.18	0.18
Sat Flow, veh/h	3168	439	533	3647	1781	2790
Grp Volume(v), veh/h	530	519	102	660	275	163
Grp Sat Flow(s),veh/h/ln	1777	1737	533	1777	1781	1395
Q Serve(g_s), s	11.8	11.8	9.4	6.3	14.9	5.1
Cycle Q Clear(g_c), s	11.8	11.8	21.2	6.3	14.9	5.1
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1283	1254	393	2566	326	511
V/C Ratio(X)	0.41	0.41	0.26	0.26	0.84	0.32
Avail Cap(c_a), veh/h	1283	1254	393	2566	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	5.5	9.7	4.7	39.5	35.4
Incr Delay (d2), s/veh	0.6	0.6	1.6	0.2	5.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.8	1.2	2.1	7.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.1	6.1	11.3	5.0	45.4	35.8
LnGrp LOS	A	A	B	A	D	D
Approach Vol, veh/h	1049			762	438	
Approach Delay, s/veh	6.1			5.8	41.8	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		77.2		22.8		77.2
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		23.2		16.9		13.8
Green Ext Time (p_c), s		9.5		1.4		5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	13.0
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	110	43	42	54	53	46	718	19	55	744	56
Future Volume (veh/h)	54	110	43	42	54	53	46	718	19	55	744	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.99	0.99		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	145	57	48	62	61	51	789	21	60	818	62
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	292	99	183	219	167	364	1751	47	391	1653	125
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	293	1016	345	290	761	583	626	3531	94	668	3333	253
Grp Volume(v), veh/h	273	0	0	171	0	0	51	397	413	60	436	444
Grp Sat Flow(s),veh/h/ln	1654	0	0	1635	0	0	626	1777	1848	668	1777	1809
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	2.7	6.7	6.7	3.0	7.6	7.6
Cycle Q Clear(g_c), s	6.2	0.0	0.0	3.6	0.0	0.0	10.3	6.7	6.7	9.6	7.6	7.6
Prop In Lane	0.26		0.21	0.28		0.36	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	573	0	0	569	0	0	364	881	916	391	881	897
V/C Ratio(X)	0.48	0.00	0.00	0.30	0.00	0.00	0.14	0.45	0.45	0.15	0.49	0.49
Avail Cap(c_a), veh/h	1779	0	0	1711	0	0	896	2391	2487	958	2391	2435
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	0.0	13.0	0.0	0.0	11.2	7.5	7.5	10.7	7.8	7.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.2	0.5	0.5	0.3	0.6	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(50%),veh/ln	2.1	0.0	0.0	1.2	0.0	0.0	0.3	1.8	1.9	0.4	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	0.0	13.3	0.0	0.0	11.4	8.1	8.0	10.9	8.4	8.4
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		273			171			861			940	
Approach Delay, s/veh		14.5			13.3			8.2			8.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.8		18.2		27.8		18.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		12.3		8.2		11.6		5.6				
Green Ext Time (p_c), s		9.8		1.9		11.2		1.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.5
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1086	109	94	479	77	50	472	42	148	660	133
Future Volume (veh/h)	120	1086	109	94	479	77	50	472	42	148	660	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	1155	116	97	494	79	54	513	46	172	767	155
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	1337	134	260	1246	198	148	1188	106	272	1056	213
Arrive On Green	0.09	0.41	0.41	0.09	0.41	0.41	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3247	325	1781	3050	485	604	3288	294	844	2923	591
Grp Volume(v), veh/h	128	631	640	97	287	286	54	276	283	172	466	456
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1758	604	1777	1805	844	1777	1736
Q Serve(g_s), s	4.2	34.9	35.1	3.1	12.3	12.4	9.2	12.7	12.8	20.9	24.5	24.5
Cycle Q Clear(g_c), s	4.2	34.9	35.1	3.1	12.3	12.4	33.7	12.7	12.8	33.7	24.5	24.5
Prop In Lane	1.00		0.18	1.00		0.28	1.00		0.16	1.00		0.34
Lane Grp Cap(c), veh/h	472	731	739	260	726	718	148	642	652	272	642	628
V/C Ratio(X)	0.27	0.86	0.87	0.37	0.39	0.40	0.37	0.43	0.43	0.63	0.73	0.73
Avail Cap(c_a), veh/h	476	849	858	269	849	840	173	717	728	307	717	701
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	28.9	29.0	21.7	22.5	22.5	44.4	26.0	26.1	38.8	29.8	29.8
Incr Delay (d2), s/veh	0.2	8.2	8.3	0.7	0.3	0.4	2.6	0.8	0.8	2.1	2.6	2.7
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(50%),veh/ln	1.7	15.9	16.1	1.3	5.1	5.1	1.5	5.4	5.5	4.4	10.6	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.6	37.1	37.3	22.3	22.8	22.9	46.9	26.8	26.8	40.9	32.4	32.4
LnGrp LOS	B	D	D	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1399			670			613			1094	
Approach Delay, s/veh		35.2			22.8			28.6			33.8	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	49.5		44.5	13.5	49.9		44.5				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	51.5		43.5	10.0	51.5		43.5				
Max Q Clear Time (g_c+I1), s	6.2	14.4		35.7	5.1	37.1		35.7				
Green Ext Time (p_c), s	0.1	3.7		3.3	0.1	7.2		3.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		31.5	
HCM 7th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	114	61	81	41	12	32	532	8	13	799	26
Future Volume (veh/h)	50	114	61	81	41	12	32	532	8	13	799	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	137	73	92	47	14	35	578	9	14	878	29
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	263	122	343	158	37	343	1678	26	467	1644	54
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	245	979	454	787	590	139	613	3579	56	824	3505	116
Grp Volume(v), veh/h	270	0	0	153	0	0	35	287	300	14	445	462
Grp Sat Flow(s),veh/h/ln	1678	0	0	1516	0	0	613	1777	1858	824	1777	1844
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	1.9	4.5	4.5	0.5	7.8	7.8
Cycle Q Clear(g_c), s	6.0	0.0	0.0	3.1	0.0	0.0	9.6	4.5	4.5	5.0	7.8	7.8
Prop In Lane	0.22		0.27	0.60		0.09	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	551	0	0	538	0	0	343	833	871	467	833	865
V/C Ratio(X)	0.49	0.00	0.00	0.28	0.00	0.00	0.10	0.34	0.34	0.03	0.53	0.53
Avail Cap(c_a), veh/h	1792	0	0	1568	0	0	945	2578	2696	1276	2578	2676
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	0.0	12.8	0.0	0.0	11.7	7.4	7.4	8.9	8.2	8.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.2	0.3	0.3	0.0	0.8	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(50%),veh/ln	2.0	0.0	0.0	1.1	0.0	0.0	0.2	1.2	1.3	0.1	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	0.0	13.1	0.0	0.0	11.8	7.7	7.7	9.0	9.0	9.0
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		270			153			622			921	
Approach Delay, s/veh		14.5			13.1			7.9			9.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	26.0	17.7	26.0	17.7
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	63.5	45.0	63.5	45.0
Max Q Clear Time (g_c+I1), s	11.6	8.0	9.8	5.1
Green Ext Time (p_c), s	6.4	1.8	10.8	1.0

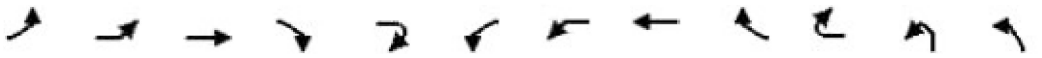
Intersection Summary	
HCM 7th Control Delay, s/veh	9.7
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	861	3	105	305	17	137	0	54	71	52	14
Future Volume (veh/h)	5	861	3	105	305	17	137	0	54	71	52	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1001	3	119	347	19	149	0	59	83	60	16
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	23	1402	4	220	1699	93	0	0	0	189	136	36
Arrive On Green	0.01	0.39	0.39	0.12	0.50	0.50	0.00	0.00	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1781	3634	11	1781	3422	187		0		935	676	180
Grp Volume(v), veh/h	6	489	515	119	179	187		0.0		159	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1832				1791	0	0
Q Serve(g_s), s	0.2	12.6	12.6	3.4	3.1	3.1				4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.2	12.6	12.6	3.4	3.1	3.1				4.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10				0.52		0.10
Lane Grp Cap(c), veh/h	23	686	721	220	882	909				362	0	0
V/C Ratio(X)	0.26	0.71	0.71	0.54	0.20	0.21				0.44	0.00	0.00
Avail Cap(c_a), veh/h	264	889	934	274	899	927				398	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	26.4	14.0	14.1	22.2	7.6	7.6				18.9	0.0	0.0
Incr Delay (d2), s/veh	6.0	2.4	2.3	2.1	0.2	0.2				0.8	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	4.3	4.5	1.4	1.0	1.0				1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	16.5	16.4	24.3	7.8	7.8				19.7	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		1010			485						159	
Approach Delay, s/veh		16.5			11.8						19.7	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	11.4	26.6		16.0	5.4	32.6						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	8.3	27.0		12.0	8.0	27.3						
Max Q Clear Time (g_c+I1), s	5.4	14.6		6.2	2.2	5.1						
Green Ext Time (p_c), s	0.1	6.2		0.4	0.0	3.0						

Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	17	9	150	744	66	319	16	129	7	6	38	251
Future Volume (vph)	17	9	150	744	66	319	16	129	7	6	38	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95				0.97
Frpb, ped/bikes			1.00	1.00	0.97		1.00	0.99				1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00				1.00
Frt			1.00	0.85	0.85		1.00	0.99				1.00
Flt Protected			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (prot)			1849	3610	1542		1770	3442				3433
Flt Permitted			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (perm)			1849	3610	1542		1770	3442				3433
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.99	0.99
Adj. Flow (vph)	19	10	165	818	73	358	18	145	8	7	38	254
RTOR Reduction (vph)	0	0	0	0	59	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	194	818	14	0	376	158	0	0	0	292
Confl. Peds. (#/hr)	25	19							25	19		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	Prot
Protected Phases		4	4			3	3	3			5 8	5 8
Permitted Phases	4			4	4							
Actuated Green, G (s)			30.0	30.0	30.0		16.0	16.0				42.6
Effective Green, g (s)			30.0	30.0	30.0		16.0	16.0				36.1
Actuated g/C Ratio			0.19	0.19	0.19		0.10	0.10				0.22
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				
Lane Grp Cap (vph)			344	673	287		176	342				770
v/s Ratio Prot			0.10				c0.21	0.05				0.09
v/s Ratio Perm				c0.23	0.01							
v/c Ratio			0.56	1.22	0.05		2.14	0.46				0.38
Uniform Delay, d1			59.5	65.5	53.7		72.5	68.4				52.9
Progression Factor			1.00	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2			2.1	110.2	0.1		529.9	1.4				0.1
Delay (s)			61.6	175.7	53.8		602.4	69.7				53.0
Level of Service			E	F	D		F	E				D
Approach Delay (s/veh)			147.1					443.4				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay (s/veh)	119.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.9	Sum of lost time (s)	35.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBT	NBR	NBR2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	569	270	486	9	860	12	29	235	21
Future Volume (vph)	569	270	486	9	860	12	29	235	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91			1.00	1.00
Frpb, ped/bikes	1.00	0.98	0.98	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
Frt	0.99	0.85	0.85	1.00	0.99			0.87	0.87
Flt Protected	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3365	1419	1559	1770	5041			1611	1554
Flt Permitted	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)	3365	1419	1559	1770	5041			1611	1554
Peak-hour factor, PHF	0.99	0.99	0.99	0.83	0.83	0.83	0.83	0.88	0.97
Adj. Flow (vph)	575	273	491	11	1036	14	35	267	22
RTOR Reduction (vph)	0	0	270	0	2	0	0	0	16
Lane Group Flow (vph)	602	246	221	11	1083	0	0	267	6
Confl. Peds. (#/hr)		1	1	1		9	9		19
Confl. Bikes (#/hr)		2	2			6	6		2
Turn Type	NA	Perm	Perm	Prot	NA			pt+ov	Perm
Protected Phases	2			1	6			5 8	
Permitted Phases		2	2						6
Actuated Green, G (s)	54.2	54.2	54.2	5.1	43.8			42.6	43.8
Effective Green, g (s)	54.2	54.2	54.2	5.1	43.8			36.1	43.8
Actuated g/C Ratio	0.34	0.34	0.34	0.03	0.27			0.22	0.27
Clearance Time (s)	7.0	7.0	7.0	6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5	4.5	2.0	4.5				4.5
Lane Grp Cap (vph)	1133	477	525	56	1372			361	423
v/s Ratio Prot	0.18			0.01	c0.21			c0.17	
v/s Ratio Perm		0.17	0.14						0.00
v/c Ratio	0.53	0.52	0.42	0.20	0.79			0.74	0.01
Uniform Delay, d1	43.1	42.8	41.2	75.9	54.3			58.0	42.8
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.7	1.6	0.9	0.6	3.5			6.7	0.0
Delay (s)	43.8	44.4	42.2	76.5	57.7			64.7	42.8
Level of Service	D	D	D	E	E			E	D
Approach Delay (s/veh)	45.1				57.9				
Approach LOS	D				E				

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	15	21	345	5	55
Future Vol, veh/h	129	15	21	345	5	55
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	74	74	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	19	28	466	6	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	699	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1389	-	406	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	394	866
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.44	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	103	-
HCM Lane V/C Ratio	0.092	-	-	0.02	-
HCM Control Delay (s/veh)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	47	513	63	178	519
Future Vol, veh/h	20	47	513	63	178	519
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	78	78	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	59	658	81	193	564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1655	704	0	0	744	0
Stage 1	704	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	108	437	-	-	863	-
Stage 1	490	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	434	-	-	858	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	43.65	0	2.66
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	174	460	-
HCM Lane V/C Ratio	-	-	0.482	0.225	-
HCM Control Delay (s/veh)	-	-	43.7	10.4	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.3	0.9	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	126	11	32	38	176	9	1069	49	227	1165	199
Future Volume (veh/h)	242	126	11	32	38	176	9	1069	49	227	1165	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	310	162	14	49	58	271	10	1229	56	241	1239	212
Peak Hour Factor	0.78	0.78	0.78	0.65	0.65	0.65	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	104	9	92	112	431	151	1932	88	195	1689	287
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	569	297	26	167	320	1232	367	3460	158	430	3025	513
Grp Volume(v), veh/h	486	0	0	378	0	0	10	631	654	241	724	727
Grp Sat Flow(s),veh/h/ln	892	0	0	1719	0	0	367	1777	1841	430	1777	1761
Q Serve(g_s), s	19.7	0.0	0.0	0.0	0.0	0.0	2.5	29.2	29.2	37.8	36.4	37.3
Cycle Q Clear(g_c), s	42.0	0.0	0.0	22.3	0.0	0.0	39.8	29.2	29.2	67.0	36.4	37.3
Prop In Lane	0.64		0.03	0.13		0.72	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	361	0	0	635	0	0	151	992	1028	195	992	983
V/C Ratio(X)	1.34	0.00	0.00	0.59	0.00	0.00	0.07	0.64	0.64	1.23	0.73	0.74
Avail Cap(c_a), veh/h	361	0	0	635	0	0	151	992	1028	195	992	983
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	32.7	0.0	0.0	34.9	18.1	18.2	46.9	19.7	19.9
Incr Delay (d2), s/veh	172.5	0.0	0.0	1.5	0.0	0.0	0.2	1.3	1.3	141.4	2.8	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(50%),veh/ln	28.3	0.0	0.0	9.4	0.0	0.0	0.2	11.9	12.4	13.6	15.2	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	217.7	0.0	0.0	34.2	0.0	0.0	35.1	19.5	19.5	188.3	22.5	22.9
LnGrp LOS	F			C			D	B	B	F	C	C
Approach Vol, veh/h		486			378			1295			1692	
Approach Delay, s/veh		217.7			34.2			19.6			46.3	
Approach LOS		F			C			B			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.0		47.0		73.0		47.0				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		67.0		42.0		67.0		42.0				
Max Q Clear Time (g_c+I1), s		41.8		44.0		69.0		24.3				
Green Ext Time (p_c), s		10.4		0.0		0.0		2.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			57.8									
HCM 7th LOS			E									

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	43	9	196	50	46
Future Vol, veh/h	359	43	9	196	50	46
Conflicting Peds, #/hr	0	3	3	0	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	62	62	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	403	48	15	316	75	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	455	0	778	435
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1106	-	365	621
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1103	-	359	617
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.36	16.74
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	1103	-
HCM Lane V/C Ratio	0.319	-	-	0.013	-
HCM Control Delay (s/veh)	16.7	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	6	215	0	2	5	75	421	2	6	514	58
Future Volume (vph)	156	6	215	0	2	5	75	421	2	6	514	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.90		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1553			1674		1770	1861		1770	1831	
Flt Permitted	0.95	1.00			1.00		0.30	1.00		0.33	1.00	
Satd. Flow (perm)	1770	1553			1674		553	1861		607	1831	
Peak-hour factor, PHF	0.84	0.84	0.84	0.58	0.58	0.58	0.71	0.71	0.71	0.90	0.90	0.90
Adj. Flow (vph)	186	7	256	0	3	9	106	593	3	7	571	64
RTOR Reduction (vph)	0	204	0	0	9	0	0	0	0	0	3	0
Lane Group Flow (vph)	186	59	0	0	3	0	106	596	0	7	632	0
Confl. Peds. (#/hr)	2		1									
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA			NA		Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	12.4	12.4			1.0		33.5	33.5		33.5	33.5	
Effective Green, g (s)	12.4	12.4			1.0		33.5	33.5		33.5	33.5	
Actuated g/C Ratio	0.20	0.20			0.02		0.55	0.55		0.55	0.55	
Clearance Time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	359	315			27		303	1020		332	1003	
v/s Ratio Prot	c0.11	0.04			c0.00			0.32			c0.35	
v/s Ratio Perm							0.19			0.01		
v/c Ratio	0.52	0.19			0.12		0.35	0.58		0.02	0.63	
Uniform Delay, d1	21.7	20.2			29.6		7.7	9.2		6.3	9.5	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	0.3			1.9		1.0	1.0		0.0	1.4	
Delay (s)	23.0	20.5			31.5		8.7	10.2		6.3	10.9	
Level of Service	C	C			C		A	B		A	B	
Approach Delay (s/veh)		21.5			31.5			10.0			10.9	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	61.1	Sum of lost time (s)	14.2
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	107	31	123	141	107
Future Vol, veh/h	167	107	31	123	141	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	82	82	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	160	38	150	168	127

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	232	295	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	561	808	1266	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	808	1266	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.14	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	623	-	-
HCM Lane V/C Ratio	0.03	-	0.657	-	-
HCM Control Delay (s/veh)	7.9	0	21.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	4.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1008	1	1	957	17	8	1	3	79	0	170
Future Volume (veh/h)	46	1008	1	1	957	17	8	1	3	79	0	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1029	1	1	1075	18	13	2	5	113	0	243
Peak Hour Factor	0.98	0.98	0.98	0.89	0.89	0.94	0.60	0.60	0.60	0.70	0.70	0.70
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	360	2698	3	377	2627	44	211	44	40	494	0	367
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	508	5185	5	534	5047	84	331	190	174	1406	0	1581
Grp Volume(v), veh/h	47	665	365	1	708	385	20	0	0	113	0	243
Grp Sat Flow(s),veh/h/ln	508	1675	1840	534	1662	1808	695	0	0	1406	0	1581
Q Serve(g_s), s	2.8	5.3	5.3	0.0	5.8	5.8	0.1	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	8.5	5.3	5.3	5.3	5.8	5.8	6.3	0.0	0.0	2.9	0.0	6.2
Prop In Lane	1.00		0.00	1.00		0.05	0.65		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	360	1744	957	377	1729	941	295	0	0	494	0	367
V/C Ratio(X)	0.13	0.38	0.38	0.00	0.41	0.41	0.07	0.00	0.00	0.23	0.00	0.66
Avail Cap(c_a), veh/h	666	3765	2068	699	3735	2032	859	0	0	1115	0	1066
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	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	6.4	6.4	8.0	6.5	6.5	13.6	0.0	0.0	14.2	0.0	15.5
Incr Delay (d2), s/veh	0.2	0.2	0.4	0.0	0.2	0.4	0.1	0.0	0.0	0.2	0.0	2.0
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(50%),veh/ln	0.2	1.1	1.3	0.0	1.2	1.4	0.1	0.0	0.0	0.8	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	6.6	6.7	8.0	6.7	6.9	13.7	0.0	0.0	14.5	0.0	17.5
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		1077			1094			20			356	
Approach Delay, s/veh		6.8			6.8			13.7			16.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.2		15.3		29.2		15.3				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		7.8		8.3		10.5		8.2				
Green Ext Time (p_c), s		12.7		0.1		12.6		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh		8.2										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	879	22	52	624	171	41	738	47	281	655	291
Future Volume (veh/h)	177	879	22	52	624	171	41	738	47	281	655	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	925	23	61	734	201	43	769	49	290	675	300
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	6	6	6	2	2	2	2	2	2
Cap, veh/h	205	1931	48	78	1202	325	56	936	412	223	1269	743
Arrive On Green	0.12	0.38	0.38	0.05	0.31	0.31	0.03	0.26	0.26	0.13	0.36	0.36
Sat Flow, veh/h	1753	5043	125	1725	3857	1043	1781	3554	1563	1781	3554	1562
Grp Volume(v), veh/h	186	614	334	61	626	309	43	769	49	290	675	300
Grp Sat Flow(s),veh/h/ln	1753	1675	1818	1725	1648	1604	1781	1777	1563	1781	1777	1562
Q Serve(g_s), s	12.6	16.6	16.7	4.2	19.4	19.7	2.9	24.4	2.9	15.0	18.1	15.0
Cycle Q Clear(g_c), s	12.6	16.6	16.7	4.2	19.4	19.7	2.9	24.4	2.9	15.0	18.1	15.0
Prop In Lane	1.00		0.07	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1283	696	78	1027	500	56	936	412	223	1269	743
V/C Ratio(X)	0.91	0.48	0.48	0.78	0.61	0.62	0.77	0.82	0.12	1.30	0.53	0.40
Avail Cap(c_a), veh/h	205	1283	696	201	1027	500	223	1125	495	223	1269	743
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	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	28.0	28.0	56.7	35.1	35.2	57.7	41.6	33.6	52.5	30.6	20.6
Incr Delay (d2), s/veh	38.8	1.3	2.4	14.8	2.6	5.4	20.0	4.7	0.2	164.8	0.6	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(50%),veh/ln	7.6	6.7	7.5	2.1	7.9	8.3	1.6	11.0	1.1	16.8	7.6	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.2	29.2	30.3	71.5	37.7	40.6	77.7	46.3	33.8	217.3	31.2	21.1
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	C	C
Approach Vol, veh/h		1134			996			861			1265	
Approach Delay, s/veh		39.7			40.7			47.1			71.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	52.0	20.0	37.6	19.0	43.4	8.7	48.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	31.0	15.0	38.0	14.0	31.0	15.0	38.0
Max Q Clear Time (g_c+I1), s	6.2	18.7	17.0	26.4	14.6	21.7	4.9	20.1
Green Ext Time (p_c), s	0.1	6.0	0.0	5.1	0.0	5.0	0.0	7.2

Intersection Summary	
HCM 7th Control Delay, s/veh	50.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1192	5	33	749	11	45	44	247	24	15	53
Future Volume (veh/h)	10	1192	5	33	749	11	45	44	247	24	15	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1282	5	36	823	12	53	52	291	36	23	80
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.85	0.85	0.85	0.66	0.66	0.66
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	2	2	2
Cap, veh/h	28	2134	8	73	2219	32	378	65	364	167	98	341
Arrive On Green	0.02	0.42	0.42	0.04	0.44	0.44	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1739	5125	20	1725	5019	73	1290	243	1360	1037	366	1273
Grp Volume(v), veh/h	11	831	456	36	540	295	53	0	343	36	0	103
Grp Sat Flow(s),veh/h/ln	1739	1662	1822	1725	1648	1796	1290	0	1603	1037	0	1639
Q Serve(g_s), s	0.5	14.6	14.6	1.5	8.2	8.2	2.5	0.0	14.9	2.5	0.0	3.7
Cycle Q Clear(g_c), s	0.5	14.6	14.6	1.5	8.2	8.2	6.2	0.0	14.9	17.4	0.0	3.7
Prop In Lane	1.00		0.01	1.00		0.04	1.00		0.85	1.00		0.78
Lane Grp Cap(c), veh/h	28	1384	758	73	1458	794	378	0	429	167	0	439
V/C Ratio(X)	0.39	0.60	0.60	0.49	0.37	0.37	0.14	0.00	0.80	0.22	0.00	0.23
Avail Cap(c_a), veh/h	465	2219	1217	461	2201	1199	550	0	642	305	0	657
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	17.0	17.0	35.1	13.9	13.9	23.8	0.0	25.5	33.7	0.0	21.4
Incr Delay (d2), s/veh	3.2	0.6	1.1	1.9	0.2	0.4	0.2	0.0	4.3	0.6	0.0	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(50%),veh/ln	0.2	5.0	5.6	0.6	2.7	3.0	0.8	0.0	5.9	0.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	17.6	18.1	37.0	14.2	14.3	24.0	0.0	29.9	34.3	0.0	21.7
LnGrp LOS	D	B	B	D	B	B	C		C	C		C
Approach Vol, veh/h		1298			871			396			139	
Approach Delay, s/veh		18.0			15.2			29.1			25.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	40.6		27.0	9.2	38.7		27.0				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.5	10.2		19.4	3.5	16.6		16.9				
Green Ext Time (p_c), s	0.0	8.8		0.5	0.0	14.6		2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.1									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1304	40	28	691	95	23	79	41	245	193	75
Future Volume (veh/h)	133	1304	40	28	691	95	23	79	41	245	193	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	1465	45	29	705	97	33	114	59	282	222	86
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98	0.69	0.69	0.69	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	181	2143	934	38	2350	320	44	124	397	56	0	398
Arrive On Green	0.10	0.61	0.61	0.04	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1753	3497	1524	1739	4420	602	0	487	1558	0	0	1559
Grp Volume(v), veh/h	149	1465	45	29	528	274	147	0	59	504	0	86
Grp Sat Flow(s),veh/h/ln	1753	1749	1524	1739	1662	1699	487	0	1558	0	0	1559
Q Serve(g_s), s	8.3	27.9	1.2	1.6	0.0	0.0	0.0	0.0	2.9	0.0	0.0	4.3
Cycle Q Clear(g_c), s	8.3	27.9	1.2	1.6	0.0	0.0	25.5	0.0	2.9	25.5	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.35	0.22		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	181	2143	934	38	1766	903	168	0	397	56	0	398
V/C Ratio(X)	0.82	0.68	0.05	0.75	0.30	0.30	0.87	0.00	0.15	8.98	0.00	0.22
Avail Cap(c_a), veh/h	298	2143	934	296	1766	903	168	0	397	56	0	398
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.9	12.9	7.7	47.5	0.0	0.0	31.9	0.0	28.8	50.0	0.0	29.4
Incr Delay (d2), s/veh	8.9	1.8	0.1	10.3	0.4	0.8	36.2	0.0	0.2	3625.4	0.0	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(50%),veh/ln	4.0	9.9	0.4	0.8	0.1	0.2	4.5	0.0	1.1	57.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	14.7	7.8	57.8	0.4	0.8	68.1	0.0	29.0	3675.4	0.0	29.6
LnGrp LOS	D	B	A	E	A	A	E		C	F		C
Approach Vol, veh/h		1659			831			206			590	
Approach Delay, s/veh		17.9			2.6			56.9			3144.0	
Approach LOS		B			A			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	57.7		29.0	5.2	65.8		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	17.0	46.5		25.5	17.0	46.5		25.5				
Max Q Clear Time (g_c+I1), s	10.3	2.0		27.5	3.6	29.9		27.5				
Green Ext Time (p_c), s	0.2	8.6		0.0	0.0	11.8		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			577.8									
HCM 7th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1446	15	12	663	87	32	56	38	101	50	84
Future Volume (veh/h)	99	1446	15	12	663	87	32	56	38	101	50	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1538	16	13	698	92	46	80	54	115	57	95
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.70	0.70	0.70	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	4	7	7	7	2	2	2	2	2	2
Cap, veh/h	130	3554	37	21	2761	360	142	232	168	219	112	204
Arrive On Green	0.15	1.00	1.00	0.02	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	5128	53	1711	4377	571	457	1224	886	806	591	1075
Grp Volume(v), veh/h	105	1005	549	13	520	270	86	0	94	136	0	131
Grp Sat Flow(s),veh/h/ln	1753	1675	1831	1711	1635	1678	1032	0	1536	988	0	1483
Q Serve(g_s), s	5.8	0.0	0.0	0.8	0.0	0.0	3.2	0.0	5.3	9.4	0.0	7.9
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.8	0.0	0.0	11.0	0.0	5.3	14.6	0.0	7.9
Prop In Lane	1.00		0.03	1.00		0.34	0.53		0.58	0.85		0.72
Lane Grp Cap(c), veh/h	130	2322	1269	21	2062	1059	251	0	292	254	0	282
V/C Ratio(X)	0.81	0.43	0.43	0.63	0.25	0.26	0.34	0.00	0.32	0.54	0.00	0.47
Avail Cap(c_a), veh/h	175	2322	1269	171	2062	1059	383	0	430	373	0	415
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	0.0	0.0	48.6	0.0	0.0	37.7	0.0	35.0	40.8	0.0	36.0
Incr Delay (d2), s/veh	14.0	0.4	0.7	10.4	0.3	0.6	0.8	0.0	0.6	2.5	0.0	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(50%),veh/ln	2.8	0.1	0.2	0.4	0.1	0.2	2.0	0.0	2.0	3.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	0.4	0.7	59.0	0.3	0.6	38.5	0.0	35.6	43.2	0.0	37.7
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1659			803			180			267	
Approach Delay, s/veh		4.0			1.3			37.0			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	67.6		22.0	4.2	73.8		22.0				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	7.8	2.0		13.0	2.8	2.0		16.6				
Green Ext Time (p_c), s	0.1	8.6		0.9	0.0	22.5		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1286	179	92	637	72	67	350	117	113	501	55
Future Volume (veh/h)	83	1286	179	92	637	72	67	350	117	113	501	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1383	192	98	678	77	74	385	129	136	604	66
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	112	2220	308	121	2243	252	177	783	259	228	964	105
Arrive On Green	0.13	0.99	0.99	0.14	1.00	1.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1767	4486	623	1711	4464	502	765	2616	865	883	3223	351
Grp Volume(v), veh/h	89	1041	534	98	495	260	74	260	254	136	332	338
Grp Sat Flow(s),veh/h/ln	1767	1689	1732	1711	1635	1697	765	1777	1703	883	1777	1797
Q Serve(g_s), s	4.9	0.8	0.8	5.6	0.0	0.0	9.2	12.0	12.3	15.0	16.1	16.2
Cycle Q Clear(g_c), s	4.9	0.8	0.8	5.6	0.0	0.0	25.4	12.0	12.3	27.3	16.1	16.2
Prop In Lane	1.00		0.36	1.00		0.30	1.00		0.51	1.00		0.20
Lane Grp Cap(c), veh/h	112	1671	857	121	1643	852	177	532	510	228	532	538
V/C Ratio(X)	0.79	0.62	0.62	0.81	0.30	0.31	0.42	0.49	0.50	0.60	0.63	0.63
Avail Cap(c_a), veh/h	283	1671	857	274	1643	852	185	551	528	237	551	557
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.3	0.3	42.2	0.0	0.0	41.2	28.8	28.9	40.1	30.2	30.2
Incr Delay (d2), s/veh	4.4	1.6	3.1	4.6	0.5	0.9	0.6	0.3	0.3	2.5	1.5	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(50%),veh/ln	2.1	0.5	0.9	2.3	0.1	0.2	1.7	4.9	4.8	3.3	6.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	1.9	3.4	46.9	0.5	0.9	41.8	29.0	29.1	42.6	31.7	31.8
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		1664			853			588			806	
Approach Delay, s/veh		4.8			5.9			30.7			33.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	54.7		33.9	12.1	54.0		33.9				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	6.9	2.0		27.4	7.6	2.8		29.3				
Green Ext Time (p_c), s	0.0	7.7		0.9	0.0	20.0		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.9									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1505	49	27	748	52	26	23	29	47	43	38
Future Volume (veh/h)	36	1505	49	27	748	52	26	23	29	47	43	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1691	55	29	813	57	32	28	36	60	55	49
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	50	3738	122	38	3436	240	98	84	81	115	86	65
Arrive On Green	0.06	1.00	1.00	0.04	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1767	5038	164	1711	4671	326	382	643	615	506	654	494
Grp Volume(v), veh/h	40	1133	613	29	568	302	96	0	0	164	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1825	1711	1635	1728	1640	0	0	1654	0	0
Q Serve(g_s), s	2.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	1.7	0.0	0.0	5.2	0.0	0.0	9.3	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.19	0.33		0.37	0.37		0.30
Lane Grp Cap(c), veh/h	50	2506	1354	38	2405	1271	263	0	0	266	0	0
V/C Ratio(X)	0.80	0.45	0.45	0.77	0.24	0.24	0.37	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	177	2506	1354	171	2405	1271	490	0	0	497	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.85	0.85	0.85	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	47.5	0.0	0.0	40.0	0.0	0.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	7.6	0.4	0.8	9.7	0.2	0.4	0.9	0.0	0.0	2.3	0.0	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(50%),veh/ln	1.0	0.2	0.3	0.8	0.1	0.1	2.2	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	0.4	0.8	57.2	0.2	0.4	40.8	0.0	0.0	44.0	0.0	0.0
LnGrp LOS	D	A	A	E	A	A	D			D		
Approach Vol, veh/h		1786			899			96			164	
Approach Delay, s/veh		1.8			2.1			40.8			44.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	78.1		16.1	5.2	78.7		16.1				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	4.2	2.0		7.2	3.7	2.0		11.3				
Green Ext Time (p_c), s	0.0	9.7		0.5	0.0	26.8		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	1399	13	4	835	275	10	51	79	281	60	88
Future Volume (vph)	74	1399	13	4	835	275	10	51	79	281	60	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	5077		1770	4855		1770	1678		1681	1714	1552
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1770	5077		1770	4855		1770	1678		1681	1714	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	79	1488	14	4	898	296	11	55	86	316	67	99
RTOR Reduction (vph)	0	0	0	0	43	0	0	60	0	0	0	82
Lane Group Flow (vph)	79	1502	0	4	1151	0	11	81	0	190	193	17
Confl. Peds. (#/hr)	5		1	1		5	7					7
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	8.2	51.9		1.2	44.9		10.1	10.1		16.8	16.8	16.8
Effective Green, g (s)	8.2	51.9		1.2	44.9		10.1	10.1		16.8	16.8	16.8
Actuated g/C Ratio	0.08	0.52		0.01	0.45		0.10	0.10		0.17	0.17	0.17
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	145	2634		21	2179		178	169		282	287	260
v/s Ratio Prot	c0.04	c0.30		0.00	0.24		0.01	c0.05		c0.11	0.11	
v/s Ratio Perm												0.01
v/c Ratio	0.54	0.57		0.19	0.53		0.06	0.48		0.67	0.67	0.06
Uniform Delay, d1	44.1	16.4		48.9	19.9		40.7	42.5		39.0	39.0	35.0
Progression Factor	0.67	1.24		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.9	0.8		3.2	0.9		0.1	2.1		5.7	5.5	0.1
Delay (s)	32.5	21.1		52.1	20.8		40.8	44.6		44.7	44.6	35.1
Level of Service	C	C		D	C		D	D		D	D	D
Approach Delay (s/veh)		21.7			20.9			44.3			42.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.8%	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)	97	24	199	53	38	12	400	343	29	31	920	43
Future Volume (vph)	97	24	199	53	38	12	400	343	29	31	920	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1791	1561	1770	1787		1770	5020		1770	5045	
Flt Permitted		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1791	1561	1770	1787		1770	5020		1770	5045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92
Adj. Flow (vph)	105	26	216	68	49	15	412	354	30	34	1000	47
RTOR Reduction (vph)	0	0	189	0	12	0	0	5	0	0	5	0
Lane Group Flow (vph)	0	131	27	68	52	0	412	379	0	34	1042	0
Confl. Peds. (#/hr)	9		1	1		9	4		2	2		4
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		15.0	15.0	8.9	8.9		39.2	69.4		6.0	36.2	
Effective Green, g (s)		15.0	15.0	8.9	8.9		39.2	69.4		6.0	36.2	
Actuated g/C Ratio		0.13	0.13	0.07	0.07		0.33	0.58		0.05	0.30	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		223	195	131	132		578	2903		88	1521	
v/s Ratio Prot		c0.07		c0.04	0.03		c0.23	0.08		0.02	c0.21	
v/s Ratio Perm			0.02									
v/c Ratio		0.59	0.14	0.52	0.39		0.71	0.13		0.39	0.69	
Uniform Delay, d1		49.6	46.7	53.5	53.0		35.5	11.5		55.2	36.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.3	0.2	2.6	1.4		4.4	0.1		2.0	2.5	
Delay (s)		52.8	47.0	56.1	54.4		39.9	11.6		57.3	39.4	
Level of Service		D	D	E	D		D	B		E	D	
Approach Delay (s/veh)		49.2			55.3			26.2			40.0	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
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)	0	979	391	241	1002	0	0	0	0	147	0	13
Future Volume (veh/h)	0	979	391	241	1002	0	0	0	0	147	0	13
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1064	0	262	1089	0				160	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1970		299	3953	0				377	0	
Arrive On Green	0.00	0.55	0.00	0.17	0.77	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	1064	0	262	1089	0				160	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	17.1	0.0	12.9	5.5	0.0				3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.1	0.0	12.9	5.5	0.0				3.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1970		299	3953	0				377	0	
V/C Ratio(X)	0.00	0.54		0.88	0.28	0.00				0.42	0.00	
Avail Cap(c_a), veh/h	0	1970		342	3953	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.8	0.0	36.6	2.9	0.0				37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	20.0	0.2	0.0				2.1	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	6.6	0.0	7.2	1.3	0.0				1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	13.8	0.0	56.6	3.1	0.0				39.5	0.0	0.0
LnGrp LOS		B		E	A					D		
Approach Vol, veh/h		1064			1351						160	
Approach Delay, s/veh		13.8			13.5						39.5	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	75.1	14.9	19.8	55.3
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	7.5	5.9	14.9	19.1
Green Ext Time (p_c), s	14.4	1.3	0.2	5.5

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	0	215	237	230	218	157	725	0	0	748	70
Future Volume (vph)	45	0	215	237	230	218	157	725	0	0	748	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3276		1761	3539			5007	
Flt Permitted	0.12		1.00		0.98		0.31	1.00			1.00	
Satd. Flow (perm)	222		1583		3276		569	3539			5007	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.80	0.80	0.80	0.97	0.97	0.97
Adj. Flow (vph)	48	0	231	282	274	260	196	906	0	0	771	72
RTOR Reduction (vph)	0	0	165	0	45	0	0	0	0	0	10	0
Lane Group Flow (vph)	48	0	66	0	771	0	196	906	0	0	833	0
Confl. Peds. (#/hr)	16					16	12		4	4		12
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	33.4		33.4		33.4		76.1	76.1			76.1	
Effective Green, g (s)	33.4		33.4		33.4		76.1	76.1			76.1	
Actuated g/C Ratio	0.28		0.28		0.28		0.63	0.63			0.63	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	61		440		911		360	2244			3175	
v/s Ratio Prot								0.26			0.17	
v/s Ratio Perm	0.22		0.04		0.24		c0.34					
v/c Ratio	0.79		0.15		0.85		0.54	0.40			0.26	
Uniform Delay, d1	40.0		32.6		40.9		12.3	10.8			9.6	
Progression Factor	1.00		1.00		1.00		0.77	0.66			1.00	
Incremental Delay, d2	46.2		0.1		7.2		5.3	0.5			0.2	
Delay (s)	86.2		32.7		48.1		14.8	7.7			9.8	
Level of Service	F		C		D		B	A			A	
Approach Delay (s/veh)		41.9			48.1			8.9			9.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	330	732	0	1386	573	0
Future Volume (veh/h)	330	732	0	1386	573	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	393	871	0	1557	637	0
Peak Hour Factor	0.84	0.84	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	566	1007	0	3037	2114	0
Arrive On Green	0.32	0.32	0.00	0.59	0.59	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	393	871	0	1557	637	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	23.2	31.0	0.0	21.3	10.6	0.0
Cycle Q Clear(g_c), s	23.2	31.0	0.0	21.3	10.6	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	566	1007	0	3037	2114	0
V/C Ratio(X)	0.69	0.86	0.00	0.51	0.30	0.00
Avail Cap(c_a), veh/h	785	1397	0	3037	2114	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.65	1.00	0.00
Uniform Delay (d), s/veh	35.8	38.5	0.0	14.2	12.0	0.0
Incr Delay (d2), s/veh	1.6	4.4	0.0	0.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	12.3	0.0	7.9	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	42.9	0.0	14.6	12.4	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1264			1557	637	
Approach Delay, s/veh	41.2			14.6	12.4	
Approach LOS	D			B	B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	76.8	43.2	76.8
Change Period (Y+Rc), s	5.4	5.1	5.4
Max Green Setting (Gmax), s	56.6	52.9	56.6
Max Q Clear Time (g_c+I1), s	23.3	33.0	12.6
Green Ext Time (p_c), s	23.9	5.1	9.6

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

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)	56	417	78	40	445	89	96	225	77	52	159	93
Future Volume (veh/h)	56	417	78	40	445	89	96	225	77	52	159	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	587	110	45	500	100	101	237	81	81	248	145
Peak Hour Factor	0.71	0.71	0.71	0.89	0.89	0.89	0.95	0.95	0.95	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	683	128	149	637	127	251	702	233	286	586	330
Arrive On Green	0.11	0.45	0.45	0.08	0.42	0.42	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1529	287	1781	1507	301	984	2609	867	1053	2179	1226
Grp Volume(v), veh/h	79	0	697	45	0	600	101	159	159	81	200	193
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1809	984	1777	1699	1053	1777	1628
Q Serve(g_s), s	3.6	0.0	30.1	2.1	0.0	25.0	8.3	6.3	6.6	5.9	8.1	8.5
Cycle Q Clear(g_c), s	3.6	0.0	30.1	2.1	0.0	25.0	16.8	6.3	6.6	12.4	8.1	8.5
Prop In Lane	1.00		0.16	1.00		0.17	1.00		0.51	1.00		0.75
Lane Grp Cap(c), veh/h	192	0	811	149	0	765	251	478	457	286	478	438
V/C Ratio(X)	0.41	0.00	0.86	0.30	0.00	0.78	0.40	0.33	0.35	0.28	0.42	0.44
Avail Cap(c_a), veh/h	225	0	1114	225	0	1110	415	774	740	462	774	709
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	21.7	37.5	0.0	21.7	33.4	25.6	25.7	30.7	26.3	26.4
Incr Delay (d2), s/veh	0.5	0.0	6.0	0.4	0.0	3.0	0.4	0.2	0.2	0.8	0.8	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(50%),veh/ln	1.6	0.0	13.0	0.9	0.0	10.6	2.0	2.6	2.6	1.5	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	0.0	27.6	38.0	0.0	24.8	33.8	25.7	25.9	31.5	27.1	27.4
LnGrp LOS	D		C	D		C	C	C	C	C	C	C
Approach Vol, veh/h		776			645			419			474	
Approach Delay, s/veh		28.6			25.7			27.7			28.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	43.4		29.5	12.3	45.4		29.5				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	5.6	27.0		14.4	4.1	32.1		18.8				
Green Ext Time (p_c), s	0.0	6.4		4.0	0.0	6.9		1.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	462	25	21	430	11	65	14	31	11	11	31
Future Volume (veh/h)	36	462	25	21	430	11	65	14	31	11	11	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	585	32	24	483	12	88	19	42	16	16	46
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.74	0.74	0.74	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	801	44	91	767	19	253	65	78	119	93	176
Arrive On Green	0.09	0.46	0.46	0.05	0.42	0.42	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	1755	96	1781	1816	45	734	350	425	161	504	956
Grp Volume(v), veh/h	46	0	617	24	0	495	149	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1861	1509	0	0	1621	0	0
Q Serve(g_s), s	1.2	0.0	13.2	0.6	0.0	10.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	13.2	0.6	0.0	10.2	4.1	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.59		0.28	0.21		0.59
Lane Grp Cap(c), veh/h	152	0	845	91	0	786	396	0	0	388	0	0
V/C Ratio(X)	0.30	0.00	0.73	0.26	0.00	0.63	0.38	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	457	0	2203	457	0	2215	1147	0	0	1206	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	10.8	22.2	0.0	11.1	17.8	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.6	0.0	1.2	0.6	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.5	0.0	4.3	0.3	0.0	3.6	1.4	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	0.0	12.5	22.8	0.0	12.3	18.4	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		663			519			149			78	
Approach Delay, s/veh		13.2			12.8			18.4			17.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	25.6		14.5	7.0	27.3		14.5				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	58.0		34.5	12.5	58.0		34.5				
Max Q Clear Time (g_c+I1), s	3.2	12.2		3.9	2.6	15.2		6.1				
Green Ext Time (p_c), s	0.0	5.4		0.4	0.0	7.0		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.8	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	460	67	24	410	12	49	2	13	28	12	13
Future Volume (vph)	20	460	67	24	410	12	49	2	13	28	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.97	
Satd. Flow (prot)	1770	1820		1770	1853			1735			1745	
Flt Permitted	0.95	1.00		0.95	1.00			0.80			0.84	
Satd. Flow (perm)	1770	1820		1770	1853			1435			1509	
Peak-hour factor, PHF	0.79	0.79	0.79	0.84	0.84	0.84	0.88	0.88	0.88	0.64	0.64	0.64
Adj. Flow (vph)	25	582	85	29	488	14	56	2	15	44	19	20
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	663	0	29	501	0	0	73	0	0	83	0
Confl. Peds. (#/hr)	9		15	15		9	1		1	1		1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	22.0	52.9		11.7	38.1			8.6			8.6	
Effective Green, g (s)	22.0	52.9		11.7	38.1			8.6			8.6	
Actuated g/C Ratio	0.25	0.60		0.13	0.43			0.10			0.10	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	441	1091		234	800			139			147	
v/s Ratio Prot	0.01	c0.36		0.02	c0.27							
v/s Ratio Perm								0.05			c0.06	
v/c Ratio	0.06	0.61		0.12	0.63			0.53			0.56	
Uniform Delay, d1	25.2	11.1		33.7	19.5			37.9			38.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.7		0.1	1.8			3.6			4.9	
Delay (s)	25.2	11.8		33.8	21.3			41.4			42.9	
Level of Service	C	B		C	C			D			D	
Approach Delay (s/veh)		12.3			21.9			41.4			42.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	19.5
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
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)	82	374	45	43	285	162	108	433	141	139	381	60
Future Volume (veh/h)	82	374	45	43	285	162	108	433	141	139	381	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.94	0.99		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	440	53	47	310	176	148	593	193	170	465	73
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.73	0.73	0.73	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	584	70	165	372	211	362	1013	424	307	1013	424
Arrive On Green	0.11	0.36	0.36	0.09	0.34	0.34	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	1633	197	1781	1104	627	1781	3554	1486	1781	3554	1486
Grp Volume(v), veh/h	96	0	493	47	0	486	148	593	193	170	465	73
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1731	1781	1777	1486	1781	1777	1486
Q Serve(g_s), s	6.0	0.0	28.2	2.9	0.0	30.8	6.8	17.0	12.7	7.9	12.8	4.4
Cycle Q Clear(g_c), s	6.0	0.0	28.2	2.9	0.0	30.8	6.8	17.0	12.7	7.9	12.8	4.4
Prop In Lane	1.00		0.11	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	654	165	0	584	362	1013	424	307	1013	424
V/C Ratio(X)	0.48	0.00	0.75	0.28	0.00	0.83	0.41	0.59	0.46	0.55	0.46	0.17
Avail Cap(c_a), veh/h	210	0	681	210	0	645	363	1198	501	308	1198	501
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	33.6	50.3	0.0	36.3	26.6	36.5	34.9	27.8	35.0	32.0
Incr Delay (d2), s/veh	0.7	0.0	5.0	0.3	0.0	9.0	0.3	0.9	1.3	1.3	0.6	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(50%),veh/ln	2.7	0.0	13.1	1.3	0.0	14.3	2.8	7.3	4.6	3.4	5.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.1	0.0	38.6	50.6	0.0	45.3	26.9	37.4	36.2	29.1	35.5	32.3
LnGrp LOS	D		D	D		D	C	D	D	C	D	C
Approach Vol, veh/h		589			533			934			708	
Approach Delay, s/veh		40.5			45.8			35.5			33.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	46.1	14.5	40.4	15.5	48.5	14.5	40.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.3	10.1	40.1	14.0	44.3	10.1	40.1
Max Q Clear Time (g_c+I1), s	8.0	32.8	8.8	14.8	4.9	30.2	9.9	19.0
Green Ext Time (p_c), s	0.0	3.3	0.0	5.4	0.0	3.6	0.0	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	38.1
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	471	96	129	497	98	76
Future Volume (vph)	471	96	129	497	98	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.97		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3432		1770	1863	1689	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3432		1770	1863	1689	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.74	0.74
Adj. Flow (vph)	620	126	170	654	132	103
RTOR Reduction (vph)	20	0	0	0	0	0
Lane Group Flow (vph)	726	0	170	654	235	0
Confl. Peds. (#/hr)		6	6			17
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	6		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	19.6		9.2	33.8	16.0	
Effective Green, g (s)	19.6		9.2	33.8	16.0	
Actuated g/C Ratio	0.33		0.15	0.56	0.27	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1115		270	1044	448	
v/s Ratio Prot	0.21		0.10	c0.35	c0.14	
v/s Ratio Perm						
v/c Ratio	0.65		0.63	0.63	0.52	
Uniform Delay, d1	17.4		24.0	9.0	18.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.5		3.3	1.3	1.1	
Delay (s)	18.9		27.2	10.3	20.0	
Level of Service	B		C	B	C	
Approach Delay (s/veh)	18.9			13.8	20.0	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	360	460	62	283	96	95	263	34	54	28	272	293
Future Volume (vph)	360	460	62	283	96	95	263	34	54	28	272	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.99				1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.99	1.00
Frt	1.00	0.85		0.97		1.00	0.96				1.00	0.96
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1767		1759	1780				1760	1770
Flt Permitted	1.00	1.00		1.00		0.12	1.00				0.17	1.00
Satd. Flow (perm)	1863	1583		1767		217	1780				318	1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.90	0.90	0.80	0.80	0.80	0.80	0.81	0.81	0.81
Adj. Flow (vph)	444	568	77	314	107	119	329	42	68	35	336	362
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	9
Lane Group Flow (vph)	444	597	0	421	0	119	435	0	0	0	371	488
Confl. Peds. (#/hr)		12	15		14	19		7	7	7	7	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.0	52.1		40.7		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.0	46.1		40.7		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.38		0.33		0.28	0.28				0.28	0.28
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	258	596		587		60	495				88	493
v/s Ratio Prot	c0.24	0.38		c0.24			0.24					0.28
v/s Ratio Perm						0.55					c1.17	
v/c Ratio	1.72	1.00		0.72		1.98	0.88				4.22	0.99
Uniform Delay, d1	52.7	38.2		35.8		44.2	42.2				44.2	44.0
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	340.3	37.3		4.5		496.4	17.0				1473.5	37.4
Delay (s)	393.0	75.4		40.3		540.6	59.1				1517.6	81.4
Level of Service	F	E		D		F	E				F	F
Approach Delay (s/veh)	204.9			40.3			161.6					695.3
Approach LOS	F			D			F					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	311.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.37		
Actuated Cycle Length (s)	122.4	Sum of lost time (s)	25.0
Intersection Capacity Utilization	114.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	109	583	510	53
Future Volume (vph)	109	583	510	53
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.96		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.98		
Satd. Flow (prot)		3138		
Flt Permitted		0.98		
Satd. Flow (perm)		3138		
Peak-hour factor, PHF	0.81	0.92	0.92	0.92
Adj. Flow (vph)	135	634	554	58
RTOR Reduction (vph)	0	98	0	0
Lane Group Flow (vph)	0	1148	0	0
Confl. Peds. (#/hr)	19	19	13	13
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		29.1		
Effective Green, g (s)		29.1		
Actuated g/C Ratio		0.24		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		746		
v/s Ratio Prot		c0.37		
v/s Ratio Perm				
v/c Ratio		1.54		
Uniform Delay, d1		46.7		
Progression Factor		1.00		
Incremental Delay, d2		249.0		
Delay (s)		295.7		
Level of Service		F		
Approach Delay (s/veh)		295.7		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	100	14	108	144	282	31	959	49	111	1054	140
Future Volume (veh/h)	145	100	14	108	144	282	31	959	49	111	1054	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.96	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	123	17	129	171	0	37	1155	59	125	1184	157
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	462	64	187	510		141	1665	85	152	1229	516
Arrive On Green	0.12	0.29	0.29	0.11	0.27	0.00	0.08	0.34	0.34	0.09	0.35	0.35
Sat Flow, veh/h	1781	1594	220	1781	1870	1585	1781	4964	253	1781	3554	1492
Grp Volume(v), veh/h	179	0	140	129	171	0	37	792	422	125	1184	157
Grp Sat Flow(s),veh/h/ln	1781	0	1814	1781	1870	1585	1781	1702	1814	1781	1777	1492
Q Serve(g_s), s	11.2	0.0	6.8	8.0	8.3	0.0	2.2	23.0	23.0	7.9	37.3	8.8
Cycle Q Clear(g_c), s	11.2	0.0	6.8	8.0	8.3	0.0	2.2	23.0	23.0	7.9	37.3	8.8
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	526	187	510		141	1142	608	152	1229	516
V/C Ratio(X)	0.82	0.00	0.27	0.69	0.34		0.26	0.69	0.69	0.83	0.96	0.30
Avail Cap(c_a), veh/h	219	0	557	250	607		141	1142	608	178	1231	517
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	31.1	49.2	33.2	0.0	49.4	32.8	32.8	51.3	36.6	27.3
Incr Delay (d2), s/veh	19.9	0.0	0.4	2.3	0.5	0.0	0.4	2.3	4.4	20.1	17.5	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(50%),veh/ln	6.1	0.0	3.0	3.6	3.8	0.0	1.0	9.6	10.6	4.3	18.6	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.6	0.0	31.5	51.5	33.8	0.0	49.8	35.2	37.2	71.5	54.0	27.6
LnGrp LOS	E		C	D	C		D	D	D	E	D	C
Approach Vol, veh/h		319			300			1251			1466	
Approach Delay, s/veh		52.3			41.4			36.3			52.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	43.2	18.0	38.6	13.0	44.4	20.0	36.6
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	11.4	36.6	16.0	35.0	9.0	39.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	9.9	25.0	10.0	8.8	4.2	39.3	13.2	10.3
Green Ext Time (p_c), s	0.0	8.5	0.0	1.0	0.0	0.2	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	45.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	180	32	63	282	7	192	4	35	8	3	7
Future Volume (veh/h)	18	180	32	63	282	7	192	4	35	8	3	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	214	38	69	310	8	310	6	56	9	3	8
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.62	0.62	0.62	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	969	169	523	1134	29	619	19	77	371	146	238
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1057	3020	527	1122	3536	91	1169	54	217	591	412	669
Grp Volume(v), veh/h	21	124	128	69	155	163	372	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1057	1777	1771	1122	1777	1851	1440	0	0	1672	0	0
Q Serve(g_s), s	0.5	1.7	1.7	1.6	2.1	2.1	7.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	1.7	1.7	3.3	2.1	2.1	7.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.05	0.83		0.15	0.45		0.40
Lane Grp Cap(c), veh/h	492	570	568	523	570	594	715	0	0	755	0	0
V/C Ratio(X)	0.04	0.22	0.22	0.13	0.27	0.27	0.52	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	788	1068	1064	837	1068	1113	1531	0	0	1606	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	8.0	8.1	9.3	8.2	8.2	9.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.4	0.4	0.6	0.0	0.0	0.0	0.0	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(50%),veh/ln	0.1	0.4	0.4	0.3	0.6	0.6	1.6	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	8.1	8.1	9.4	8.6	8.6	9.6	0.0	0.0	6.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		273			387			372			20	
Approach Delay, s/veh		8.2			8.7			9.6			6.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		16.5		15.9		16.5				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		5.3		9.2		4.6		2.2				
Green Ext Time (p_c), s		2.4		2.3		0.8		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	330	157	180	543	250	93	752	85	169	963	27
Future Volume (veh/h)	63	330	157	180	543	250	93	752	85	169	963	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	412	196	212	639	294	106	855	97	174	993	28
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	687	322	240	833	383	152	1326	149	202	1109	31
Arrive On Green	0.07	0.30	0.30	0.13	0.36	0.36	0.09	0.29	0.29	0.11	0.31	0.31
Sat Flow, veh/h	1781	2318	1087	1781	2329	1071	1781	4618	521	1781	3523	99
Grp Volume(v), veh/h	79	314	294	212	488	445	106	629	323	174	501	520
Grp Sat Flow(s),veh/h/ln	1781	1777	1629	1781	1777	1623	1781	1702	1735	1781	1777	1845
Q Serve(g_s), s	4.8	17.0	17.4	13.2	27.4	27.4	6.5	18.2	18.4	10.8	30.3	30.3
Cycle Q Clear(g_c), s	4.8	17.0	17.4	13.2	27.4	27.4	6.5	18.2	18.4	10.8	30.3	30.3
Prop In Lane	1.00		0.67	1.00		0.66	1.00		0.30	1.00		0.05
Lane Grp Cap(c), veh/h	130	527	483	240	636	581	152	977	498	202	560	581
V/C Ratio(X)	0.61	0.60	0.61	0.88	0.77	0.77	0.70	0.64	0.65	0.86	0.90	0.90
Avail Cap(c_a), veh/h	188	599	549	245	656	599	163	1027	523	213	587	609
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	33.9	34.0	47.9	32.0	32.0	50.1	35.1	35.2	49.1	36.8	36.8
Incr Delay (d2), s/veh	1.7	1.7	2.0	28.1	6.0	6.5	9.1	1.7	3.4	25.9	16.3	15.8
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(50%),veh/ln	2.2	7.5	7.0	7.6	12.5	11.5	3.3	7.6	8.1	6.2	15.3	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	35.6	36.1	76.0	38.0	38.5	59.2	36.8	38.6	75.0	53.1	52.6
LnGrp LOS	D	D	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		687			1145			1058			1195	
Approach Delay, s/veh		37.7			45.2			39.6			56.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	37.4	19.7	38.4	14.1	40.5	12.7	45.3
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	13.5	34.0	15.5	38.0	10.3	37.2	11.9	41.6
Max Q Clear Time (g_c+I1), s	12.8	20.4	15.2	19.4	8.5	32.3	6.8	29.4
Green Ext Time (p_c), s	0.0	7.4	0.0	4.9	0.0	3.2	0.0	6.8

Intersection Summary	
HCM 7th Control Delay, s/veh	45.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	489	28	86	831	20	54	74	57	19	85	18
Future Volume (veh/h)	17	489	28	86	831	20	54	74	57	19	85	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	549	31	99	955	23	79	109	84	20	88	19
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.68	0.68	0.68	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	1758	99	508	1823	44	192	209	134	124	364	70
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	575	3419	193	832	3544	85	338	782	500	123	1365	262
Grp Volume(v), veh/h	19	285	295	99	479	499	272	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	575	1777	1835	832	1777	1852	1620	0	0	1751	0	0
Q Serve(g_s), s	1.0	4.2	4.3	3.6	8.2	8.2	3.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.2	4.2	4.3	7.8	8.2	8.2	6.5	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.29		0.31	0.16		0.15
Lane Grp Cap(c), veh/h	350	914	944	508	914	953	534	0	0	558	0	0
V/C Ratio(X)	0.05	0.31	0.31	0.19	0.52	0.52	0.51	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	834	2410	2488	1209	2410	2512	1763	0	0	1867	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	6.4	6.4	8.7	7.4	7.4	14.6	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.3	0.7	0.6	0.8	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	1.1	1.1	0.5	2.2	2.2	2.2	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	6.5	6.5	9.0	8.0	8.0	15.3	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		599			1077			272			127	
Approach Delay, s/veh		6.6			8.1			15.3			13.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.5		17.2		28.5		17.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		10.2		8.5		11.2		4.5				
Green Ext Time (p_c), s		13.3		1.9		2.4		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.0									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	96	59	61	115	60	69	862	32	95	1072	103
Future Volume (veh/h)	93	96	59	61	115	60	69	862	32	95	1072	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.93	0.97		0.94	1.00		0.93	1.00		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	126	78	87	164	86	75	937	35	108	1218	117
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	187	102	148	262	124	202	1962	73	311	1832	175
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	415	571	310	302	799	377	410	3483	130	577	3254	312
Grp Volume(v), veh/h	326	0	0	337	0	0	75	478	494	108	663	672
Grp Sat Flow(s),veh/h/ln	1295	0	0	1478	0	0	410	1777	1836	577	1777	1788
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	0.0	14.4	14.7	14.7	12.6	23.9	24.1
Cycle Q Clear(g_c), s	21.7	0.0	0.0	18.2	0.0	0.0	38.5	14.7	14.7	27.3	23.9	24.1
Prop In Lane	0.37		0.24	0.26		0.26	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	479	0	0	534	0	0	202	1001	1034	311	1001	1007
V/C Ratio(X)	0.68	0.00	0.00	0.63	0.00	0.00	0.37	0.48	0.48	0.35	0.66	0.67
Avail Cap(c_a), veh/h	693	0	0	766	0	0	266	1279	1322	401	1279	1287
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	0.0	26.4	0.0	0.0	27.5	12.0	12.0	20.1	14.0	14.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	1.2	0.0	0.0	1.6	0.5	0.5	0.9	1.2	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(50%),veh/ln	6.5	0.0	0.0	6.4	0.0	0.0	1.4	5.4	5.6	1.7	8.8	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	0.0	27.6	0.0	0.0	29.1	12.5	12.5	21.1	15.1	15.2
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		326			337			1047			1443	
Approach Delay, s/veh		29.4			27.6			13.7			15.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.6		35.0		56.6		35.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		40.5		23.7		29.3		20.2				
Green Ext Time (p_c), s		11.2		2.2		19.5		2.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.7									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	54	22	79	32	158	16	859	33	88	1013	83
Future Volume (veh/h)	72	54	22	79	32	158	16	859	33	88	1013	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.95	0.96		0.95	1.00		0.92	1.00		0.92
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	65	27	103	42	205	18	944	36	104	1192	98
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	171	62	180	85	294	214	1919	73	307	1821	149
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	538	521	188	377	258	898	428	3477	133	572	3299	271
Grp Volume(v), veh/h	179	0	0	350	0	0	18	482	498	104	641	649
Grp Sat Flow(s),veh/h/ln	1247	0	0	1533	0	0	428	1777	1832	572	1777	1792
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	0.0	2.6	13.9	13.9	11.4	21.0	21.1
Cycle Q Clear(g_c), s	9.5	0.0	0.0	15.8	0.0	0.0	23.7	13.9	13.9	25.2	21.0	21.1
Prop In Lane	0.49		0.15	0.29		0.59	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	473	0	0	558	0	0	214	981	1011	307	981	989
V/C Ratio(X)	0.38	0.00	0.00	0.63	0.00	0.00	0.08	0.49	0.49	0.34	0.65	0.66
Avail Cap(c_a), veh/h	781	0	0	887	0	0	307	1369	1411	432	1369	1380
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	23.9	0.0	0.0	21.4	11.4	11.4	19.2	13.0	13.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.2	0.0	0.0	0.2	0.5	0.5	0.9	1.1	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(50%),veh/ln	2.7	0.0	0.0	5.8	0.0	0.0	0.3	4.9	5.1	1.5	7.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	0.0	0.0	25.1	0.0	0.0	21.6	12.0	12.0	20.1	14.1	14.1
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		179			350			998			1394	
Approach Delay, s/veh		22.1			25.1			12.2			14.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.9		32.2		50.9		32.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		25.7		11.5		27.2		17.8				
Green Ext Time (p_c), s		11.6		1.2		18.6		2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh		15.5										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	73	73	54	67	96	74	739	57	67	861	130
Future Volume (veh/h)	109	73	73	54	67	96	74	739	57	67	861	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.92	0.96		0.93	1.00		0.95	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	85	85	71	88	126	85	849	66	75	967	146
Peak Hour Factor	0.86	0.86	0.86	0.76	0.76	0.76	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	163	138	160	197	239	246	1751	136	311	1618	244
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	520	466	395	297	566	684	506	3326	259	609	3073	464
Grp Volume(v), veh/h	297	0	0	285	0	0	85	453	462	75	559	554
Grp Sat Flow(s),veh/h/ln	1381	0	0	1547	0	0	506	1777	1808	609	1777	1759
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0	11.2	13.0	13.0	7.2	17.5	17.5
Cycle Q Clear(g_c), s	14.2	0.0	0.0	11.1	0.0	0.0	28.7	13.0	13.0	20.2	17.5	17.5
Prop In Lane	0.43		0.29	0.25		0.44	1.00		0.14	1.00		0.26
Lane Grp Cap(c), veh/h	546	0	0	596	0	0	246	935	952	311	935	926
V/C Ratio(X)	0.54	0.00	0.00	0.48	0.00	0.00	0.35	0.48	0.48	0.24	0.60	0.60
Avail Cap(c_a), veh/h	852	0	0	926	0	0	383	1416	1441	476	1416	1402
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	20.6	0.0	0.0	23.1	12.1	12.1	18.5	13.1	13.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	1.2	0.6	0.5	0.6	0.9	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(50%),veh/ln	4.5	0.0	0.0	4.1	0.0	0.0	1.3	4.7	4.8	1.0	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	0.0	0.0	21.2	0.0	0.0	24.2	12.6	12.6	19.1	14.0	14.0
LnGrp LOS	C			C			C	B	B	B	B	B
Approach Vol, veh/h		297			285			1000			1188	
Approach Delay, s/veh		22.2			21.2			13.6			14.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	47.3	33.0	47.3	33.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	64.0	46.0	64.0	46.0
Max Q Clear Time (g_c+I1), s	30.7	16.2	22.2	13.1
Green Ext Time (p_c), s	11.6	2.2	15.5	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	900	81
Future Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	900	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	0.96		0.80	0.98		0.85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	74	70	55	69	77	31	770	46	64	957	86
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	189	150	178	220	206	268	1202	72	363	1671	150
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.36	0.36	0.36	0.08	0.51	0.51
Sat Flow, veh/h	529	558	443	329	651	608	520	3351	200	1781	3244	291
Grp Volume(v), veh/h	242	0	0	201	0	0	31	408	408	64	524	519
Grp Sat Flow(s),veh/h/ln	1530	0	0	1588	0	0	520	1777	1774	1781	1777	1759
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	3.0	13.0	13.0	1.3	13.8	13.8
Cycle Q Clear(g_c), s	7.4	0.0	0.0	5.9	0.0	0.0	6.1	13.0	13.0	1.3	13.8	13.8
Prop In Lane	0.40		0.29	0.27		0.38	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	591	0	0	604	0	0	268	638	637	363	915	906
V/C Ratio(X)	0.41	0.00	0.00	0.33	0.00	0.00	0.12	0.64	0.64	0.18	0.57	0.57
Avail Cap(c_a), veh/h	997	0	0	1028	0	0	487	1387	1385	478	1779	1761
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	16.9	0.0	0.0	17.1	18.1	18.1	11.7	11.3	11.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.3	1.5	1.5	0.2	0.8	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(50%),veh/ln	2.8	0.0	0.0	2.2	0.0	0.0	0.3	5.0	5.0	0.5	4.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	0.0	17.2	0.0	0.0	17.4	19.7	19.7	11.9	12.1	12.1
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		242			201			847			1107	
Approach Delay, s/veh		17.7			17.2			19.6			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	29.4		27.9		40.0		27.9				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	10.0	53.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s	3.3	15.0		7.9		15.8		9.4				
Green Ext Time (p_c), s	0.1	9.4		1.3		13.3		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.8									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	641	13	19	663	39	15	61	31	35	54	36
Future Volume (veh/h)	19	641	13	19	663	39	15	61	31	35	54	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	772	16	20	698	41	18	73	37	50	77	51
Peak Hour Factor	0.83	0.83	0.83	0.95	0.95	0.95	0.84	0.84	0.84	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2478	51	75	2379	138	62	179	81	104	135	77
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	56	3341	68	50	3208	186	131	1093	498	353	827	474
Grp Volume(v), veh/h	417	0	394	394	0	365	128	0	0	178	0	0
Grp Sat Flow(s),veh/h/ln	1780	0	1686	1784	0	1659	1721	0	0	1654	0	0
Q Serve(g_s), s	0.0	0.0	7.9	0.0	0.0	7.3	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	7.9	6.9	0.0	7.3	6.6	0.0	0.0	9.7	0.0	0.0
Prop In Lane	0.06		0.04	0.05		0.11	0.14		0.29	0.28		0.29
Lane Grp Cap(c), veh/h	1358	0	1251	1361	0	1230	322	0	0	317	0	0
V/C Ratio(X)	0.31	0.00	0.32	0.29	0.00	0.30	0.40	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1358	0	1251	1361	0	1230	514	0	0	498	0	0
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	1.00	0.65	0.00	0.65	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	4.4	4.2	0.0	4.3	37.7	0.0	0.0	38.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.3	0.0	0.4	0.8	0.0	0.0	1.6	0.0	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(50%),veh/ln	2.6	0.0	2.6	2.3	0.0	2.1	2.9	0.0	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.9	0.0	5.0	4.6	0.0	4.7	38.5	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		811			759			128			178	
Approach Delay, s/veh		5.0			4.6			38.5			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.7		21.3		78.7		21.3				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		9.3		8.6		9.9		11.7				
Green Ext Time (p_c), s		8.8		0.6		10.1		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh		10.5										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	369	52	146	480	143	51	533	75	167	697	100
Future Volume (veh/h)	143	369	52	146	480	143	51	533	75	167	697	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.92	0.97		0.92	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	439	62	157	516	154	55	573	81	194	810	116
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	915	376	339	897	367	293	1368	193	435	1701	244
Arrive On Green	0.09	0.26	0.26	0.08	0.25	0.25	0.44	0.44	0.44	0.07	0.55	0.55
Sat Flow, veh/h	1781	3554	1462	1781	3554	1455	599	3105	437	1781	3100	444
Grp Volume(v), veh/h	170	439	62	157	516	154	55	327	327	194	464	462
Grp Sat Flow(s),veh/h/ln	1781	1777	1462	1781	1777	1455	599	1777	1766	1781	1777	1768
Q Serve(g_s), s	8.4	12.6	3.9	7.7	15.2	10.6	7.4	15.1	15.3	6.9	19.2	19.2
Cycle Q Clear(g_c), s	8.4	12.6	3.9	7.7	15.2	10.6	13.6	15.1	15.3	6.9	19.2	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.25
Lane Grp Cap(c), veh/h	308	915	376	339	897	367	293	783	778	435	975	970
V/C Ratio(X)	0.55	0.48	0.16	0.46	0.58	0.42	0.19	0.42	0.42	0.45	0.48	0.48
Avail Cap(c_a), veh/h	332	1111	457	401	1170	479	293	783	778	480	975	970
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)	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.83	0.83	0.83
Uniform Delay (d), s/veh	30.2	37.8	34.6	29.9	39.2	37.5	24.7	23.0	23.0	16.4	16.5	16.5
Incr Delay (d2), s/veh	1.2	0.1	0.1	0.7	0.2	0.3	1.4	1.6	1.6	0.4	1.4	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(50%),veh/ln	3.7	5.6	1.4	3.4	6.7	3.8	1.2	6.6	6.6	2.8	7.9	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	37.9	34.6	30.6	39.4	37.8	26.0	24.6	24.6	16.8	17.9	17.9
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		671			827			709			1120	
Approach Delay, s/veh		36.0			37.5			24.7			17.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	34.8	13.0	57.9	13.8	35.4		70.8				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	12.0	39.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	10.4	17.2	8.9	17.3	9.7	14.6		21.2				
Green Ext Time (p_c), s	0.1	2.8	0.1	2.9	0.1	2.2		4.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	536	96	106	608	126	145
Future Volume (veh/h)	536	96	106	608	126	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	596	107	118	676	138	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2385	427	624	2842	187	293
Arrive On Green	0.80	0.80	0.80	0.80	0.11	0.11
Sat Flow, veh/h	3076	534	737	3647	1781	2790
Grp Volume(v), veh/h	354	349	118	676	138	159
Grp Sat Flow(s),veh/h/ln	1777	1739	737	1777	1781	1395
Q Serve(g_s), s	5.0	5.0	4.8	4.7	7.5	5.4
Cycle Q Clear(g_c), s	5.0	5.0	9.8	4.7	7.5	5.4
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1421	1391	624	2842	187	293
V/C Ratio(X)	0.25	0.25	0.19	0.24	0.74	0.54
Avail Cap(c_a), veh/h	1421	1391	624	2842	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.5	3.7	2.5	43.4	42.5
Incr Delay (d2), s/veh	0.3	0.4	0.7	0.2	5.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.7	1.3	3.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.8	2.9	4.4	2.7	48.9	44.0
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	703			794	297	
Approach Delay, s/veh	2.8			2.9	46.3	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		85.0		15.0		85.0
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		11.8		9.5		7.0
Green Ext Time (p_c), s		10.1		1.0		3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	33	33	25	32	36	19	594	6	34	805	27
Future Volume (veh/h)	29	33	33	25	32	36	19	594	6	34	805	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	42	42	32	41	46	20	625	6	37	866	29
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.95	0.95	0.95	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	170	125	175	168	141	410	1859	18	517	1807	61
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	293	770	565	250	759	636	619	3605	35	790	3503	117
Grp Volume(v), veh/h	121	0	0	119	0	0	20	308	323	37	439	456
Grp Sat Flow(s),veh/h/ln	1629	0	0	1644	0	0	619	1777	1863	790	1777	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3.9	3.9	1.1	6.0	6.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	2.2	0.0	0.0	6.9	3.9	3.9	5.0	6.0	6.0
Prop In Lane	0.31		0.35	0.27		0.39	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	484	0	0	484	0	0	410	916	961	517	916	951
V/C Ratio(X)	0.25	0.00	0.00	0.25	0.00	0.00	0.05	0.34	0.34	0.07	0.48	0.48
Avail Cap(c_a), veh/h	1859	0	0	1876	0	0	1199	3179	3332	1523	3179	3298
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	12.4	0.0	0.0	8.1	5.4	5.4	6.8	5.9	5.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.1	0.3	0.3	0.1	0.6	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(50%),veh/ln	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.8	0.9	0.1	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	0.0	0.0	12.6	0.0	0.0	8.2	5.7	5.7	6.9	6.5	6.5
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		121			119			651			932	
Approach Delay, s/veh		12.7			12.6			5.8			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.6	13.4	24.6	13.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	68.0	42.0	68.0	42.0
Max Q Clear Time (g_c+I1), s	8.9	4.2	8.0	4.2
Green Ext Time (p_c), s	6.8	0.7	11.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	456	75	86	594	57	45	435	35	94	861	158
Future Volume (veh/h)	156	456	75	86	594	57	45	435	35	94	861	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	518	85	97	667	64	51	489	39	103	946	174
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	962	157	386	1012	97	159	1439	114	364	1288	237
Arrive On Green	0.10	0.32	0.32	0.10	0.31	0.31	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1781	3037	496	1781	3262	313	502	3322	264	866	2974	546
Grp Volume(v), veh/h	177	302	301	97	363	368	51	261	267	103	565	555
Grp Sat Flow(s),veh/h/ln	1781	1777	1756	1781	1777	1797	502	1777	1810	866	1777	1743
Q Serve(g_s), s	6.3	13.6	13.7	3.3	17.2	17.2	9.1	9.5	9.5	8.7	25.7	25.7
Cycle Q Clear(g_c), s	6.3	13.6	13.7	3.3	17.2	17.2	34.9	9.5	9.5	18.3	25.7	25.7
Prop In Lane	1.00		0.28	1.00		0.17	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	351	563	556	386	551	558	159	770	784	364	770	755
V/C Ratio(X)	0.50	0.54	0.54	0.25	0.66	0.66	0.32	0.34	0.34	0.28	0.73	0.74
Avail Cap(c_a), veh/h	408	759	750	400	705	713	218	979	997	466	979	961
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	27.3	27.3	19.1	29.0	29.0	37.4	18.3	18.3	24.4	22.9	22.9
Incr Delay (d2), s/veh	0.8	0.8	0.8	0.3	1.5	1.5	2.0	0.4	0.4	0.2	1.4	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(50%),veh/ln	2.6	5.7	5.7	1.3	7.3	7.4	1.2	3.8	3.9	1.7	10.4	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	28.1	28.2	19.4	30.5	30.5	39.4	18.7	18.7	24.5	24.3	24.4
LnGrp LOS	C	C	C	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		780			828			579			1223	
Approach Delay, s/veh		26.6			29.2			20.6			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	35.6		47.6	13.3	36.3		47.6				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	13.0	38.5		53.5	10.0	41.5		53.5				
Max Q Clear Time (g_c+I1), s	8.3	19.2		36.9	5.3	15.7		27.7				
Green Ext Time (p_c), s	0.1	4.3		5.2	0.1	3.8		5.7				

Intersection Summary		
HCM 7th Control Delay, s/veh		25.4
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	38	43	95	65	25	20	407	1	14	730	34
Future Volume (veh/h)	46	38	43	95	65	25	20	407	1	14	730	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	49	55	119	81	31	23	462	1	15	802	37
Peak Hour Factor	0.78	0.78	0.78	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	199	171	336	212	66	325	1556	3	477	1477	68
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	427	626	536	676	664	208	654	3638	8	925	3453	159
Grp Volume(v), veh/h	163	0	0	231	0	0	23	226	237	15	413	426
Grp Sat Flow(s),veh/h/ln	1589	0	0	1548	0	0	654	1777	1869	925	1777	1835
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	1.2	3.8	3.8	0.5	7.8	7.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	4.9	0.0	0.0	9.1	3.8	3.8	4.3	7.8	7.9
Prop In Lane	0.36		0.34	0.52		0.13	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	614	0	0	613	0	0	325	760	799	477	760	785
V/C Ratio(X)	0.27	0.00	0.00	0.38	0.00	0.00	0.07	0.30	0.30	0.03	0.54	0.54
Avail Cap(c_a), veh/h	1724	0	0	1704	0	0	918	2372	2494	1316	2372	2449
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	12.1	0.0	0.0	13.1	8.5	8.5	9.9	9.7	9.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.3	0.3	0.0	0.9	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(50%),veh/ln	1.1	0.0	0.0	1.6	0.0	0.0	0.2	1.1	1.2	0.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	0.0	12.5	0.0	0.0	13.2	8.8	8.8	9.9	10.5	10.5
LnGrp LOS	B			B			B	A	A	A	B	B
Approach Vol, veh/h		163			231			486			854	
Approach Delay, s/veh		11.8			12.5			9.0			10.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.9	20.4	24.9	20.4
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	60.5	48.0	60.5	48.0
Max Q Clear Time (g_c+I1), s	11.1	5.2	9.9	6.9
Green Ext Time (p_c), s	4.7	1.1	9.5	1.6

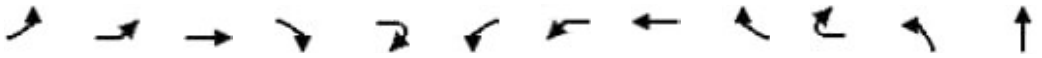
Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	563	6	190	381	7	118	0	86	20	62	24
Future Volume (veh/h)	6	563	6	190	381	7	118	0	86	20	62	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	655	7	202	405	7	144	0	105	32	100	39
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.82	0.82	0.82	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	26	1017	11	281	1521	26	0	0	0	76	237	92
Arrive On Green	0.01	0.28	0.28	0.16	0.43	0.43	0.00	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1781	3601	38	1781	3573	62		0		333	1041	406
Grp Volume(v), veh/h	7	323	339	202	201	211		0.0		171	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1858				1780	0	0
Q Serve(g_s), s	0.2	7.5	7.5	5.1	3.4	3.5				3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.5	7.5	5.1	3.4	3.5				3.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03				0.19		0.23
Lane Grp Cap(c), veh/h	26	502	526	281	756	791				406	0	0
V/C Ratio(X)	0.26	0.64	0.64	0.72	0.27	0.27				0.42	0.00	0.00
Avail Cap(c_a), veh/h	307	786	824	542	1020	1066				458	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	22.9	14.8	14.8	18.8	8.7	8.8				15.5	0.0	0.0
Incr Delay (d2), s/veh	5.2	2.0	1.9	3.4	0.3	0.3				0.7	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	2.6	2.7	2.1	1.1	1.2				1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	16.8	16.7	22.2	9.0	9.0				16.2	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		669			614						171	
Approach Delay, s/veh		16.8			13.4						16.2	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	12.1	19.1		15.8	5.4	25.8						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	14.3	20.8		12.1	8.1	27.0						
Max Q Clear Time (g_c+I1), s	7.1	9.5		5.9	2.2	5.5						
Green Ext Time (p_c), s	0.3	3.8		0.4	0.0	3.4						

Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Future Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0			7.0	7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95			0.97	0.91
Frpb, ped/bikes			1.00	1.00	0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt			1.00	0.85	0.85		1.00	1.00			1.00	0.98
Flt Protected			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)			1819	3610	1541		1770	3512			3433	3309
Flt Permitted			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)			1819	3610	1541		1770	3512			3433	3309
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.94	0.94
Adj. Flow (vph)	88	32	130	382	130	410	47	322	9	2	263	405
RTOR Reduction (vph)	0	0	0	0	108	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	250	382	22	0	457	333	0	0	263	465
Confl. Peds. (#/hr)	14	13							14	13		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	NA
Protected Phases		4	4			3	3	3			5 8	2
Permitted Phases	4			4	4							
Actuated Green, G (s)			24.0	24.0	24.0		16.3	16.3			36.3	52.7
Effective Green, g (s)			24.0	24.0	24.0		16.3	16.3			29.8	52.7
Actuated g/C Ratio			0.17	0.17	0.17		0.11	0.11			0.21	0.36
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				4.5
Lane Grp Cap (vph)			302	600	256		199	396			708	1207
v/s Ratio Prot			c0.14				c0.26	0.09			0.08	0.14
v/s Ratio Perm				0.11	0.01							
v/c Ratio			0.83	0.64	0.08		2.30	0.84			0.37	0.39
Uniform Delay, d1			58.2	56.1	50.9		64.1	62.8			49.3	33.9
Progression Factor			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2			16.8	2.2	0.1		599.0	15.4			0.1	0.4
Delay (s)			75.0	58.4	51.1		663.1	78.1			49.4	34.2
Level of Service			E	E	D		F	E			D	C
Approach Delay (s/veh)			62.6					416.5				37.0
Approach LOS			E					F				D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	123.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	144.4	Sum of lost time (s)	35.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	247	260	3	6	735	35	81	127	16
Future Volume (vph)	247	260	3	6	735	35	81	127	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	1.00		1.00	0.91			1.00	1.00
Frpb, ped/bikes	0.96	0.96		1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00
Frt	0.85	0.85		1.00	0.98			0.87	0.87
Flt Protected	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1387	1524		1770	4955			1611	1568
Flt Permitted	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1387	1524		1770	4955			1611	1568
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.76	0.76
Adj. Flow (vph)	263	277	3	6	766	36	84	167	21
RTOR Reduction (vph)	0	176	0	0	8	0	0	0	15
Lane Group Flow (vph)	203	101	0	9	878	0	0	167	6
Confl. Peds. (#/hr)	13	13	13	13		9	9		13
Confl. Bikes (#/hr)	2	2				6	6		2
Turn Type	Perm	Perm	Prot	Prot	NA			pt+ov	Perm
Protected Phases			1	1	6			5 8	
Permitted Phases	2	2							6
Actuated Green, G (s)	52.7	52.7		2.3	39.3			36.3	39.3
Effective Green, g (s)	52.7	52.7		2.3	39.3			29.8	39.3
Actuated g/C Ratio	0.36	0.36		0.02	0.27			0.21	0.27
Clearance Time (s)	7.0	7.0		6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5		2.0	4.5				4.5
Lane Grp Cap (vph)	506	556		28	1348			332	426
v/s Ratio Prot				0.01	c0.18			c0.10	
v/s Ratio Perm	0.15	0.07							0.00
v/c Ratio	0.40	0.18		0.32	0.65			0.50	0.01
Uniform Delay, d1	34.1	31.2		70.3	46.5			50.7	38.4
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	0.3		2.4	1.4			0.4	0.0
Delay (s)	35.0	31.5		72.7	47.9			51.2	38.4
Level of Service	D	C		E	D			D	D
Approach Delay (s/veh)					48.1				
Approach LOS					D				

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	8	17	97	5	48
Future Vol, veh/h	140	8	17	97	5	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	78	78	81	81
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	189	11	22	124	6	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	200	0	363	195
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1360	-	637	847
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1360	-	626	847
Mov Cap-2 Maneuver	-	-	-	-	626	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	847	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.15	9.77
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	268	-
HCM Lane V/C Ratio	0.08	-	-	0.016	-
HCM Control Delay (s/veh)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	107	266	41	109	408
Future Vol, veh/h	70	107	266	41	109	408
Conflicting Peds, #/hr	1	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	85	85	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	143	313	48	121	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1037	341	0	0	364	0
Stage 1	340	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	256	701	-	-	1194	-
Stage 1	721	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	699	-	-	1191	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.36	0	1.76
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	376	379	-
HCM Lane V/C Ratio	-	-	0.627	0.102	-
HCM Control Delay (s/veh)	-	-	29.4	8.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	4.1	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	10	21	39	76	207	21	684	21	201	1105	233
Future Volume (veh/h)	86	10	21	39	76	207	21	684	21	201	1105	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	11	23	53	104	284	23	760	23	228	1256	265
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	32	43	94	146	347	153	1925	58	377	1592	331
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	509	101	135	141	455	1078	343	3521	107	690	2911	606
Grp Volume(v), veh/h	127	0	0	441	0	0	23	383	400	228	760	761
Grp Sat Flow(s),veh/h/ln	745	0	0	1674	0	0	343	1777	1850	690	1777	1740
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	4.8	10.4	10.4	23.8	28.3	29.4
Cycle Q Clear(g_c), s	14.2	0.0	0.0	19.9	0.0	0.0	34.2	10.4	10.4	34.2	28.3	29.4
Prop In Lane	0.73		0.18	0.12		0.64	1.00		0.06	1.00		0.35
Lane Grp Cap(c), veh/h	314	0	0	587	0	0	153	971	1012	377	971	952
V/C Ratio(X)	0.40	0.00	0.00	0.75	0.00	0.00	0.15	0.39	0.39	0.60	0.78	0.80
Avail Cap(c_a), veh/h	757	0	0	1226	0	0	167	1044	1087	405	1044	1022
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	25.9	0.0	0.0	29.0	10.9	10.9	20.8	15.0	15.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.0	0.0	0.4	0.3	0.3	2.3	3.7	4.3
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(50%),veh/ln	2.1	0.0	0.0	7.9	0.0	0.0	0.4	3.8	4.0	3.8	11.1	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	0.0	0.0	27.9	0.0	0.0	29.5	11.2	11.2	23.1	18.7	19.6
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		127			441			806			1749	
Approach Delay, s/veh		24.3			27.9			11.7			19.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	51.6	31.8	51.6	31.8
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	49.0	60.0	49.0	60.0
Max Q Clear Time (g_c+I1), s	36.2	16.2	36.2	21.9
Green Ext Time (p_c), s	4.4	1.0	9.4	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	54	19	291	31	13
Future Vol, veh/h	178	54	19	291	31	13
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	75	75	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	68	25	388	39	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	294	0	701	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1268	-	405	779
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1268	-	396	779
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	13.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	1268	-
HCM Lane V/C Ratio	0.12	-	-	0.02	-
HCM Control Delay (s/veh)	13.8	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	124	0	0	0	172	292	2	2	352	135
Future Volume (vph)	40	0	124	0	0	0	172	292	2	2	352	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98					1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00					1.00	1.00		1.00	1.00	
Frt	1.00	0.85					1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1547					1769	1861		1770	1774	
Flt Permitted	0.95	1.00					0.44	1.00		0.57	1.00	
Satd. Flow (perm)	1770	1547					820	1861		1062	1774	
Peak-hour factor, PHF	0.76	0.76	0.76	0.92	0.92	0.92	0.94	0.94	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	0	163	0	0	0	183	311	2	2	383	147
RTOR Reduction (vph)	0	140	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	53	23	0	0	0	0	183	313	0	2	522	0
Confl. Peds. (#/hr)	4						1					1
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	7.1	7.1					34.6	34.6		34.6	34.6	
Effective Green, g (s)	7.1	7.1					34.6	34.6		34.6	34.6	
Actuated g/C Ratio	0.14	0.14					0.67	0.67		0.67	0.67	
Clearance Time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0					4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	244	214					553	1255		716	1196	
v/s Ratio Prot	c0.03	0.01						0.17			c0.29	
v/s Ratio Perm							0.22			0.00		
v/c Ratio	0.22	0.11					0.33	0.25		0.00	0.44	
Uniform Delay, d1	19.6	19.3					3.5	3.3		2.7	3.9	
Progression Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2					0.5	0.1		0.0	0.3	
Delay (s)	20.1	19.5					4.0	3.4		2.7	4.2	
Level of Service	C	B					A	A		A	A	
Approach Delay (s/veh)		19.7			0.0			3.6			4.2	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	14.2
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	29	72	129	110	87
Future Vol, veh/h	17	29	72	129	110	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	84	84	82	82
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	22	37	86	154	134	106

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	512	187	240	0	-	0
Stage 1	187	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	518	850	1326	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	850	1326	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.96	2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	645	-	663	-	-
HCM Lane V/C Ratio	0.065	-	0.088	-	-
HCM Control Delay (s/veh)	7.9	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	808	0	1	1208	77	3	0	2	22	0	90
Future Volume (veh/h)	110	808	0	1	1208	77	3	0	2	22	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	869	0	1	1285	82	7	0	5	30	0	122
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.42	0.42	0.42	0.74	0.74	0.74
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	354	3246	0	507	3088	197	160	28	48	351	0	193
Arrive On Green	0.65	0.65	0.00	0.65	0.65	0.65	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	391	5191	0	622	4781	305	322	230	394	1409	0	1581
Grp Volume(v), veh/h	118	869	0	1	893	474	12	0	0	30	0	122
Grp Sat Flow(s),veh/h/ln	391	1675	0	622	1662	1763	946	0	0	1409	0	1581
Q Serve(g_s), s	9.9	3.5	0.0	0.0	6.2	6.2	0.0	0.0	0.0	0.0	0.0	3.5
Cycle Q Clear(g_c), s	16.1	3.5	0.0	3.5	6.2	6.2	3.5	0.0	0.0	0.7	0.0	3.5
Prop In Lane	1.00		0.00	1.00		0.17	0.58		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	354	3246	0	507	2146	1139	236	0	0	351	0	193
V/C Ratio(X)	0.33	0.27	0.00	0.00	0.42	0.42	0.05	0.00	0.00	0.09	0.00	0.63
Avail Cap(c_a), veh/h	513	5297	0	761	3503	1859	941	0	0	1070	0	1000
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	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	3.6	0.0	4.4	4.1	4.1	18.5	0.0	0.0	18.6	0.0	19.8
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	0.2	0.3	0.1	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.6	0.5	0.0	0.0	0.8	1.0	0.1	0.0	0.0	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.7	3.7	0.0	4.4	4.3	4.4	18.5	0.0	0.0	18.7	0.0	23.2
LnGrp LOS	A	A		A	A	A	B			B		C
Approach Vol, veh/h		987			1368			12			152	
Approach Delay, s/veh		4.3			4.3			18.5			22.3	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.6		10.8		36.6		10.8				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		8.2		5.5		18.1		5.5				
Green Ext Time (p_c), s		17.5		0.0		12.5		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh		5.4										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	606	36	54	1016	122	59	494	14	131	795	222
Future Volume (veh/h)	145	606	36	54	1016	122	59	494	14	131	795	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	681	40	56	1058	127	63	526	15	147	893	249
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	189	2111	123	72	1658	199	81	936	410	133	1039	624
Arrive On Green	0.11	0.43	0.43	0.04	0.37	0.37	0.05	0.27	0.27	0.08	0.29	0.29
Sat Flow, veh/h	1753	4855	284	1739	4502	540	1767	3526	1544	1767	3526	1542
Grp Volume(v), veh/h	163	469	252	56	781	404	63	526	15	147	893	249
Grp Sat Flow(s),veh/h/ln	1753	1675	1789	1739	1662	1719	1767	1763	1544	1767	1763	1542
Q Serve(g_s), s	11.0	11.0	11.1	3.8	23.3	23.3	4.2	15.5	0.9	9.0	28.7	13.8
Cycle Q Clear(g_c), s	11.0	11.0	11.1	3.8	23.3	23.3	4.2	15.5	0.9	9.0	28.7	13.8
Prop In Lane	1.00		0.16	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1457	778	72	1224	633	81	936	410	133	1039	624
V/C Ratio(X)	0.86	0.32	0.32	0.78	0.64	0.64	0.78	0.56	0.04	1.11	0.86	0.40
Avail Cap(c_a), veh/h	205	1457	778	203	1224	633	133	1116	489	133	1116	658
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	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	22.3	22.3	57.0	31.3	31.3	56.7	38.1	32.7	55.5	40.0	25.5
Incr Delay (d2), s/veh	27.8	0.6	1.1	14.2	2.2	4.2	14.8	0.8	0.1	110.5	6.9	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(50%),veh/ln	6.2	4.3	4.8	1.9	9.4	10.1	2.2	6.6	0.3	8.0	13.1	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.4	22.9	23.4	71.2	33.5	35.5	71.4	38.8	32.8	166.0	46.9	26.1
LnGrp LOS	F	C	C	E	C	D	E	D	C	F	D	C
Approach Vol, veh/h		884			1241			604			1289	
Approach Delay, s/veh		33.6			35.9			42.1			56.5	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.2	14.0	37.8	18.0	50.2	10.5	41.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	38.0	14.0	37.0	9.0	38.0
Max Q Clear Time (g_c+I1), s	5.8	13.1	11.0	17.5	13.0	25.3	6.2	30.7
Green Ext Time (p_c), s	0.0	6.4	0.0	4.5	0.0	7.1	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	668	50	143	1164	13	10	45	138	6	32	18
Future Volume (veh/h)	33	668	50	143	1164	13	10	45	138	6	32	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	768	57	149	1212	14	11	52	159	7	38	21
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	2	2	2	2	2	2
Cap, veh/h	80	1754	129	189	2203	25	331	76	232	195	214	118
Arrive On Green	0.05	0.37	0.37	0.11	0.44	0.44	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1725	4688	346	1725	5037	58	1337	400	1222	1167	1129	624
Grp Volume(v), veh/h	38	539	286	149	793	433	11	0	211	7	0	59
Grp Sat Flow(s),veh/h/ln	1725	1648	1737	1725	1648	1799	1337	0	1622	1167	0	1753
Q Serve(g_s), s	1.3	7.7	7.7	5.3	11.2	11.2	0.4	0.0	7.6	0.4	0.0	1.8
Cycle Q Clear(g_c), s	1.3	7.7	7.7	5.3	11.2	11.2	2.2	0.0	7.6	8.0	0.0	1.8
Prop In Lane	1.00		0.20	1.00		0.03	1.00		0.75	1.00		0.36
Lane Grp Cap(c), veh/h	80	1233	650	189	1442	787	331	0	308	195	0	333
V/C Ratio(X)	0.48	0.44	0.44	0.79	0.55	0.55	0.03	0.00	0.69	0.04	0.00	0.18
Avail Cap(c_a), veh/h	550	2625	1384	550	2625	1433	716	0	775	531	0	838
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	14.7	14.7	27.2	13.1	13.1	22.3	0.0	23.7	27.4	0.0	21.3
Incr Delay (d2), s/veh	1.6	0.3	0.7	2.8	0.5	0.9	0.0	0.0	2.7	0.1	0.0	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(50%),veh/ln	0.6	2.5	2.7	2.1	3.5	3.9	0.1	0.0	3.0	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	15.0	15.4	30.0	13.6	13.9	22.3	0.0	26.4	27.5	0.0	21.6
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		863			1375			222			66	
Approach Delay, s/veh		15.9			15.5			26.2			22.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	35.0		18.9	12.9	31.0		18.9				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	13.2		10.0	7.3	9.7		9.6				
Green Ext Time (p_c), s	0.0	14.3		0.2	0.1	8.7		1.3				

Intersection Summary			
HCM 7th Control Delay, s/veh		16.7	
HCM 7th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	657	38	82	1219	145	22	108	33	149	148	87
Future Volume (veh/h)	125	657	38	82	1219	145	22	108	33	149	148	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	738	43	93	1385	165	26	127	39	167	166	98
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	5	5	5	2	2	2	2	2	2
Cap, veh/h	168	1956	852	116	2418	288	42	166	396	54	0	396
Arrive On Green	0.10	0.57	0.57	0.13	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1725	3441	1499	1739	4500	536	0	650	1552	0	0	1554
Grp Volume(v), veh/h	140	738	43	93	1023	527	153	0	39	333	0	98
Grp Sat Flow(s),veh/h/ln	1725	1721	1499	1739	1662	1713	650	0	1552	0	0	1554
Q Serve(g_s), s	8.0	11.8	1.3	5.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0	5.0
Cycle Q Clear(g_c), s	8.0	11.8	1.3	5.2	0.0	0.0	25.5	0.0	1.9	25.5	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.31	0.17		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	168	1956	852	116	1786	920	208	0	396	54	0	396
V/C Ratio(X)	0.83	0.38	0.05	0.80	0.57	0.57	0.74	0.00	0.10	6.16	0.00	0.25
Avail Cap(c_a), veh/h	172	1956	852	174	1786	920	208	0	396	54	0	396
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	11.9	9.6	42.7	0.0	0.0	31.6	0.0	28.5	50.0	0.0	29.6
Incr Delay (d2), s/veh	27.3	0.6	0.1	7.5	1.2	2.3	12.8	0.0	0.1	2361.3	0.0	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(50%),veh/ln	4.6	4.2	0.4	2.3	0.3	0.6	3.7	0.0	0.7	36.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.6	12.4	9.7	50.2	1.2	2.3	44.4	0.0	28.6	2411.3	0.0	29.9
LnGrp LOS	E	B	A	D	A	A	D		C	F		C
Approach Vol, veh/h		921			1643			192			431	
Approach Delay, s/veh		21.3			4.3			41.2			1869.8	
Approach LOS		C			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	58.2		29.0	9.7	61.3		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	10.0	53.5		25.5	10.0	53.5		25.5				
Max Q Clear Time (g_c+I1), s	10.0	2.0		27.5	7.2	13.8		27.5				
Green Ext Time (p_c), s	0.0	23.1		0.0	0.0	8.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	263.7	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	693	26	36	1297	86	15	46	23	66	58	105
Future Volume (veh/h)	78	693	26	36	1297	86	15	46	23	66	58	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	729	27	39	1410	93	17	53	26	85	74	135
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	7	7	7	4	4	4	2	2	2	2	2	2
Cap, veh/h	114	3431	127	49	3212	212	92	249	124	163	116	225
Arrive On Green	0.13	1.00	1.00	0.06	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1711	4854	179	1753	4808	317	262	1554	775	672	721	1406
Grp Volume(v), veh/h	82	490	266	39	982	521	44	0	52	158	0	136
Grp Sat Flow(s),veh/h/ln	1711	1635	1764	1753	1675	1775	1032	0	1559	1379	0	1420
Q Serve(g_s), s	4.6	0.0	0.0	2.2	0.0	0.0	0.2	0.0	2.9	8.5	0.0	8.9
Cycle Q Clear(g_c), s	4.6	0.0	0.0	2.2	0.0	0.0	9.1	0.0	2.9	11.4	0.0	8.9
Prop In Lane	1.00		0.10	1.00		0.18	0.39		0.50	0.54		0.99
Lane Grp Cap(c), veh/h	114	2311	1247	49	2238	1186	215	0	250	276	0	228
V/C Ratio(X)	0.72	0.21	0.21	0.80	0.44	0.44	0.20	0.00	0.21	0.57	0.00	0.60
Avail Cap(c_a), veh/h	171	2311	1247	175	2238	1186	397	0	437	459	0	398
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	0.0	46.9	0.0	0.0	36.3	0.0	36.5	40.5	0.0	39.0
Incr Delay (d2), s/veh	10.6	0.2	0.4	8.7	0.5	1.0	0.5	0.0	0.4	2.6	0.0	3.6
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(50%),veh/ln	2.1	0.1	0.1	1.0	0.2	0.3	1.0	0.0	1.1	3.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.2	0.4	55.6	0.5	1.0	36.7	0.0	36.9	43.2	0.0	42.6
LnGrp LOS	D	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		838			1542			96			294	
Approach Delay, s/veh		5.4			2.1			36.8			42.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	71.3		19.0	5.8	75.2		19.0				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	6.6	2.0		11.1	4.2	2.0		13.4				
Green Ext Time (p_c), s	0.1	21.5		0.4	0.0	8.0		2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	579	104	117	1312	103	69	316	57	77	338	95
Future Volume (veh/h)	76	579	104	117	1312	103	69	316	57	77	338	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.95	0.98		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	87	666	120	130	1458	114	80	367	66	94	412	116
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.86	0.86	0.86	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	4	4	4	5	5	5	2	2	2
Cap, veh/h	109	2087	371	157	2477	194	196	817	145	235	757	210
Arrive On Green	0.13	0.99	0.99	0.18	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1725	4211	748	1753	4746	371	839	2917	518	934	2704	751
Grp Volume(v), veh/h	87	519	267	130	1029	543	80	216	217	94	269	259
Grp Sat Flow(s),veh/h/ln	1725	1648	1663	1753	1675	1767	839	1735	1701	934	1777	1678
Q Serve(g_s), s	4.9	0.2	0.2	7.1	0.0	0.0	9.0	10.3	10.5	9.2	12.8	13.2
Cycle Q Clear(g_c), s	4.9	0.2	0.2	7.1	0.0	0.0	22.1	10.3	10.5	19.7	12.8	13.2
Prop In Lane	1.00		0.45	1.00		0.21	1.00		0.30	1.00		0.45
Lane Grp Cap(c), veh/h	109	1634	824	157	1749	923	196	485	476	235	497	470
V/C Ratio(X)	0.80	0.32	0.32	0.83	0.59	0.59	0.41	0.45	0.46	0.40	0.54	0.55
Avail Cap(c_a), veh/h	276	1634	824	280	1749	923	222	538	527	263	551	520
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.2	0.2	40.3	0.0	0.0	40.1	29.6	29.7	37.9	30.5	30.7
Incr Delay (d2), s/veh	4.9	0.5	1.0	3.6	1.2	2.3	0.5	0.2	0.3	0.4	0.3	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(50%),veh/ln	2.1	0.2	0.3	2.9	0.3	0.6	1.8	4.1	4.2	2.1	5.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.7	1.3	43.9	1.2	2.3	40.6	29.9	30.0	38.3	30.9	31.0
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		873			1702			513			622	
Approach Delay, s/veh		5.6			4.9			31.6			32.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	56.7		32.0	13.9	54.1		32.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	6.9	2.0		24.1	9.1	2.2		21.7				
Green Ext Time (p_c), s	0.0	20.1		1.1	0.1	8.2		1.6				

Intersection Summary			
HCM 7th Control Delay, s/veh		13.3	
HCM 7th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	708	30	15	1390	36	58	67	36	68	64	68
Future Volume (veh/h)	26	708	30	15	1390	36	58	67	36	68	64	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.96	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	738	31	17	1580	41	89	103	55	93	88	93
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.65	0.65	0.65	0.73	0.73	0.73
Percent Heavy Veh, %	8	8	8	4	4	4	2	2	2	2	2	2
Cap, veh/h	36	3107	130	26	3237	84	140	147	68	139	119	108
Arrive On Green	0.04	1.00	1.00	0.03	1.00	1.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1697	4786	200	1753	5033	131	393	637	295	395	515	467
Grp Volume(v), veh/h	27	499	270	17	1052	569	247	0	0	274	0	0
Grp Sat Flow(s),veh/h/ln	1697	1621	1745	1753	1675	1813	1324	0	0	1377	0	0
Q Serve(g_s), s	1.6	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.0	0.0	0.0	18.0	0.0	0.0	19.5	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.07	0.36		0.22	0.34		0.34
Lane Grp Cap(c), veh/h	36	2105	1133	26	2155	1166	355	0	0	366	0	0
V/C Ratio(X)	0.75	0.24	0.24	0.64	0.49	0.49	0.70	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	170	2105	1133	175	2155	1166	413	0	0	424	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.6	0.0	0.0	48.2	0.0	0.0	36.0	0.0	0.0	36.8	0.0	0.0
Incr Delay (d2), s/veh	10.6	0.2	0.5	5.4	0.4	0.8	4.2	0.0	0.0	6.2	0.0	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(50%),veh/ln	0.7	0.1	0.1	0.4	0.1	0.3	6.1	0.0	0.0	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.2	0.5	53.6	0.4	0.8	40.2	0.0	0.0	43.0	0.0	0.0
LnGrp LOS	E	A	A	D	A	A	D			D		
Approach Vol, veh/h		796			1638			247			274	
Approach Delay, s/veh		2.3			1.1			40.2			43.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	68.8		26.1	4.5	69.4		26.1				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	52.5		27.0	10.0	52.5		27.0				
Max Q Clear Time (g_c+I1), s	3.6	2.0		20.0	3.0	2.0		21.5				
Green Ext Time (p_c), s	0.0	24.2		0.8	0.0	8.2		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	806	4	2	1397	185	16	75	87	268	70	82
Future Volume (vph)	25	806	4	2	1397	185	16	75	87	268	70	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	27	876	4	2	1502	199	22	103	119	319	83	98
RTOR Reduction (vph)	0	1	0	0	13	0	0	43	0	0	0	81
Lane Group Flow (vph)	27	879	0	2	1688	0	22	179	0	198	204	17
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	4.5	46.5		1.1	43.1		14.9	14.9		17.5	17.5	17.5
Effective Green, g (s)	4.5	46.5		1.1	43.1		14.9	14.9		17.5	17.5	17.5
Actuated g/C Ratio	0.05	0.47		0.01	0.43		0.15	0.15		0.18	0.18	0.18
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	75	2252		18	2045		263	253		294	300	273
v/s Ratio Prot	c0.02	c0.18		0.00	c0.36		0.01	c0.11		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.36	0.39		0.11	0.83		0.08	0.71		0.67	0.68	0.06
Uniform Delay, d1	46.4	17.5		49.0	25.1		36.7	40.5		38.6	38.6	34.4
Progression Factor	0.71	1.13		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.1	0.5		2.0	4.0		0.1	8.8		5.4	5.7	0.1
Delay (s)	34.9	20.3		51.0	29.1		36.8	49.3		44.0	44.3	34.5
Level of Service	C	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		20.8			29.1			48.1			42.3	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
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)	137	4	245	23	26	8	532	660	20	4	318	30
Future Volume (vph)	137	4	245	23	26	8	532	660	20	4	318	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777	1562	1770	1791		1770	5060		1770	5010	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1777	1562	1770	1791		1770	5060		1770	5010	
Peak-hour factor, PHF	0.82	0.82	0.82	0.70	0.70	0.70	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	167	5	299	33	37	11	585	725	22	5	361	34
RTOR Reduction (vph)	0	0	245	0	10	0	0	2	0	0	13	0
Lane Group Flow (vph)	0	172	54	33	38	0	585	745	0	5	382	0
Confl. Peds. (#/hr)	4		1	1		4	2		4	4		2
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		21.6	21.6	8.1	8.1		52.3	67.6		2.0	17.3	
Effective Green, g (s)		21.6	21.6	8.1	8.1		52.3	67.6		2.0	17.3	
Actuated g/C Ratio		0.18	0.18	0.07	0.07		0.44	0.56		0.02	0.14	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		319	281	119	120		771	2850		29	722	
v/s Ratio Prot		c0.10		0.02	c0.02		c0.33	0.15		0.00	c0.08	
v/s Ratio Perm			0.03									
v/c Ratio		0.54	0.19	0.28	0.31		0.76	0.26		0.17	0.53	
Uniform Delay, d1		44.7	41.8	53.2	53.3		28.5	13.4		58.2	47.6	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.2	0.9	1.1		4.6	0.2		2.1	2.8	
Delay (s)		46.0	42.0	54.1	54.4		33.1	13.6		60.2	50.3	
Level of Service		D	D	D	D		C	B		E	D	
Approach Delay (s/veh)		43.5			54.3			22.2			50.5	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		
Description: CL=120/120 Off=16/12			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	619	192	105	1142	0	0	0	0	684	0	82
Future Volume (veh/h)	0	619	192	105	1142	0	0	0	0	684	0	82
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	673	0	114	1241	0				743	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1613		186	3118	0				942	0	
Arrive On Green	0.00	0.45	0.00	0.10	0.61	0.00				0.27	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	673	0	114	1241	0				743	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	11.5	0.0	5.5	11.2	0.0				17.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.5	0.0	5.5	11.2	0.0				17.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1613		186	3118	0				942	0	
V/C Ratio(X)	0.00	0.42		0.61	0.40	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	1613		342	3118	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.6	0.0	38.5	9.0	0.0				30.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.2	0.4	0.0				4.9	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	4.6	0.0	2.5	3.9	0.0				7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.4	0.0	41.8	9.4	0.0				35.2	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		673			1355						743	
Approach Delay, s/veh		17.4			12.1						35.2	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	60.4	29.6	14.1	46.2
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	13.2	19.9	7.5	13.5
Green Ext Time (p_c), s	16.2	4.6	0.2	5.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	0	571	273	164	229	95	944	0	0	841	90
Future Volume (vph)	229	0	571	273	164	229	95	944	0	0	841	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3258		1764	3539			4996	
Flt Permitted	0.30		1.00		0.98		0.20	1.00			1.00	
Satd. Flow (perm)	554		1583		3258		364	3539			4996	
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	254	0	634	290	174	244	102	1015	0	0	967	103
RTOR Reduction (vph)	0	0	82	0	41	0	0	0	0	0	17	0
Lane Group Flow (vph)	254	0	552	0	667	0	102	1015	0	0	1053	0
Confl. Peds. (#/hr)	11					11	14		5	5		14
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	54.6		54.6		54.6		54.9	54.9			54.9	
Effective Green, g (s)	54.6		54.6		54.6		54.9	54.9			54.9	
Actuated g/C Ratio	0.46		0.46		0.46		0.46	0.46			0.46	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	252		720		1482		166	1619			2285	
v/s Ratio Prot								c0.29			0.21	
v/s Ratio Perm	c0.46		0.35		0.20		0.28					
v/c Ratio	1.01		0.77		0.45		0.61	0.63			0.46	
Uniform Delay, d1	32.7		27.4		22.4		24.6	24.8			22.4	
Progression Factor	1.00		1.00		1.00		1.26	1.10			1.00	
Incremental Delay, d2	58.7		4.7		0.2		14.4	1.7			0.7	
Delay (s)	91.4		32.0		22.6		45.4	28.9			23.0	
Level of Service	F		C		C		D	C			C	
Approach Delay (s/veh)		49.0			22.6			30.4			23.0	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	455	562	0	1302	882	0
Future Volume (veh/h)	455	562	0	1302	882	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	394	798	0	1431	959	0
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	523	930	0	3161	2200	0
Arrive On Green	0.29	0.29	0.00	0.62	0.62	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	394	798	0	1431	959	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	24.1	28.5	0.0	17.8	16.9	0.0
Cycle Q Clear(g_c), s	24.1	28.5	0.0	17.8	16.9	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	523	930	0	3161	2200	0
V/C Ratio(X)	0.75	0.86	0.00	0.45	0.44	0.00
Avail Cap(c_a), veh/h	741	1318	0	3161	2200	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.68	1.00	0.00
Uniform Delay (d), s/veh	38.5	40.0	0.0	12.1	11.9	0.0
Incr Delay (d2), s/veh	2.7	4.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	11.3	0.0	6.5	6.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.2	44.2	0.0	12.4	12.6	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1192			1431	959	
Approach Delay, s/veh	43.2			12.4	12.6	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.7		40.3		79.7
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		59.6		49.9		59.6
Max Q Clear Time (g_c+I1), s		19.8		30.5		18.9
Green Ext Time (p_c), s		24.8		4.7		16.0

Intersection Summary		
HCM 7th Control Delay, s/veh	22.7	
HCM 7th LOS	C	

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)	62	521	87	33	332	45	114	345	60	66	309	47
Future Volume (veh/h)	62	521	87	33	332	45	114	345	60	66	309	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	537	90	38	382	52	121	367	64	69	325	49
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	650	109	141	627	85	286	841	145	262	860	128
Arrive On Green	0.11	0.42	0.42	0.08	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	1559	261	1781	1606	219	1003	3024	522	952	3096	462
Grp Volume(v), veh/h	64	0	627	38	0	434	121	214	217	69	185	189
Grp Sat Flow(s),veh/h/ln	1781	0	1820	1781	0	1825	1003	1777	1770	952	1777	1781
Q Serve(g_s), s	2.6	0.0	23.7	1.6	0.0	14.8	8.6	7.7	7.8	5.0	6.5	6.6
Cycle Q Clear(g_c), s	2.6	0.0	23.7	1.6	0.0	14.8	15.2	7.7	7.8	12.8	6.5	6.6
Prop In Lane	1.00		0.14	1.00		0.12	1.00		0.30	1.00		0.26
Lane Grp Cap(c), veh/h	189	0	759	141	0	712	286	494	492	262	494	495
V/C Ratio(X)	0.34	0.00	0.83	0.27	0.00	0.61	0.42	0.43	0.44	0.26	0.37	0.38
Avail Cap(c_a), veh/h	253	0	1256	253	0	1260	499	871	868	464	871	873
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	20.1	33.6	0.0	18.9	28.8	23.0	23.0	28.3	22.6	22.6
Incr Delay (d2), s/veh	0.4	0.0	3.3	0.4	0.0	1.2	0.4	0.2	0.2	0.8	0.7	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(50%),veh/ln	1.1	0.0	9.7	0.7	0.0	6.1	2.0	3.1	3.2	1.2	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	23.4	33.9	0.0	20.1	29.1	23.2	23.3	29.0	23.2	23.3
LnGrp LOS	C		C	C		C	C	C	C	C	C	C
Approach Vol, veh/h		691			472			552			443	
Approach Delay, s/veh		24.3			21.2			24.5			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	36.7		27.5	11.1	38.8		27.5				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	4.6	16.8		14.8	3.6	25.7		17.2				
Green Ext Time (p_c), s	0.0	4.5		3.7	0.0	6.6		2.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	23.6	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Future Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	594	48	48	378	17	47	22	25	15	20	34
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	780	63	150	805	36	212	99	78	111	125	154
Arrive On Green	0.09	0.46	0.46	0.08	0.45	0.45	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1706	138	1781	1775	80	604	516	406	174	654	804
Grp Volume(v), veh/h	51	0	642	48	0	395	94	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1855	1525	0	0	1632	0	0
Q Serve(g_s), s	1.5	0.0	16.3	1.4	0.0	8.3	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	16.3	1.4	0.0	8.3	2.7	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.50		0.27	0.22		0.49
Lane Grp Cap(c), veh/h	157	0	843	150	0	841	389	0	0	391	0	0
V/C Ratio(X)	0.33	0.00	0.76	0.32	0.00	0.47	0.24	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	396	0	1933	396	0	1945	983	0	0	1025	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	0.0	12.7	24.2	0.0	10.7	19.4	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.1	0.4	0.0	0.6	0.3	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.6	0.0	5.8	0.6	0.0	3.0	1.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	0.0	14.8	24.7	0.0	11.3	19.7	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		693			443			94			69	
Approach Delay, s/veh		15.5			12.7			19.7			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	30.5		16.3	9.2	30.7		16.3				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	59.0		33.5	12.5	59.0		33.5				
Max Q Clear Time (g_c+I1), s	3.5	10.3		3.9	3.4	18.3		4.7				
Green Ext Time (p_c), s	0.0	4.1		0.3	0.0	7.4		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.1
HCM 7th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Future Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	1847		1770	1841			1773			1730	
Flt Permitted	0.95	1.00		0.95	1.00			0.85			0.81	
Satd. Flow (perm)	1770	1847		1770	1841			1530			1441	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.67	0.67	0.67
Adj. Flow (vph)	27	603	31	12	429	28	19	19	8	34	12	19
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	27	633	0	12	455	0	0	46	0	0	65	0
Confl. Peds. (#/hr)	10		9	9		10	3		1	1		3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Effective Green, g (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Actuated g/C Ratio	0.24	0.59		0.14	0.43			0.09			0.09	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	432	1092		243	791			138			130	
v/s Ratio Prot	0.02	c0.34		0.01	c0.25							
v/s Ratio Perm								0.03			c0.05	
v/c Ratio	0.06	0.58		0.05	0.58			0.33			0.50	
Uniform Delay, d1	24.1	10.5		31.1	17.9			35.4			36.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.5		0.0	1.2			1.4			3.0	
Delay (s)	24.1	11.0		31.1	19.1			36.8			39.0	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.5			19.4			36.8			39.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
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)	44	496	32	47	254	110	50	317	106	235	530	85
Future Volume (veh/h)	44	496	32	47	254	110	50	317	106	235	530	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	570	37	49	267	116	62	391	131	250	564	90
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	628	41	172	442	192	156	940	398	372	943	400
Arrive On Green	0.10	0.36	0.36	0.10	0.36	0.36	0.09	0.26	0.26	0.09	0.27	0.27
Sat Flow, veh/h	1781	1736	113	1781	1227	533	1781	3554	1507	1781	3554	1507
Grp Volume(v), veh/h	51	0	607	49	0	383	62	391	131	250	564	90
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1760	1781	1777	1507	1781	1777	1507
Q Serve(g_s), s	3.0	0.0	35.6	2.9	0.0	20.3	3.8	10.4	8.0	10.1	15.8	5.3
Cycle Q Clear(g_c), s	3.0	0.0	35.6	2.9	0.0	20.3	3.8	10.4	8.0	10.1	15.8	5.3
Prop In Lane	1.00		0.06	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	669	172	0	634	156	940	398	372	943	400
V/C Ratio(X)	0.29	0.00	0.91	0.28	0.00	0.60	0.40	0.42	0.33	0.67	0.60	0.23
Avail Cap(c_a), veh/h	219	0	720	219	0	686	156	1247	529	372	1250	530
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	34.6	47.8	0.0	29.8	49.1	34.7	33.8	30.1	36.6	32.7
Incr Delay (d2), s/veh	0.3	0.0	15.2	0.3	0.0	1.7	0.6	0.5	0.8	3.8	1.0	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(50%),veh/ln	1.4	0.0	18.3	1.3	0.0	8.8	1.7	4.4	3.0	5.4	6.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	49.8	48.1	0.0	31.5	49.8	35.2	34.6	33.9	37.6	33.2
LnGrp LOS	D		D	D		C	D	D	C	C	D	C
Approach Vol, veh/h		658			432			584			904	
Approach Delay, s/veh		49.7			33.4			36.6			36.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	47.0	14.5	36.7	15.5	47.2	14.6	36.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.4	10.0	40.1	14.0	44.4	10.1	40.0
Max Q Clear Time (g_c+I1), s	5.0	22.3	5.8	17.8	4.9	37.6	12.1	12.4
Green Ext Time (p_c), s	0.0	3.4	0.0	6.4	0.0	2.8	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.2
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	869	60	74	345	56	43
Future Volume (vph)	869	60	74	345	56	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.99		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3498		1770	1863	1688	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3498		1770	1863	1688	
Peak-hour factor, PHF	0.95	0.95	0.97	0.97	0.82	0.82
Adj. Flow (vph)	915	63	76	356	68	52
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	973	0	76	356	120	0
Confl. Peds. (#/hr)		7	7			21
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	27.2		6.3	38.5	11.5	
Effective Green, g (s)	27.2		6.3	38.5	11.5	
Actuated g/C Ratio	0.45		0.10	0.64	0.19	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1572		184	1185	320	
v/s Ratio Prot	c0.28		0.04	c0.19	c0.07	
v/s Ratio Perm						
v/c Ratio	0.62		0.41	0.30	0.38	
Uniform Delay, d1	12.7		25.4	4.9	21.4	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.8		0.5	0.2	0.7	
Delay (s)	13.5		25.9	5.1	22.1	
Level of Service	B		C	A	C	
Approach Delay (s/veh)	13.5			8.8	22.1	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	15.5
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	538	1214	75	291	134	68	210	32	44	83	696	256
Future Volume (vph)	538	1214	75	291	134	68	210	32	44	83	696	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.98				1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.97	1.00
Frt	1.00	0.85		0.96		1.00	0.96				1.00	0.98
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1743		1760	1749				1713	1813
Flt Permitted	1.00	1.00		1.00		0.33	1.00				0.27	1.00
Satd. Flow (perm)	1863	1583		1743		609	1749				496	1813
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.79	0.79	0.79	0.79	0.92	0.92	0.92
Adj. Flow (vph)	585	1320	82	323	149	86	266	41	56	90	757	278
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	4
Lane Group Flow (vph)	585	1354	0	472	0	86	358	0	0	0	847	324
Confl. Peds. (#/hr)		10	10		14	9		49	12	49	12	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.6	52.2		43.5		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.6	46.2		43.5		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.37		0.35		0.27	0.27				0.27	0.27
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	262	586		608		166	478				135	495
v/s Ratio Prot	0.31	c0.85		c0.27			0.20					0.18
v/s Ratio Perm						0.14					c1.71	
v/c Ratio	2.23	2.31		0.78		0.52	0.75				6.27	0.65
Uniform Delay, d1	53.6	39.3		36.3		38.3	41.4				45.3	40.1
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	566.9	594.8		6.5		4.5	7.1				2389.1	3.8
Delay (s)	620.5	634.0		42.8		42.8	48.5				2434.4	43.8
Level of Service	F	F		D		D	D				F	D
Approach Delay (s/veh)	630.0			42.8			47.4					1767.1
Approach LOS	F			D			D					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	702.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.38		
Actuated Cycle Length (s)	124.7	Sum of lost time (s)	25.0
Intersection Capacity Utilization	164.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	46	407	295	80
Future Volume (vph)	46	407	295	80
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.95		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.97		
Satd. Flow (prot)		3093		
Flt Permitted		0.97		
Satd. Flow (perm)		3093		
Peak-hour factor, PHF	0.92	0.96	0.96	0.96
Adj. Flow (vph)	50	424	307	83
RTOR Reduction (vph)	0	99	0	0
Lane Group Flow (vph)	0	715	0	0
Confl. Peds. (#/hr)	9	9	14	27
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		28.6		
Effective Green, g (s)		28.6		
Actuated g/C Ratio		0.23		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		709		
v/s Ratio Prot		0.23		
v/s Ratio Perm				
v/c Ratio		1.01		
Uniform Delay, d1		48.1		
Progression Factor		1.00		
Incremental Delay, d2		35.8		
Delay (s)		83.8		
Level of Service		F		
Approach Delay (s/veh)		83.8		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	190	12	102	103	129	24	1012	71	176	1170	98
Future Volume (veh/h)	161	190	12	102	103	129	24	1012	71	176	1170	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		1.00	1.00		0.97	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	224	14	124	126	0	27	1124	79	191	1272	107
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	509	32	167	522		126	1582	111	216	1352	575
Arrive On Green	0.11	0.29	0.29	0.09	0.28	0.00	0.07	0.33	0.33	0.12	0.38	0.38
Sat Flow, veh/h	1781	1729	108	1781	1870	1585	1781	4859	341	1781	3554	1512
Grp Volume(v), veh/h	189	0	238	124	126	0	27	787	416	191	1272	107
Grp Sat Flow(s),veh/h/ln	1781	0	1838	1781	1870	1585	1781	1702	1797	1781	1777	1512
Q Serve(g_s), s	13.5	0.0	13.4	8.7	6.7	0.0	1.8	25.9	25.9	13.5	44.1	6.0
Cycle Q Clear(g_c), s	13.5	0.0	13.4	8.7	6.7	0.0	1.8	25.9	25.9	13.5	44.1	6.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	195	0	541	167	522		126	1108	585	216	1352	575
V/C Ratio(X)	0.97	0.00	0.44	0.74	0.24		0.22	0.71	0.71	0.88	0.94	0.19
Avail Cap(c_a), veh/h	195	0	541	223	542		126	1108	585	269	1377	586
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	0.0	36.5	56.3	35.6	0.0	56.0	37.8	37.8	55.2	38.2	26.4
Incr Delay (d2), s/veh	54.7	0.0	0.8	5.4	0.3	0.0	0.3	2.7	5.0	20.9	12.6	0.2
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(50%),veh/ln	9.0	0.0	6.1	4.1	3.1	0.0	0.8	11.1	12.1	7.3	21.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	111.3	0.0	37.3	61.7	35.9	0.0	56.3	40.5	42.8	76.1	50.8	26.5
LnGrp LOS	F		D	E	D		E	D	D	E	D	C
Approach Vol, veh/h		427			250			1230			1570	
Approach Delay, s/veh		70.1			48.7			41.6			52.2	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	46.6	18.0	43.1	13.0	53.6	20.0	41.1
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	19.3	38.7	16.0	35.0	9.0	49.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	15.5	27.9	10.7	15.4	3.8	46.1	15.5	8.7
Green Ext Time (p_c), s	0.1	7.9	0.0	1.7	0.0	2.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	50.4
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	406	40	54	239	4	75	2	45	9	3	15
Future Volume (veh/h)	2	406	40	54	239	4	75	2	45	9	3	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	446	44	61	272	5	87	2	52	15	5	25
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86	0.59	0.59	0.59
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	599	1199	118	494	1309	24	402	52	146	247	109	233
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1097	3266	321	903	3568	65	750	196	553	295	413	885
Grp Volume(v), veh/h	2	242	248	61	135	142	141	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1097	1777	1810	903	1777	1856	1499	0	0	1593	0	0
Q Serve(g_s), s	0.0	2.8	2.9	1.5	1.5	1.5	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	2.8	2.9	4.4	1.5	1.5	2.0	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.62		0.37	0.33		0.56
Lane Grp Cap(c), veh/h	599	652	664	494	652	681	600	0	0	588	0	0
V/C Ratio(X)	0.00	0.37	0.37	0.12	0.21	0.21	0.24	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	949	1220	1242	783	1220	1275	1750	0	0	1793	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	6.6	6.6	8.2	6.2	6.2	8.4	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.0	0.5	0.6	0.2	0.3	0.3	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	6.7	6.7	8.4	6.4	6.4	8.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		492			338			141			45	
Approach Delay, s/veh		6.7			6.7			8.6			8.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	15.9	12.5	15.9	12.5
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	19.5	30.0	19.5	30.0
Max Q Clear Time (g_c+I1), s	6.4	4.0	4.9	2.6
Green Ext Time (p_c), s	2.0	0.8	1.6	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	890	65	106	297	128	70	845	111	355	734	26
Future Volume (veh/h)	30	890	65	106	297	128	70	845	111	355	734	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	957	70	116	326	141	78	939	123	366	757	27
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1064	78	135	827	349	139	1236	161	309	1285	46
Arrive On Green	0.05	0.32	0.32	0.08	0.34	0.34	0.08	0.27	0.27	0.17	0.37	0.37
Sat Flow, veh/h	1781	3349	245	1781	2402	1013	1781	4536	592	1781	3494	125
Grp Volume(v), veh/h	32	508	519	116	239	228	78	704	358	366	385	399
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1638	1781	1702	1723	1781	1777	1841
Q Serve(g_s), s	2.1	32.3	32.3	7.6	12.1	12.6	5.0	22.4	22.6	20.5	20.7	20.7
Cycle Q Clear(g_c), s	2.1	32.3	32.3	7.6	12.1	12.6	5.0	22.4	22.6	20.5	20.7	20.7
Prop In Lane	1.00		0.13	1.00		0.62	1.00		0.34	1.00		0.07
Lane Grp Cap(c), veh/h	88	564	577	135	612	564	139	928	470	309	654	677
V/C Ratio(X)	0.36	0.90	0.90	0.86	0.39	0.40	0.56	0.76	0.76	1.19	0.59	0.59
Avail Cap(c_a), veh/h	135	570	583	135	612	564	163	964	488	309	654	677
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	38.6	38.6	54.0	29.4	29.6	52.6	39.5	39.5	48.9	30.2	30.2
Incr Delay (d2), s/veh	0.9	17.5	17.2	37.1	0.7	0.8	1.3	3.9	7.7	111.7	1.7	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(50%),veh/ln	0.9	16.5	16.8	4.8	5.2	5.0	2.3	9.7	10.4	18.6	9.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	56.1	55.8	91.1	30.1	30.4	53.9	43.4	47.2	160.6	31.9	31.8
LnGrp LOS	E	E	E	F	C	C	D	D	D	F	C	C
Approach Vol, veh/h		1059			583			1140			1150	
Approach Delay, s/veh		55.9			42.3			45.3			72.8	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	37.3	13.5	42.6	13.7	48.5	10.4	45.7
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	20.5	33.5	9.0	38.0	10.8	43.2	9.0	38.0
Max Q Clear Time (g_c+I1), s	22.5	24.6	9.6	34.3	7.0	22.7	4.1	14.6
Green Ext Time (p_c), s	0.0	5.9	0.0	2.5	0.0	6.7	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	55.8
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1301	31	42	489	12	15	58	102	29	55	6
Future Volume (veh/h)	17	1301	31	42	489	12	15	58	102	29	55	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	1314	31	52	604	15	17	66	116	39	73	8
Peak Hour Factor	0.99	0.99	0.99	0.81	0.81	0.81	0.88	0.88	0.88	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	516	1976	47	263	1972	49	93	154	236	183	295	27
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	802	3548	84	406	3540	88	63	627	965	362	1205	112
Grp Volume(v), veh/h	17	658	687	52	303	316	199	0	0	120	0	0
Grp Sat Flow(s),veh/h/ln	802	1777	1854	406	1777	1851	1655	0	0	1678	0	0
Q Serve(g_s), s	0.6	13.2	13.2	5.2	4.6	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	13.2	13.2	18.4	4.6	4.6	5.1	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.05	0.09		0.58	0.32		0.07
Lane Grp Cap(c), veh/h	516	990	1033	263	990	1031	483	0	0	506	0	0
V/C Ratio(X)	0.03	0.66	0.67	0.20	0.31	0.31	0.41	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1197	2498	2607	607	2498	2603	1340	0	0	1329	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	7.9	7.9	14.4	6.0	6.0	16.3	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.5	0.2	0.2	0.6	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	3.3	3.5	0.4	1.2	1.3	1.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.4	8.2	8.2	14.9	6.2	6.2	16.9	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B			B		
Approach Vol, veh/h		1362			671			199			120	
Approach Delay, s/veh		8.1			6.9			16.9			15.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.1		17.4		33.1		17.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		71.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s		20.4		7.1		15.2		4.7				
Green Ext Time (p_c), s		7.7		1.3		7.2		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	74	54	8	31	24	57	1025	16	35	967	71
Future Volume (veh/h)	61	74	54	8	31	24	57	1025	16	35	967	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	90	66	14	53	41	63	1126	18	37	1029	76
Peak Hour Factor	0.82	0.82	0.82	0.59	0.59	0.59	0.91	0.91	0.91	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	191	115	90	241	161	322	2082	33	312	1946	144
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	377	763	459	90	961	643	509	3577	57	491	3344	247
Grp Volume(v), veh/h	230	0	0	108	0	0	63	559	585	37	547	558
Grp Sat Flow(s),veh/h/ln	1599	0	0	1694	0	0	509	1777	1857	491	1777	1814
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	5.1	11.5	11.5	3.0	11.1	11.1
Cycle Q Clear(g_c), s	7.2	0.0	0.0	3.0	0.0	0.0	16.2	11.5	11.5	14.5	11.1	11.1
Prop In Lane	0.32		0.29	0.13		0.38	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	481	0	0	493	0	0	322	1034	1081	312	1034	1056
V/C Ratio(X)	0.48	0.00	0.00	0.22	0.00	0.00	0.20	0.54	0.54	0.12	0.53	0.53
Avail Cap(c_a), veh/h	1230	0	0	1284	0	0	588	1960	2049	568	1960	2001
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	17.9	0.0	0.0	12.4	7.6	7.6	12.0	7.5	7.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.4	0.6	0.6	0.2	0.6	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(50%),veh/ln	2.6	0.0	0.0	1.1	0.0	0.0	0.5	3.3	3.5	0.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.1	0.0	0.0	18.1	0.0	0.0	12.9	8.3	8.2	12.3	8.1	8.1
LnGrp LOS	C			B			B	A	A	B	A	A
Approach Vol, veh/h		230			108			1207			1142	
Approach Delay, s/veh		20.1			18.1			8.5			8.3	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.8		20.0		39.8		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		18.2		9.2		16.5		5.0				
Green Ext Time (p_c), s		16.6		1.5		15.3		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh		9.8										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	22	51	18	23	47	7	1007	28	32	975	26
Future Volume (veh/h)	47	22	51	18	23	47	7	1007	28	32	975	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	34	78	25	32	65	8	1119	31	33	1005	27
Peak Hour Factor	0.65	0.65	0.65	0.72	0.72	0.72	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	120	199	134	168	263	300	1847	51	265	1848	50
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	479	385	636	200	538	842	546	3527	98	488	3531	95
Grp Volume(v), veh/h	184	0	0	122	0	0	8	564	586	33	506	526
Grp Sat Flow(s),veh/h/ln	1500	0	0	1580	0	0	546	1777	1848	488	1777	1849
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	0.0	0.6	13.5	13.5	3.1	11.6	11.6
Cycle Q Clear(g_c), s	5.4	0.0	0.0	3.3	0.0	0.0	12.2	13.5	13.5	16.6	11.6	11.6
Prop In Lane	0.39		0.42	0.20		0.53	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	551	0	0	565	0	0	300	930	968	265	930	968
V/C Ratio(X)	0.33	0.00	0.00	0.22	0.00	0.00	0.03	0.61	0.61	0.12	0.54	0.54
Avail Cap(c_a), veh/h	1191	0	0	1238	0	0	586	1861	1936	521	1861	1936
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.6	0.0	0.0	13.8	10.2	10.2	16.0	9.7	9.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.9	0.9	0.3	0.7	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(50%),veh/ln	1.9	0.0	0.0	1.2	0.0	0.0	0.1	4.4	4.5	0.3	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	0.0	0.0	15.8	0.0	0.0	13.8	11.1	11.0	16.3	10.4	10.4
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		184			122			1158			1065	
Approach Delay, s/veh		16.6			15.8			11.1			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.0		24.1		37.0		24.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		15.5		7.4		18.6		5.3				
Green Ext Time (p_c), s		15.2		1.3		13.4		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			11.5									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	122	51	35	38	45	53	919	48	58	928	75
Future Volume (veh/h)	80	122	51	35	38	45	53	919	48	58	928	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	133	55	47	51	61	60	1044	55	61	977	79
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	266	95	177	190	183	305	1878	99	293	1818	147
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	388	905	323	353	644	621	533	3425	180	512	3316	268
Grp Volume(v), veh/h	275	0	0	159	0	0	60	542	557	61	523	533
Grp Sat Flow(s),veh/h/ln	1616	0	0	1617	0	0	533	1777	1828	512	1777	1808
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	5.2	12.6	12.6	5.6	12.0	12.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	4.5	0.0	0.0	17.2	12.6	12.6	18.2	12.0	12.0
Prop In Lane	0.32		0.20	0.30		0.38	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	550	0	0	550	0	0	305	974	1002	293	974	991
V/C Ratio(X)	0.50	0.00	0.00	0.29	0.00	0.00	0.20	0.56	0.56	0.21	0.54	0.54
Avail Cap(c_a), veh/h	1170	0	0	1142	0	0	566	1844	1897	543	1844	1876
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	17.4	0.0	0.0	14.7	9.3	9.3	15.2	9.2	9.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.4	0.7	0.7	0.5	0.7	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(50%),veh/ln	3.2	0.0	0.0	1.7	0.0	0.0	0.6	4.0	4.1	0.6	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	0.0	17.7	0.0	0.0	15.1	10.0	10.0	15.7	9.9	9.8
LnGrp LOS	B			B			B	B	B	B	A	A
Approach Vol, veh/h		275			159			1159			1117	
Approach Delay, s/veh		19.5			17.7			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.9		23.7		39.9		23.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		19.2		10.8		20.2		6.5				
Green Ext Time (p_c), s		15.5		1.9		14.7		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh		11.6										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	141	33	40	52	75	52	879	46	62	886	67
Future Volume (veh/h)	70	141	33	40	52	75	52	879	46	62	886	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	0.97		0.88	0.99		0.90
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	152	35	50	65	94	56	945	49	64	913	69
Peak Hour Factor	0.93	0.93	0.93	0.80	0.80	0.80	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	283	58	133	167	191	349	1484	77	377	1966	149
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.44	0.44	0.44	0.08	0.59	0.59
Sat Flow, veh/h	360	1092	224	259	642	737	558	3409	177	1781	3320	251
Grp Volume(v), veh/h	262	0	0	209	0	0	56	493	501	64	489	493
Grp Sat Flow(s),veh/h/ln	1675	0	0	1638	0	0	558	1777	1809	1781	1777	1794
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Cycle Q Clear(g_c), s	8.7	0.0	0.0	6.8	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Prop In Lane	0.29		0.13	0.24		0.45	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	503	0	0	491	0	0	349	774	788	377	1052	1062
V/C Ratio(X)	0.52	0.00	0.00	0.43	0.00	0.00	0.16	0.64	0.64	0.17	0.46	0.46
Avail Cap(c_a), veh/h	1005	0	0	974	0	0	577	1500	1527	467	1868	1886
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	21.1	0.0	0.0	12.0	14.9	14.9	9.5	7.7	7.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	0.3	1.2	1.2	0.2	0.5	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(50%),veh/ln	3.5	0.0	0.0	2.7	0.0	0.0	0.5	5.4	5.5	0.4	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	0.0	21.7	0.0	0.0	12.3	16.1	16.1	9.7	8.2	8.2
LnGrp LOS	C			C			B	B	B	A	A	A
Approach Vol, veh/h		262			209			1050			1046	
Approach Delay, s/veh		22.5			21.7			15.9			8.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	34.4		22.5		45.0		22.5				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	9.0	57.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s	3.1	16.6		8.8		12.4		10.7				
Green Ext Time (p_c), s	0.0	12.8		1.4		12.2		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.9									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	927	28	19	626	68	19	53	29	31	41	35
Future Volume (veh/h)	19	927	28	19	626	68	19	53	29	31	41	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.93	0.95		0.93	0.95		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1008	30	20	666	72	22	61	33	38	50	43
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	2379	70	71	2126	227	80	196	93	114	143	103
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	32	3363	99	47	3006	321	188	990	468	340	724	520
Grp Volume(v), veh/h	551	0	508	395	0	363	116	0	0	131	0	0
Grp Sat Flow(s),veh/h/ln	1818	0	1676	1756	0	1618	1647	0	0	1583	0	0
Q Serve(g_s), s	0.0	0.0	12.7	0.0	0.0	8.5	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	12.7	7.8	0.0	8.5	5.8	0.0	0.0	6.7	0.0	0.0
Prop In Lane	0.04		0.06	0.05		0.20	0.19		0.28	0.29		0.33
Lane Grp Cap(c), veh/h	1323	0	1186	1280	0	1144	368	0	0	359	0	0
V/C Ratio(X)	0.42	0.00	0.43	0.31	0.00	0.32	0.31	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1323	0	1186	1280	0	1144	499	0	0	484	0	0
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	1.00	0.79	0.00	0.79	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	6.1	5.4	0.0	5.5	34.5	0.0	0.0	34.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.1	0.5	0.0	0.6	0.5	0.0	0.0	0.6	0.0	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(50%),veh/ln	4.6	0.0	4.3	2.8	0.0	2.6	2.5	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.0	0.0	7.3	5.9	0.0	6.1	35.0	0.0	0.0	35.4	0.0	0.0
LnGrp LOS	A		A	A		A	C			D		
Approach Vol, veh/h		1059			758			116			131	
Approach Delay, s/veh		7.2			6.0			35.0			35.4	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.2		24.8		75.2		24.8				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		10.5		7.8		14.7		8.7				
Green Ext Time (p_c), s		9.0		0.6		14.8		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.1									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	689	118	119	537	217	73	668	90	192	693	96
Future Volume (veh/h)	110	689	118	119	537	217	73	668	90	192	693	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.89	0.98		0.89	0.99		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	766	131	134	603	244	78	711	96	204	737	102
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	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	259	972	385	230	991	393	321	1346	182	378	1694	234
Arrive On Green	0.06	0.27	0.27	0.07	0.28	0.28	0.43	0.43	0.43	0.08	0.54	0.54
Sat Flow, veh/h	1781	3554	1408	1781	3554	1407	648	3123	421	1781	3115	431
Grp Volume(v), veh/h	122	766	131	134	603	244	78	404	403	204	420	419
Grp Sat Flow(s),veh/h/ln	1781	1777	1408	1781	1777	1407	648	1777	1767	1781	1777	1769
Q Serve(g_s), s	5.8	24.0	8.9	6.4	17.7	18.2	9.8	20.1	20.2	7.3	17.0	17.0
Cycle Q Clear(g_c), s	5.8	24.0	8.9	6.4	17.7	18.2	13.3	20.1	20.2	7.3	17.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.24
Lane Grp Cap(c), veh/h	259	972	385	230	991	393	321	766	762	378	966	962
V/C Ratio(X)	0.47	0.79	0.34	0.58	0.61	0.62	0.24	0.53	0.53	0.54	0.43	0.44
Avail Cap(c_a), veh/h	322	1111	440	313	1170	463	321	766	762	459	966	962
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)	0.91	0.91	0.91	0.91	0.91	0.91	0.85	0.85	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	29.7	40.4	34.9	31.0	37.6	37.7	24.4	25.2	25.2	18.1	16.4	16.4
Incr Delay (d2), s/veh	0.9	2.6	0.2	1.6	0.3	0.9	1.5	2.2	2.2	0.8	1.2	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(50%),veh/ln	2.6	10.9	3.1	2.9	7.8	6.3	1.6	8.8	8.7	3.0	7.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	43.0	35.1	32.6	37.8	38.6	25.9	27.4	27.4	18.9	17.6	17.6
LnGrp LOS	C	D	D	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		1019			981			885			1043	
Approach Delay, s/veh		40.5			37.3			27.2			17.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	38.0	13.5	56.7	12.4	37.3		70.2				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	15.0	36.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	7.8	20.2	9.3	22.2	8.4	26.0		19.0				
Green Ext Time (p_c), s	0.1	3.5	0.2	3.3	0.1	3.4		3.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.7
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	846	120	97	629	265	157
Future Volume (veh/h)	846	120	97	629	265	157
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.90	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	961	136	107	691	288	171
Peak Hour Factor	0.88	0.88	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2199	311	370	2539	340	532
Arrive On Green	0.71	0.71	0.71	0.71	0.19	0.19
Sat Flow, veh/h	3172	435	509	3647	1781	2790
Grp Volume(v), veh/h	554	543	107	691	288	171
Grp Sat Flow(s),veh/h/ln	1777	1737	509	1777	1781	1395
Q Serve(g_s), s	13.0	13.0	11.0	6.9	15.6	5.3
Cycle Q Clear(g_c), s	13.0	13.0	24.0	6.9	15.6	5.3
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1269	1241	370	2539	340	532
V/C Ratio(X)	0.44	0.44	0.29	0.27	0.85	0.32
Avail Cap(c_a), veh/h	1269	1241	370	2539	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.9	5.9	10.9	5.1	39.1	34.9
Incr Delay (d2), s/veh	0.6	0.6	2.0	0.3	5.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.2	1.4	2.3	7.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.5	6.6	12.9	5.3	45.0	35.2
LnGrp LOS	A	A	B	A	D	D
Approach Vol, veh/h	1097			798	459	
Approach Delay, s/veh	6.5			6.3	41.3	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.4		23.6		76.4
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		26.0		17.6		15.0
Green Ext Time (p_c), s		9.8		1.5		5.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	115	45	44	57	55	48	752	20	58	779	59
Future Volume (veh/h)	57	115	45	44	57	55	48	752	20	58	779	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	151	59	51	66	63	53	826	22	64	856	65
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	290	99	182	220	166	350	1791	48	377	1690	128
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	303	1005	341	305	763	575	603	3531	94	645	3333	253
Grp Volume(v), veh/h	285	0	0	180	0	0	53	416	432	64	456	465
Grp Sat Flow(s),veh/h/ln	1649	0	0	1643	0	0	603	1777	1848	645	1777	1809
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	3.1	7.4	7.4	3.5	8.4	8.4
Cycle Q Clear(g_c), s	7.0	0.0	0.0	4.0	0.0	0.0	11.5	7.4	7.4	10.9	8.4	8.4
Prop In Lane	0.26		0.21	0.28		0.35	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	569	0	0	569	0	0	350	901	937	377	901	918
V/C Ratio(X)	0.50	0.00	0.00	0.32	0.00	0.00	0.15	0.46	0.46	0.17	0.51	0.51
Avail Cap(c_a), veh/h	1668	0	0	1609	0	0	807	2246	2336	865	2246	2287
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	13.8	0.0	0.0	11.8	7.8	7.8	11.3	8.0	8.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.3	0.5	0.5	0.3	0.6	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(50%),veh/ln	2.4	0.0	0.0	1.4	0.0	0.0	0.4	2.1	2.2	0.4	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	0.0	0.0	14.1	0.0	0.0	12.1	8.3	8.3	11.6	8.6	8.6
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		285			180			901			985	
Approach Delay, s/veh		15.5			14.1			8.5			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.9		19.2		29.9		19.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		13.5		9.0		12.9		6.0				
Green Ext Time (p_c), s		10.5		2.0		12.0		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh		9.9										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1137	114	98	501	81	52	494	44	155	691	139
Future Volume (veh/h)	126	1137	114	98	501	81	52	494	44	155	691	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	1210	121	101	516	84	57	537	48	180	803	162
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	1354	135	242	1261	204	137	1208	108	264	1074	217
Arrive On Green	0.09	0.42	0.42	0.08	0.41	0.41	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	3249	324	1781	3041	492	581	3289	293	824	2924	590
Grp Volume(v), veh/h	134	660	671	101	300	300	57	289	296	180	488	477
Grp Sat Flow(s),veh/h/ln	1781	1777	1796	1781	1777	1756	581	1777	1805	824	1777	1737
Q Serve(g_s), s	4.6	39.3	39.6	3.4	13.6	13.7	10.8	14.0	14.1	24.1	27.3	27.3
Cycle Q Clear(g_c), s	4.6	39.3	39.6	3.4	13.6	13.7	38.1	14.0	14.1	38.2	27.3	27.3
Prop In Lane	1.00		0.18	1.00		0.28	1.00		0.16	1.00		0.34
Lane Grp Cap(c), veh/h	456	741	749	242	737	728	137	653	663	264	653	638
V/C Ratio(X)	0.29	0.89	0.90	0.42	0.41	0.41	0.41	0.44	0.45	0.68	0.75	0.75
Avail Cap(c_a), veh/h	458	803	812	248	803	794	146	678	689	276	678	663
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	30.8	30.9	23.9	23.5	23.5	48.1	27.2	27.3	41.7	31.4	31.4
Incr Delay (d2), s/veh	0.3	11.6	12.0	0.9	0.4	0.4	3.4	0.8	0.8	5.1	3.8	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(50%),veh/ln	1.9	18.5	18.9	1.4	5.7	5.7	1.7	6.0	6.1	5.2	12.1	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	42.4	42.9	24.7	23.9	23.9	51.5	28.1	28.1	46.8	35.3	35.4
LnGrp LOS	B	D	D	C	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1465			701			642			1145	
Approach Delay, s/veh		40.3			24.0			30.2			37.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	52.8		47.4	13.6	53.0		47.4				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	51.5		43.5	10.0	51.5		43.5				
Max Q Clear Time (g_c+I1), s	6.6	15.7		40.1	5.4	41.6		40.2				
Green Ext Time (p_c), s	0.1	3.9		1.7	0.1	5.9		1.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	34.8	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	119	64	85	43	13	33	557	8	14	836	27
Future Volume (veh/h)	52	119	64	85	43	13	33	557	8	14	836	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	143	77	97	49	15	36	605	9	15	919	30
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	261	123	332	152	37	331	1718	26	458	1682	55
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	250	969	456	766	565	137	589	3582	53	804	3507	114
Grp Volume(v), veh/h	283	0	0	161	0	0	36	300	314	15	466	483
Grp Sat Flow(s),veh/h/ln	1674	0	0	1467	0	0	589	1777	1858	804	1777	1844
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	2.1	4.8	4.8	0.5	8.5	8.5
Cycle Q Clear(g_c), s	6.6	0.0	0.0	3.7	0.0	0.0	10.6	4.8	4.8	5.4	8.5	8.5
Prop In Lane	0.22		0.27	0.60		0.09	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	547	0	0	521	0	0	331	852	892	458	852	885
V/C Ratio(X)	0.52	0.00	0.00	0.31	0.00	0.00	0.11	0.35	0.35	0.03	0.55	0.55
Avail Cap(c_a), veh/h	1710	0	0	1480	0	0	866	2464	2577	1187	2464	2557
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	13.5	0.0	0.0	12.1	7.5	7.5	9.1	8.4	8.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	0.2	0.4	0.3	0.0	0.8	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(50%),veh/ln	2.3	0.0	0.0	1.2	0.0	0.0	0.2	1.4	1.4	0.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	0.0	0.0	13.8	0.0	0.0	12.3	7.8	7.8	9.2	9.2	9.2
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		283			161			650			964	
Approach Delay, s/veh		15.4			13.8			8.1			9.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.5	18.3	27.5	18.3
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	63.5	45.0	63.5	45.0
Max Q Clear Time (g_c+I1), s	12.6	8.6	10.5	5.7
Green Ext Time (p_c), s	6.8	1.9	11.5	1.1

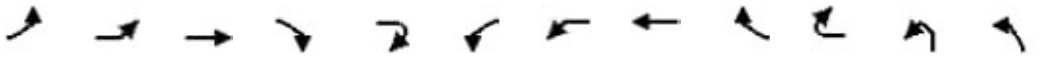
Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	901	3	110	319	18	143	0	57	74	54	15
Future Volume (veh/h)	5	901	3	110	319	18	143	0	57	74	54	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1048	3	125	362	20	155	0	62	86	63	17
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	23	1430	4	220	1725	95	0	0	0	186	136	37
Arrive On Green	0.01	0.39	0.39	0.12	0.50	0.50	0.00	0.00	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1781	3635	10	1781	3420	188		0		928	680	183
Grp Volume(v), veh/h	6	512	539	125	187	195		0.0		166	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1832				1791	0	0
Q Serve(g_s), s	0.2	13.6	13.6	3.7	3.2	3.3				4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.6	13.6	3.7	3.2	3.3				4.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10				0.52		0.10
Lane Grp Cap(c), veh/h	23	699	735	220	896	924				359	0	0
V/C Ratio(X)	0.26	0.73	0.73	0.57	0.21	0.21				0.46	0.00	0.00
Avail Cap(c_a), veh/h	258	869	914	268	896	924				389	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	14.3	14.3	22.8	7.6	7.6				19.5	0.0	0.0
Incr Delay (d2), s/veh	6.1	3.0	2.8	2.3	0.2	0.2				0.9	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	4.7	4.9	1.6	1.0	1.1				1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	17.2	17.1	25.1	7.7	7.7				20.4	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				C		
Approach Vol, veh/h		1057			507						166	
Approach Delay, s/veh		17.3			12.0						20.4	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	11.5	27.5		16.2	5.4	33.6						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	8.3	27.0		12.0	8.0	27.3						
Max Q Clear Time (g_c+I1), s	5.7	15.6		6.5	2.2	5.3						
Green Ext Time (p_c), s	0.1	6.2		0.4	0.0	3.1						

Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	18	9	157	779	69	334	17	135	7	6	40	263
Future Volume (vph)	18	9	157	779	69	334	17	135	7	6	40	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95				0.97
Frpb, ped/bikes			1.00	1.00	0.97		1.00	0.99				1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00				1.00
Frt			1.00	0.85	0.85		1.00	0.99				1.00
Flt Protected			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (prot)			1849	3610	1542		1770	3446				3433
Flt Permitted			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (perm)			1849	3610	1542		1770	3446				3433
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.99	0.99
Adj. Flow (vph)	20	10	173	856	76	375	19	152	8	7	40	266
RTOR Reduction (vph)	0	0	0	0	62	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	203	856	14	0	394	165	0	0	0	306
Confl. Peds. (#/hr)	25	19							25	19		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	Prot
Protected Phases		4	4			3	3	3			5 8	5 8
Permitted Phases	4			4	4							
Actuated Green, G (s)			30.0	30.0	30.0		16.0	16.0				43.1
Effective Green, g (s)			30.0	30.0	30.0		16.0	16.0				36.6
Actuated g/C Ratio			0.19	0.19	0.19		0.10	0.10				0.23
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				
Lane Grp Cap (vph)			342	669	285		175	340				776
v/s Ratio Prot			0.11				c0.22	0.05				0.09
v/s Ratio Perm				c0.24	0.01							
v/c Ratio			0.59	1.28	0.05		2.25	0.49				0.39
Uniform Delay, d1			60.3	65.9	54.2		72.9	69.0				53.2
Progression Factor			1.00	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2			2.8	137.1	0.1		581.1	1.5				0.1
Delay (s)			63.1	203.0	54.3		654.0	70.5				53.3
Level of Service			E	F	D		F	E				D
Approach Delay (s/veh)			168.0					480.3				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay (s/veh)	129.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	161.8	Sum of lost time (s)	35.0
Intersection Capacity Utilization	99.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBT	NBR	NBR2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	596	283	509	9	900	13	30	246	22
Future Volume (vph)	596	283	509	9	900	13	30	246	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91			1.00	1.00
Frpb, ped/bikes	1.00	0.98	0.98	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
Frt	0.99	0.85	0.85	1.00	0.99			0.87	0.87
Flt Protected	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3364	1419	1559	1770	5041			1611	1554
Flt Permitted	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)	3364	1419	1559	1770	5041			1611	1554
Peak-hour factor, PHF	0.99	0.99	0.99	0.83	0.83	0.83	0.83	0.88	0.97
Adj. Flow (vph)	602	286	514	11	1084	16	36	280	23
RTOR Reduction (vph)	0	0	270	0	2	0	0	0	17
Lane Group Flow (vph)	631	257	244	11	1134	0	0	280	6
Confl. Peds. (#/hr)		1	1	1		9	9		19
Confl. Bikes (#/hr)		2	2			6	6		2
Turn Type	NA	Perm	Perm	Prot	NA			pt+ov	Perm
Protected Phases	2			1	6			5 8	
Permitted Phases		2	2						6
Actuated Green, G (s)	54.6	54.6	54.6	5.1	44.2			43.1	44.2
Effective Green, g (s)	54.6	54.6	54.6	5.1	44.2			36.6	44.2
Actuated g/C Ratio	0.34	0.34	0.34	0.03	0.27			0.23	0.27
Clearance Time (s)	7.0	7.0	7.0	6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5	4.5	2.0	4.5				4.5
Lane Grp Cap (vph)	1135	478	526	55	1377			364	424
v/s Ratio Prot	0.19			0.01	c0.22			c0.17	
v/s Ratio Perm		0.18	0.16						0.00
v/c Ratio	0.56	0.54	0.46	0.20	0.82			0.77	0.01
Uniform Delay, d1	43.7	43.4	42.1	76.4	55.1			58.6	42.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	1.8	1.1	0.7	4.5			8.5	0.0
Delay (s)	44.6	45.2	43.2	77.0	59.7			67.2	42.9
Level of Service	D	D	D	E	E			E	D
Approach Delay (s/veh)	45.8				59.8				
Approach LOS	D				E				

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	16	22	368	5	59
Future Vol, veh/h	137	16	22	368	5	59
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	74	74	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	21	30	497	6	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	744	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1375	-	382	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1374	-	370	854
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.43	10.16
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	775	-	-	102	-
HCM Lane V/C Ratio	0.099	-	-	0.022	-
HCM Control Delay (s/veh)	10.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	50	546	67	190	553
Future Vol, veh/h	21	50	546	67	190	553
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	78	78	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	63	700	86	207	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1763	749	0	0	792	0
Stage 1	749	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	93	412	-	-	829	-
Stage 1	467	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	410	-	-	824	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	62.41	0	2.77
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	460	-
HCM Lane V/C Ratio	-	-	0.61	0.251	-
HCM Control Delay (s/veh)	-	-	62.4	10.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	3.2	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	134	12	34	41	187	10	1139	52	242	1241	212
Future Volume (veh/h)	258	134	12	34	41	187	10	1139	52	242	1241	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	172	15	52	63	288	11	1309	60	257	1320	226
Peak Hour Factor	0.78	0.78	0.78	0.65	0.65	0.65	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	98	9	93	113	430	130	1931	88	175	1690	286
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	537	279	24	169	322	1230	335	3459	158	397	3026	512
Grp Volume(v), veh/h	518	0	0	403	0	0	11	671	698	257	769	777
Grp Sat Flow(s),veh/h/ln	840	0	0	1721	0	0	335	1777	1841	397	1777	1761
Q Serve(g_s), s	17.8	0.0	0.0	0.0	0.0	0.0	3.2	32.2	32.3	34.7	40.4	41.9
Cycle Q Clear(g_c), s	42.0	0.0	0.0	24.2	0.0	0.0	45.1	32.2	32.3	67.0	40.4	41.9
Prop In Lane	0.64		0.03	0.13		0.71	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	343	0	0	636	0	0	130	992	1028	175	992	983
V/C Ratio(X)	1.51	0.00	0.00	0.63	0.00	0.00	0.08	0.68	0.68	1.47	0.77	0.79
Avail Cap(c_a), veh/h	343	0	0	636	0	0	130	992	1028	175	992	983
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	33.3	0.0	0.0	38.8	18.8	18.8	48.6	20.6	21.0
Incr Delay (d2), s/veh	243.6	0.0	0.0	2.1	0.0	0.0	0.3	1.9	1.8	240.6	3.9	4.4
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(50%),veh/ln	33.7	0.0	0.0	10.3	0.0	0.0	0.3	13.3	13.8	17.0	17.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	289.0	0.0	0.0	35.4	0.0	0.0	39.1	20.7	20.7	289.3	24.5	25.4
LnGrp LOS	F			D			D	C	C	F	C	C
Approach Vol, veh/h		518			403			1380			1803	
Approach Delay, s/veh		289.0			35.4			20.8			62.6	
Approach LOS		F			D			C			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	73.0	47.0	73.0	47.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	67.0	42.0	67.0	42.0
Max Q Clear Time (g_c+I1), s	47.1	44.0	69.0	26.2
Green Ext Time (p_c), s	10.1	0.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	74.5
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	46	10	209	53	49
Future Vol, veh/h	382	46	10	209	53	49
Conflicting Peds, #/hr	0	3	3	0	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	62	62	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	429	52	16	337	79	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	484	0	829	462
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1079	-	340	600
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1076	-	334	596
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	18.22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	1076	-
HCM Lane V/C Ratio	0.36	-	-	0.015	-
HCM Control Delay (s/veh)	18.2	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	6	229	0	2	5	80	448	2	6	548	62
Future Volume (vph)	166	6	229	0	2	5	80	448	2	6	548	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.90		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1552			1683		1770	1862		1770	1830	
Flt Permitted	0.95	1.00			1.00		0.29	1.00		0.32	1.00	
Satd. Flow (perm)	1770	1552			1683		534	1862		590	1830	
Peak-hour factor, PHF	0.84	0.84	0.84	0.92	0.92	0.92	0.71	0.71	0.92	0.92	0.90	0.90
Adj. Flow (vph)	198	7	273	0	2	5	113	631	2	7	609	69
RTOR Reduction (vph)	0	221	0	0	5	0	0	0	0	0	3	0
Lane Group Flow (vph)	198	59	0	0	2	0	113	633	0	7	675	0
Confl. Peds. (#/hr)	2		1									
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA			NA		Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	13.0	13.0			1.0		40.6	40.6		40.6	40.6	
Effective Green, g (s)	13.0	13.0			1.0		40.6	40.6		40.6	40.6	
Actuated g/C Ratio	0.19	0.19			0.01		0.59	0.59		0.59	0.59	
Clearance Time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	334	293			24		315	1098		348	1079	
v/s Ratio Prot	c0.11	0.04			c0.00			0.34			c0.37	
v/s Ratio Perm							0.21			0.01		
v/c Ratio	0.59	0.20			0.09		0.36	0.58		0.02	0.63	
Uniform Delay, d1	25.5	23.5			33.4		7.3	8.8		5.8	9.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.3			1.6		1.0	0.9		0.0	1.3	
Delay (s)	28.3	23.9			35.0		8.3	9.6		5.9	10.5	
Level of Service	C	C			D		A	A		A	B	
Approach Delay (s/veh)		25.7			35.0			9.4			10.4	
Approach LOS		C			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	68.8	Sum of lost time (s)	14.2
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	178	114	33	131	150	114
Future Vol, veh/h	178	114	33	131	150	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	82	82	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	170	40	160	179	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	487	246	314	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	540	792	1246	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	521	792	1246	-	-	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.15	1.61	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	601	-	-
HCM Lane V/C Ratio	0.032	-	0.725	-	-
HCM Control Delay (s/veh)	8	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	6.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Future Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	1096	1	1	1145	20	15	2	5	120	0	259
Peak Hour Factor	0.98	0.98	0.98	0.89	0.89	0.89	0.60	0.60	0.60	0.70	0.70	0.70
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	337	2765	3	354	2689	47	202	37	33	485	0	377
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	474	5185	5	502	5043	88	318	155	139	1406	0	1581
Grp Volume(v), veh/h	50	708	389	1	754	411	22	0	0	120	0	259
Grp Sat Flow(s),veh/h/ln	474	1675	1840	502	1662	1808	612	0	0	1406	0	1581
Q Serve(g_s), s	3.4	6.0	6.0	0.1	6.6	6.6	0.1	0.0	0.0	0.0	0.0	7.2
Cycle Q Clear(g_c), s	10.0	6.0	6.0	6.1	6.6	6.6	7.3	0.0	0.0	3.4	0.0	7.2
Prop In Lane	1.00		0.00	1.00		0.05	0.68		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	337	1786	981	354	1772	964	272	0	0	485	0	377
V/C Ratio(X)	0.15	0.40	0.40	0.00	0.43	0.43	0.08	0.00	0.00	0.25	0.00	0.69
Avail Cap(c_a), veh/h	577	3478	1910	608	3450	1877	752	0	0	1026	0	985
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	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	6.7	6.7	8.5	6.8	6.8	14.6	0.0	0.0	15.3	0.0	16.7
Incr Delay (d2), s/veh	0.3	0.2	0.4	0.0	0.2	0.4	0.1	0.0	0.0	0.3	0.0	2.2
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(50%),veh/ln	0.3	1.3	1.5	0.0	1.5	1.6	0.2	0.0	0.0	1.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	6.9	7.0	8.5	7.0	7.2	14.7	0.0	0.0	15.5	0.0	18.9
LnGrp LOS	B	A	A	A	A	A	B			B		B
Approach Vol, veh/h		1147			1166			22			379	
Approach Delay, s/veh		7.1			7.1			14.7			17.9	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.7		16.5		31.7		16.5				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		8.6		9.3		12.0		9.2				
Green Ext Time (p_c), s		13.9		0.1		13.6		2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	937	23	55	665	182	44	786	50	299	698	310
Future Volume (veh/h)	189	937	23	55	665	182	44	786	50	299	698	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	986	24	65	782	214	46	819	52	308	720	320
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	6	6	6	2	2	2	2	2	2
Cap, veh/h	205	1860	45	83	1157	314	60	977	430	223	1302	757
Arrive On Green	0.12	0.37	0.37	0.05	0.30	0.30	0.03	0.27	0.27	0.13	0.37	0.37
Sat Flow, veh/h	1753	5046	123	1725	3855	1045	1781	3554	1563	1781	3554	1562
Grp Volume(v), veh/h	199	654	356	65	667	329	46	819	52	308	720	320
Grp Sat Flow(s),veh/h/ln	1753	1675	1818	1725	1648	1603	1781	1777	1563	1781	1777	1562
Q Serve(g_s), s	13.6	18.4	18.4	4.5	21.3	21.6	3.1	26.1	3.0	15.0	19.3	16.0
Cycle Q Clear(g_c), s	13.6	18.4	18.4	4.5	21.3	21.6	3.1	26.1	3.0	15.0	19.3	16.0
Prop In Lane	1.00		0.07	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1235	670	83	989	481	60	977	430	223	1302	757
V/C Ratio(X)	0.97	0.53	0.53	0.78	0.67	0.68	0.77	0.84	0.12	1.38	0.55	0.42
Avail Cap(c_a), veh/h	205	1235	670	201	989	481	223	1125	495	223	1302	757
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	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	29.7	29.7	56.5	36.8	37.0	57.5	41.0	32.6	52.5	30.2	20.2
Incr Delay (d2), s/veh	55.0	1.6	3.0	14.1	3.5	7.3	18.7	5.5	0.2	197.9	0.6	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(50%),veh/ln	9.0	7.5	8.4	2.2	8.8	9.2	1.7	11.8	1.1	18.8	8.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.8	31.4	32.7	70.6	40.4	44.3	76.3	46.5	32.8	250.4	30.9	20.7
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	C	C
Approach Vol, veh/h		1209			1061			917			1348	
Approach Delay, s/veh		44.3			43.4			47.3			78.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	50.2	20.0	39.0	19.0	42.0	9.0	50.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	31.0	15.0	38.0	14.0	31.0	15.0	38.0
Max Q Clear Time (g_c+I1), s	6.5	20.4	17.0	28.1	15.6	23.6	5.1	21.3
Green Ext Time (p_c), s	0.1	5.8	0.0	4.9	0.0	4.4	0.0	7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1270	5	35	798	12	48	47	263	26	16	56
Future Volume (veh/h)	11	1270	5	35	798	12	48	47	263	26	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1366	5	38	877	13	56	55	309	39	24	85
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.85	0.85	0.85	0.66	0.66	0.66
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	2	2	2
Cap, veh/h	30	2171	8	74	2251	33	382	68	381	159	101	358
Arrive On Green	0.02	0.42	0.42	0.04	0.45	0.45	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1739	5126	19	1725	5018	74	1283	242	1361	1017	361	1278
Grp Volume(v), veh/h	12	885	486	38	576	314	56	0	364	39	0	109
Grp Sat Flow(s),veh/h/ln	1739	1662	1822	1725	1648	1796	1283	0	1603	1017	0	1639
Q Serve(g_s), s	0.6	16.9	16.9	1.7	9.4	9.4	2.8	0.0	17.1	3.0	0.0	4.1
Cycle Q Clear(g_c), s	0.6	16.9	16.9	1.7	9.4	9.4	7.0	0.0	17.1	20.1	0.0	4.1
Prop In Lane	1.00		0.01	1.00		0.04	1.00		0.85	1.00		0.78
Lane Grp Cap(c), veh/h	30	1407	772	74	1479	806	382	0	448	159	0	459
V/C Ratio(X)	0.39	0.63	0.63	0.52	0.39	0.39	0.15	0.00	0.81	0.25	0.00	0.24
Avail Cap(c_a), veh/h	431	2059	1129	428	2042	1113	500	0	596	252	0	609
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	18.3	18.3	37.8	14.9	14.9	25.1	0.0	27.1	36.4	0.0	22.4
Incr Delay (d2), s/veh	3.0	0.7	1.2	2.1	0.2	0.4	0.2	0.0	6.3	0.8	0.0	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(50%),veh/ln	0.3	5.9	6.6	0.7	3.2	3.5	0.9	0.0	7.0	0.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	18.9	19.5	39.9	15.1	15.3	25.3	0.0	33.4	37.2	0.0	22.7
LnGrp LOS	D	B	B	D	B	B	C		C	D		C
Approach Vol, veh/h		1383			928			420			148	
Approach Delay, s/veh		19.3			16.2			32.3			26.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	43.7		29.6	9.4	41.7		29.6				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.6	11.4		22.1	3.7	18.9		19.1				
Green Ext Time (p_c), s	0.0	9.5		0.4	0.0	15.3		2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			20.6									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1389	43	30	736	101	25	84	44	261	206	80
Future Volume (veh/h)	142	1389	43	30	736	101	25	84	44	261	206	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1561	48	31	751	103	36	122	64	300	237	92
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98	0.69	0.69	0.69	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	193	2140	933	40	2321	315	44	122	397	56	0	398
Arrive On Green	0.11	0.61	0.61	0.05	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1753	3497	1524	1739	4421	601	0	479	1558	0	0	1559
Grp Volume(v), veh/h	160	1561	48	31	563	291	158	0	64	537	0	92
Grp Sat Flow(s),veh/h/ln	1753	1749	1524	1739	1662	1699	479	0	1558	0	0	1559
Q Serve(g_s), s	8.9	31.3	1.3	1.8	0.0	0.0	0.0	0.0	3.2	0.0	0.0	4.7
Cycle Q Clear(g_c), s	8.9	31.3	1.3	1.8	0.0	0.0	25.5	0.0	3.2	25.5	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.35	0.23		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	193	2140	933	40	1745	892	166	0	397	56	0	398
V/C Ratio(X)	0.83	0.73	0.05	0.77	0.32	0.33	0.95	0.00	0.16	9.57	0.00	0.23
Avail Cap(c_a), veh/h	298	2140	933	296	1745	892	166	0	397	56	0	398
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	13.6	7.8	47.4	0.0	0.0	32.8	0.0	28.9	50.0	0.0	29.5
Incr Delay (d2), s/veh	10.9	2.2	0.1	10.7	0.5	0.9	55.1	0.0	0.2	3892.1	0.0	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(50%),veh/ln	4.3	11.2	0.4	0.9	0.1	0.2	5.6	0.0	1.2	62.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	15.8	7.9	58.1	0.5	0.9	87.9	0.0	29.1	3942.1	0.0	29.8
LnGrp LOS	D	B	A	E	A	A	F		C	F		C
Approach Vol, veh/h		1769			885			222			629	
Approach Delay, s/veh		19.1			2.6			71.0			3369.8	
Approach LOS		B			A			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	57.0		29.0	5.3	65.7		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	17.0	46.5		25.5	17.0	46.5		25.5				
Max Q Clear Time (g_c+I1), s	10.9	2.0		27.5	3.8	33.3		27.5				
Green Ext Time (p_c), s	0.2	9.3		0.0	0.0	10.3		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	619.6	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1540	16	13	706	93	34	60	40	108	53	89
Future Volume (veh/h)	105	1540	16	13	706	93	34	60	40	108	53	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	1638	17	14	743	98	49	86	57	123	60	101
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.70	0.70	0.70	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	4	7	7	7	2	2	2	2	2	2
Cap, veh/h	144	3501	36	22	2685	351	145	244	174	227	116	213
Arrive On Green	0.16	1.00	1.00	0.03	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1753	5128	53	1711	4375	572	452	1222	874	803	583	1070
Grp Volume(v), veh/h	112	1070	585	14	554	287	92	0	100	144	0	140
Grp Sat Flow(s),veh/h/ln	1753	1675	1831	1711	1635	1678	1010	0	1538	970	0	1485
Q Serve(g_s), s	6.1	0.0	0.0	0.8	0.0	0.0	3.6	0.0	5.6	10.1	0.0	8.3
Cycle Q Clear(g_c), s	6.1	0.0	0.0	0.8	0.0	0.0	11.9	0.0	5.6	15.7	0.0	8.3
Prop In Lane	1.00		0.03	1.00		0.34	0.53		0.57	0.86		0.72
Lane Grp Cap(c), veh/h	144	2287	1250	22	2006	1030	257	0	307	260	0	296
V/C Ratio(X)	0.78	0.47	0.47	0.63	0.28	0.28	0.36	0.00	0.33	0.55	0.00	0.47
Avail Cap(c_a), veh/h	175	2287	1250	171	2006	1030	374	0	431	365	0	416
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	0.0	48.5	0.0	0.0	37.4	0.0	34.3	40.5	0.0	35.4
Incr Delay (d2), s/veh	12.1	0.4	0.8	10.0	0.3	0.6	0.8	0.0	0.6	2.6	0.0	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(50%),veh/ln	2.9	0.1	0.3	0.4	0.1	0.2	2.1	0.0	2.2	3.6	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.4	0.8	58.4	0.3	0.6	38.2	0.0	34.9	43.1	0.0	37.1
LnGrp LOS	D	A	A	E	A	A	D		C	D		D
Approach Vol, veh/h		1767			855			192			284	
Approach Delay, s/veh		3.9			1.4			36.5			40.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	65.9		22.9	4.3	72.8		22.9				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	8.1	2.0		13.9	2.8	2.0		17.7				
Green Ext Time (p_c), s	0.1	9.3		0.9	0.0	24.7		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1370	191	98	679	77	71	373	125	120	534	59
Future Volume (veh/h)	88	1370	191	98	679	77	71	373	125	120	534	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	1473	205	104	722	82	78	410	137	145	643	71
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	119	2154	299	128	2176	245	173	811	268	226	998	110
Arrive On Green	0.13	0.96	0.96	0.15	0.98	0.98	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1767	4485	624	1711	4463	503	735	2617	864	857	3219	355
Grp Volume(v), veh/h	95	1109	569	104	527	277	78	277	270	145	355	359
Grp Sat Flow(s),veh/h/ln	1767	1689	1732	1711	1635	1696	735	1777	1704	857	1777	1797
Q Serve(g_s), s	5.2	3.8	3.8	5.9	0.6	0.6	10.2	12.7	13.0	16.7	17.2	17.3
Cycle Q Clear(g_c), s	5.2	3.8	3.8	5.9	0.6	0.6	27.5	12.7	13.0	29.7	17.2	17.3
Prop In Lane	1.00		0.36	1.00		0.30	1.00		0.51	1.00		0.20
Lane Grp Cap(c), veh/h	119	1622	831	128	1594	827	173	551	528	226	551	557
V/C Ratio(X)	0.80	0.68	0.68	0.81	0.33	0.33	0.45	0.50	0.51	0.64	0.64	0.65
Avail Cap(c_a), veh/h	283	1622	831	274	1594	827	173	551	528	226	551	557
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	1.1	1.1	41.8	0.6	0.6	41.6	28.2	28.3	40.5	29.7	29.8
Incr Delay (d2), s/veh	4.1	2.1	4.1	4.5	0.5	1.1	0.7	0.3	0.4	4.7	2.0	2.0
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(50%),veh/ln	2.2	1.0	1.4	2.4	0.3	0.4	1.8	5.2	5.1	3.7	7.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	3.2	5.2	46.3	1.2	1.7	42.3	28.5	28.7	45.2	31.7	31.8
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		1773			908			625			859	
Approach Delay, s/veh		6.2			6.5			30.3			34.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	53.3		35.0	12.5	52.5		35.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	7.2	2.6		29.5	7.9	5.8		31.7				
Green Ext Time (p_c), s	0.0	8.3		0.4	0.0	20.6		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.6	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1603	52	29	797	55	28	25	31	50	46	40
Future Volume (veh/h)	38	1603	52	29	797	55	28	25	31	50	46	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1801	58	32	866	60	35	31	38	64	59	51
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	54	3705	119	40	3403	235	101	88	81	120	89	66
Arrive On Green	0.06	1.00	1.00	0.05	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	5040	162	1711	4675	323	386	642	592	516	656	486
Grp Volume(v), veh/h	43	1206	653	32	605	321	104	0	0	174	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1825	1711	1635	1728	1620	0	0	1659	0	0
Q Serve(g_s), s	2.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	1.9	0.0	0.0	5.6	0.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.19	0.34		0.37	0.37		0.29
Lane Grp Cap(c), veh/h	54	2483	1342	40	2380	1258	269	0	0	275	0	0
V/C Ratio(X)	0.79	0.49	0.49	0.79	0.25	0.26	0.39	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	177	2483	1342	171	2380	1258	487	0	0	498	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.81	0.81	0.81	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.6	0.0	0.0	47.4	0.0	0.0	39.7	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	6.2	0.5	0.8	10.1	0.2	0.4	0.9	0.0	0.0	2.4	0.0	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(50%),veh/ln	1.1	0.2	0.3	0.9	0.1	0.1	2.4	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	0.5	0.8	57.5	0.2	0.4	40.6	0.0	0.0	43.8	0.0	0.0
LnGrp LOS	D	A	A	E	A	A	D			D		
Approach Vol, veh/h		1902			958			104			174	
Approach Delay, s/veh		1.8			2.2			40.6			43.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	77.3		16.6	5.4	78.0		16.6				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0		7.6	3.9	2.0		11.8				
Green Ext Time (p_c), s	0.0	10.5		0.5	0.0	29.3		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1490	14	4	889	293	11	54	84	299	64	94
Future Volume (vph)	79	1490	14	4	889	293	11	54	84	299	64	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	5077		1770	4855		1770	1679		1681	1714	1552
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1770	5077		1770	4855		1770	1679		1681	1714	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	84	1585	15	4	956	315	12	59	91	336	72	106
RTOR Reduction (vph)	0	0	0	0	44	0	0	59	0	0	0	87
Lane Group Flow (vph)	84	1600	0	4	1227	0	12	91	0	202	206	19
Confl. Peds. (#/hr)	5		1	1		5	7					7
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	8.4	50.5		1.2	43.3		10.7	10.7		17.6	17.6	17.6
Effective Green, g (s)	8.4	50.5		1.2	43.3		10.7	10.7		17.6	17.6	17.6
Actuated g/C Ratio	0.08	0.51		0.01	0.43		0.11	0.11		0.18	0.18	0.18
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	148	2563		21	2102		189	179		295	301	273
v/s Ratio Prot	c0.05	c0.32		0.00	0.25		0.01	c0.05		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.57	0.62		0.19	0.58		0.06	0.51		0.68	0.68	0.07
Uniform Delay, d1	44.1	17.9		48.9	21.5		40.1	42.2		38.6	38.6	34.4
Progression Factor	0.69	1.15		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.5	0.5		3.2	1.2		0.1	2.3		5.9	5.8	0.1
Delay (s)	33.7	21.1		52.1	22.7		40.3	44.4		44.5	44.4	34.4
Level of Service	C	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		21.8			22.8			44.1			42.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.5%	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)	103	26	212	56	40	13	426	365	31	33	980	46
Future Volume (vph)	103	26	212	56	40	13	426	365	31	33	980	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1791	1561	1770	1782		1770	5020		1770	5045	
Flt Permitted		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1791	1561	1770	1782		1770	5020		1770	5045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92
Adj. Flow (vph)	112	28	230	72	51	17	439	376	32	36	1065	50
RTOR Reduction (vph)	0	0	199	0	13	0	0	6	0	0	5	0
Lane Group Flow (vph)	0	140	31	72	55	0	439	402	0	36	1110	0
Confl. Peds. (#/hr)	9		1	1		9	4		2	2		4
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Effective Green, g (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Actuated g/C Ratio		0.13	0.13	0.08	0.08		0.30	0.57		0.05	0.32	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		240	209	132	133		533	2853		88	1597	
v/s Ratio Prot		c0.08		c0.04	0.03		c0.25	0.08		0.02	c0.22	
v/s Ratio Perm			0.02									
v/c Ratio		0.58	0.15	0.55	0.41		0.82	0.14		0.41	0.70	
Uniform Delay, d1		48.8	45.9	53.5	53.0		38.9	12.2		55.3	35.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.0	0.2	3.6	1.5		10.4	0.1		2.2	2.5	
Delay (s)		51.8	46.1	57.1	54.5		49.3	12.3		57.5	38.4	
Level of Service		D	D	E	D		D	B		E	D	
Approach Delay (s/veh)		48.3			55.9			31.5			39.0	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
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)	0	1043	417	257	1067	0	0	0	0	157	0	14
Future Volume (veh/h)	0	1043	417	257	1067	0	0	0	0	157	0	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1134	0	279	1160	0				171	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1937		314	3951	0				379	0	
Arrive On Green	0.00	0.55	0.00	0.18	0.77	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	1134	0	279	1160	0				171	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1937		314	3951	0				379	0	
V/C Ratio(X)	0.00	0.59		0.89	0.29	0.00				0.45	0.00	
Avail Cap(c_a), veh/h	0	1937		342	3951	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.7	0.0	36.2	3.0	0.0				37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	22.2	0.2	0.0				2.3	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	7.4	0.0	7.8	1.5	0.0				1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.0	0.0	58.4	3.2	0.0				39.9	0.0	0.0
LnGrp LOS		B		E	A					D		
Approach Vol, veh/h		1134			1439						171	
Approach Delay, s/veh		15.0			13.9						39.9	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	75.0	15.0	20.6	54.5
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	8.0	6.2	15.8	21.2
Green Ext Time (p_c), s	15.7	1.4	0.1	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	0	216	239	232	219	158	730	0	0	753	70
Future Volume (vph)	45	0	216	239	232	219	158	730	0	0	753	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3277		1761	3539			5008	
Flt Permitted	0.12		1.00		0.98		0.30	1.00			1.00	
Satd. Flow (perm)	220		1583		3277		565	3539			5008	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.80	0.80	0.80	0.97	0.97	0.97
Adj. Flow (vph)	48	0	232	285	276	261	198	912	0	0	776	72
RTOR Reduction (vph)	0	0	163	0	44	0	0	0	0	0	10	0
Lane Group Flow (vph)	48	0	69	0	778	0	198	913	0	0	838	0
Confl. Peds. (#/hr)	16					16	12		4	4		12
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	33.7		33.7		33.7		75.8	75.8			75.8	
Effective Green, g (s)	33.7		33.7		33.7		75.8	75.8			75.8	
Actuated g/C Ratio	0.28		0.28		0.28		0.63	0.63			0.63	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	61		444		920		356	2235			3163	
v/s Ratio Prot								0.26			0.17	
v/s Ratio Perm	0.22		0.04		0.24		c0.35					
v/c Ratio	0.79		0.16		0.85		0.56	0.41			0.26	
Uniform Delay, d1	39.8		32.5		40.7		12.5	11.0			9.8	
Progression Factor	1.00		1.00		1.00		0.78	0.66			1.00	
Incremental Delay, d2	46.2		0.1		7.1		5.6	0.5			0.2	
Delay (s)	86.0		32.6		47.8		15.4	7.8			10.0	
Level of Service	F		C		D		B	A			A	
Approach Delay (s/veh)		41.7			47.8			9.2			10.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	332	738	0	1396	577	0
Future Volume (veh/h)	332	738	0	1396	577	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	395	879	0	1569	641	0
Peak Hour Factor	0.84	0.84	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	570	1015	0	3024	2105	0
Arrive On Green	0.32	0.32	0.00	0.59	0.59	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	395	879	0	1569	641	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	23.2	31.3	0.0	21.7	10.8	0.0
Cycle Q Clear(g_c), s	23.2	31.3	0.0	21.7	10.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	570	1015	0	3024	2105	0
V/C Ratio(X)	0.69	0.87	0.00	0.52	0.30	0.00
Avail Cap(c_a), veh/h	785	1397	0	3024	2105	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.66	1.00	0.00
Uniform Delay (d), s/veh	35.6	38.4	0.0	14.4	12.2	0.0
Incr Delay (d2), s/veh	1.6	4.5	0.0	0.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	12.4	0.0	8.0	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.2	42.8	0.0	14.8	12.5	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1274			1569	641	
Approach Delay, s/veh	41.1			14.8	12.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.5		43.5		76.5
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		56.6		52.9		56.6
Max Q Clear Time (g_c+I1), s		23.7		33.3		12.8
Green Ext Time (p_c), s		23.8		5.1		9.7

Intersection Summary		
HCM 7th Control Delay, s/veh	24.0	
HCM 7th LOS	C	

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)	56	418	78	40	446	89	96	226	77	53	160	93
Future Volume (veh/h)	56	418	78	40	446	89	96	226	77	53	160	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	589	110	45	501	100	101	238	81	83	250	145
Peak Hour Factor	0.71	0.71	0.71	0.89	0.89	0.89	0.95	0.95	0.95	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	684	128	149	639	127	250	703	233	286	588	329
Arrive On Green	0.11	0.45	0.45	0.08	0.42	0.42	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1530	286	1781	1508	301	982	2612	864	1052	2185	1221
Grp Volume(v), veh/h	79	0	699	45	0	601	101	160	159	83	201	194
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1809	982	1777	1699	1052	1777	1629
Q Serve(g_s), s	3.6	0.0	30.3	2.1	0.0	25.1	8.3	6.3	6.6	6.0	8.2	8.6
Cycle Q Clear(g_c), s	3.6	0.0	30.3	2.1	0.0	25.1	16.9	6.3	6.6	12.7	8.2	8.6
Prop In Lane	1.00		0.16	1.00		0.17	1.00		0.51	1.00		0.75
Lane Grp Cap(c), veh/h	191	0	812	149	0	766	250	478	458	286	478	439
V/C Ratio(X)	0.41	0.00	0.86	0.30	0.00	0.78	0.40	0.33	0.35	0.29	0.42	0.44
Avail Cap(c_a), veh/h	224	0	1110	224	0	1105	412	771	738	459	771	707
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	21.7	37.7	0.0	21.8	33.5	25.7	25.8	30.9	26.4	26.5
Incr Delay (d2), s/veh	0.5	0.0	6.1	0.4	0.0	3.1	0.4	0.2	0.2	0.8	0.8	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(50%),veh/ln	1.6	0.0	13.1	0.9	0.0	10.7	2.0	2.6	2.6	1.6	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	0.0	27.8	38.1	0.0	24.8	33.9	25.8	26.0	31.7	27.2	27.5
LnGrp LOS	D		C	D		C	C	C	C	C	C	C
Approach Vol, veh/h		778			646			420			478	
Approach Delay, s/veh		28.8			25.8			27.8			28.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	43.6		29.6	12.3	45.6		29.6				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	5.6	27.1		14.7	4.1	32.3		18.9				
Green Ext Time (p_c), s	0.0	6.4		4.0	0.0	6.9		1.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		27.6
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	463	25	21	431	11	65	14	31	11	11	31
Future Volume (veh/h)	36	463	25	21	431	11	65	14	31	11	11	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	586	32	24	484	12	88	19	42	16	16	46
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.74	0.74	0.74	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	802	44	91	768	19	253	64	78	119	93	176
Arrive On Green	0.09	0.46	0.46	0.05	0.42	0.42	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	1756	96	1781	1816	45	734	350	425	161	504	956
Grp Volume(v), veh/h	46	0	618	24	0	496	149	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1861	1509	0	0	1621	0	0
Q Serve(g_s), s	1.2	0.0	13.3	0.6	0.0	10.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	13.3	0.6	0.0	10.2	4.1	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.59		0.28	0.21		0.59
Lane Grp Cap(c), veh/h	152	0	846	91	0	787	395	0	0	388	0	0
V/C Ratio(X)	0.30	0.00	0.73	0.26	0.00	0.63	0.38	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	456	0	2201	456	0	2212	1146	0	0	1204	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	10.8	22.3	0.0	11.1	17.8	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.6	0.0	1.2	0.6	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.5	0.0	4.3	0.3	0.0	3.6	1.4	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	0.0	12.5	22.8	0.0	12.3	18.4	0.0	0.0	17.3	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		664			520			149			78	
Approach Delay, s/veh		13.2			12.8			18.4			17.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	25.6		14.5	7.0	27.3		14.5				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	58.0		34.5	12.5	58.0		34.5				
Max Q Clear Time (g_c+I1), s	3.2	12.2		3.9	2.6	15.3		6.1				
Green Ext Time (p_c), s	0.0	5.4		0.4	0.0	7.0		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.8	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	461	68	24	412	12	49	2	13	28	12	13
Future Volume (vph)	20	461	68	24	412	12	49	2	13	28	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.97	
Satd. Flow (prot)	1770	1819		1770	1853			1735			1745	
Flt Permitted	0.95	1.00		0.95	1.00			0.80			0.84	
Satd. Flow (perm)	1770	1819		1770	1853			1432			1508	
Peak-hour factor, PHF	0.79	0.79	0.79	0.84	0.84	0.84	0.88	0.88	0.88	0.64	0.64	0.64
Adj. Flow (vph)	25	584	86	29	490	14	56	2	15	44	19	20
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	666	0	29	503	0	0	73	0	0	83	0
Confl. Peds. (#/hr)	9		15	15		9	1		1	1		1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	22.1	53.2		11.7	38.3			8.7			8.7	
Effective Green, g (s)	22.1	53.2		11.7	38.3			8.7			8.7	
Actuated g/C Ratio	0.25	0.60		0.13	0.43			0.10			0.10	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	441	1092		233	801			140			148	
v/s Ratio Prot	0.01	c0.37		0.02	c0.27							
v/s Ratio Perm								0.05			c0.06	
v/c Ratio	0.06	0.61		0.12	0.63			0.52			0.56	
Uniform Delay, d1	25.3	11.2		33.9	19.6			38.0			38.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.7		0.1	1.8			3.5			4.8	
Delay (s)	25.3	11.9		34.0	21.4			41.4			42.9	
Level of Service	C	B		C	C			D			D	
Approach Delay (s/veh)		12.4			22.1			41.4			42.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	88.6	Sum of lost time (s)	19.5
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
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)	83	374	45	43	286	163	108	434	141	139	383	60
Future Volume (veh/h)	83	374	45	43	286	163	108	434	141	139	383	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.94	0.99		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	440	53	47	311	177	148	595	193	170	467	73
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.73	0.73	0.73	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	584	70	165	372	212	361	1013	424	306	1013	424
Arrive On Green	0.11	0.36	0.36	0.09	0.34	0.34	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	1633	197	1781	1103	628	1781	3554	1486	1781	3554	1486
Grp Volume(v), veh/h	98	0	493	47	0	488	148	595	193	170	467	73
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1730	1781	1777	1486	1781	1777	1486
Q Serve(g_s), s	6.2	0.0	28.2	2.9	0.0	31.0	6.8	17.1	12.7	7.9	12.9	4.4
Cycle Q Clear(g_c), s	6.2	0.0	28.2	2.9	0.0	31.0	6.8	17.1	12.7	7.9	12.9	4.4
Prop In Lane	1.00		0.11	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	655	165	0	584	361	1013	424	306	1013	424
V/C Ratio(X)	0.49	0.00	0.75	0.28	0.00	0.84	0.41	0.59	0.46	0.56	0.46	0.17
Avail Cap(c_a), veh/h	209	0	680	209	0	643	362	1196	500	308	1196	500
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	0.0	33.6	50.4	0.0	36.4	26.7	36.6	35.0	27.9	35.1	32.0
Incr Delay (d2), s/veh	0.7	0.0	5.0	0.3	0.0	9.3	0.3	0.9	1.3	1.3	0.6	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(50%),veh/ln	2.8	0.0	13.2	1.3	0.0	14.4	2.9	7.4	4.7	3.4	5.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	0.0	38.6	50.7	0.0	45.7	27.0	37.5	36.3	29.2	35.6	32.3
LnGrp LOS	D		D	D		D	C	D	D	C	D	C
Approach Vol, veh/h		591			535			936			710	
Approach Delay, s/veh		40.5			46.1			35.6			33.7	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	46.2	14.5	40.5	15.5	48.6	14.5	40.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.3	10.1	40.1	14.0	44.3	10.1	40.1
Max Q Clear Time (g_c+I1), s	8.2	33.0	8.8	14.9	4.9	30.2	9.9	19.1
Green Ext Time (p_c), s	0.0	3.3	0.0	5.4	0.0	3.6	0.0	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	38.2
HCM 7th LOS	D



Lane Configurations												
Traffic Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	898	81
Future Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	898	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	0.96		0.80	0.98		0.85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	74	70	55	69	77	31	770	46	64	955	86
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	189	150	178	220	206	269	1202	72	363	1670	150
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.36	0.36	0.36	0.08	0.51	0.51
Sat Flow, veh/h	529	558	443	329	651	608	521	3351	200	1781	3243	292
Grp Volume(v), veh/h	242	0	0	201	0	0	31	408	408	64	523	518
Grp Sat Flow(s),veh/h/ln	1530	0	0	1588	0	0	521	1777	1774	1781	1777	1758
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	3.0	13.0	13.0	1.3	13.7	13.7
Cycle Q Clear(g_c), s	7.4	0.0	0.0	5.9	0.0	0.0	6.1	13.0	13.0	1.3	13.7	13.7
Prop In Lane	0.40		0.29	0.27		0.38	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	591	0	0	604	0	0	269	638	637	363	915	906
V/C Ratio(X)	0.41	0.00	0.00	0.33	0.00	0.00	0.12	0.64	0.64	0.18	0.57	0.57
Avail Cap(c_a), veh/h	997	0	0	1028	0	0	488	1387	1385	478	1779	1761
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	16.9	0.0	0.0	17.1	18.1	18.1	11.7	11.3	11.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.3	1.5	1.5	0.2	0.8	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(50%),veh/ln	2.8	0.0	0.0	2.2	0.0	0.0	0.3	5.0	5.0	0.5	4.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	0.0	17.2	0.0	0.0	17.3	19.7	19.7	11.9	12.1	12.1
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		242			201			847			1105	
Approach Delay, s/veh		17.7			17.2			19.6			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	29.4		27.9		40.0		27.9				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	10.0	53.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s	3.3	15.0		7.9		15.7		9.4				
Green Ext Time (p_c), s	0.1	9.4		1.3		13.2		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.7									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	108	360	460	25	37	247	96	95	263	34	54	28
Future Volume (vph)	108	360	460	25	37	247	96	95	263	34	54	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5			6.5		6.0	6.0			
Lane Util. Factor	1.00	1.00	1.00			0.95		1.00	1.00			
Frpb, ped/bikes	1.00	1.00	1.00			0.97		1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00			1.00		1.00	1.00			
Frt	1.00	1.00	0.85			0.96		1.00	0.96			
Flt Protected	0.95	1.00	1.00			1.00		0.95	1.00			
Satd. Flow (prot)	1770	1863	1583			3283		1770	1777			
Flt Permitted	0.95	1.00	1.00			1.00		0.12	1.00			
Satd. Flow (perm)	1770	1863	1583			3283		226	1777			
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.90	0.90	0.90	0.80	0.80	0.80	0.80	0.81
Adj. Flow (vph)	133	444	568	31	41	274	107	119	329	42	68	35
RTOR Reduction (vph)	0	0	63	0	0	0	0	0	4	0	0	0
Lane Group Flow (vph)	133	444	536	0	0	422	0	119	436	0	0	0
Confl. Peds. (#/hr)	14		12	15			14	19		7	7	7
Confl. Bikes (#/hr)			2				1					
Turn Type	Split	NA	pt+ov		Split	NA		Perm	NA			Perm
Protected Phases	3	3	3 2		4	4			1			
Permitted Phases								1				6
Actuated Green, G (s)	32.0	32.0	62.0			12.0		33.0	33.0			
Effective Green, g (s)	32.0	32.0	62.0			12.0		33.0	33.0			
Actuated g/C Ratio	0.19	0.19	0.36			0.07		0.19	0.19			
Clearance Time (s)	6.5	6.5				6.5		6.0	6.0			
Vehicle Extension (s)	4.0	4.0				0.2		4.5	4.5			
Lane Grp Cap (vph)	333	350	577			231		43	344			
v/s Ratio Prot	0.08	c0.24	0.34			c0.13			0.25			
v/s Ratio Perm								c0.53				
v/c Ratio	0.40	1.27	0.93			1.83		2.77	1.27			
Uniform Delay, d1	60.6	69.0	51.9			79.0		68.5	68.5			
Progression Factor	1.00	1.00	1.00			1.00		1.00	1.00			
Incremental Delay, d2	1.1	141.6	21.6			388.6		856.2	141.4			
Delay (s)	61.6	210.6	73.5			467.6		924.7	209.9			
Level of Service	E	F	E			F		F	F			
Approach Delay (s/veh)		123.9				467.6			362.1			
Approach LOS		F				F			F			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	375.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	131.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	272	293	109	583	510	53
Future Volume (vph)	272	293	109	583	510	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		
Lane Util. Factor	1.00	1.00		0.97		
Frpb, ped/bikes	1.00	0.99		0.95		
Flpb, ped/bikes	0.99	1.00		1.00		
Frt	1.00	0.96		0.93		
Flt Protected	0.95	1.00		0.98		
Satd. Flow (prot)	1748	1765		3102		
Flt Permitted	0.51	1.00		0.98		
Satd. Flow (perm)	934	1765		3102		
Peak-hour factor, PHF	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	336	362	135	634	554	58
RTOR Reduction (vph)	0	8	0	116	0	0
Lane Group Flow (vph)	371	489	0	1130	0	0
Confl. Peds. (#/hr)	7		19	19	13	13
Confl. Bikes (#/hr)			3		1	1
Turn Type	Perm	NA		Prot		
Protected Phases		6		2		
Permitted Phases	6					
Actuated Green, G (s)	32.0	32.0		30.0		
Effective Green, g (s)	32.0	32.0		30.0		
Actuated g/C Ratio	0.19	0.19		0.18		
Clearance Time (s)	6.0	6.0		6.0		
Vehicle Extension (s)	4.5	4.5		4.0		
Lane Grp Cap (vph)	175	332		547		
v/s Ratio Prot		0.28		c0.36		
v/s Ratio Perm	c0.40					
v/c Ratio	2.12	1.47		2.07		
Uniform Delay, d1	69.0	69.0		70.0		
Progression Factor	1.00	1.00		1.00		
Incremental Delay, d2	522.8	228.4		485.8		
Delay (s)	591.8	297.4		555.8		
Level of Service	F	F		F		
Approach Delay (s/veh)		423.2		555.8		
Approach LOS		F		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	101	14	109	145	284	31	966	49	112	1062	141
Future Volume (veh/h)	137	101	14	109	145	284	31	966	49	112	1062	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	125	17	130	173	0	37	1164	59	126	1193	158
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	464	63	187	510		140	1664	84	153	1230	529
Arrive On Green	0.12	0.29	0.29	0.11	0.27	0.00	0.08	0.34	0.34	0.09	0.35	0.35
Sat Flow, veh/h	1781	1598	217	1781	1870	1585	1781	4967	252	1781	3554	1529
Grp Volume(v), veh/h	169	0	142	130	173	0	37	798	425	126	1193	158
Grp Sat Flow(s),veh/h/ln	1781	0	1815	1781	1870	1585	1781	1702	1814	1781	1777	1529
Q Serve(g_s), s	10.5	0.0	6.9	8.0	8.5	0.0	2.2	23.2	23.2	7.9	37.7	8.6
Cycle Q Clear(g_c), s	10.5	0.0	6.9	8.0	8.5	0.0	2.2	23.2	23.2	7.9	37.7	8.6
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	527	187	510		140	1140	608	153	1230	529
V/C Ratio(X)	0.77	0.00	0.27	0.69	0.34		0.26	0.70	0.70	0.83	0.97	0.30
Avail Cap(c_a), veh/h	219	0	557	250	606		140	1140	608	178	1230	529
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	31.2	49.3	33.3	0.0	49.4	33.0	33.0	51.3	36.7	27.2
Incr Delay (d2), s/veh	14.4	0.0	0.4	2.5	0.6	0.0	0.4	2.4	4.5	20.5	18.8	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(50%),veh/ln	5.5	0.0	3.0	3.7	3.9	0.0	1.0	9.7	10.7	4.4	19.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.9	0.0	31.6	51.8	33.8	0.0	49.8	35.4	37.5	71.9	55.5	27.5
LnGrp LOS	E		C	D	C		D	D	D	E	E	C
Approach Vol, veh/h		311			303			1260			1477	
Approach Delay, s/veh		48.6			41.5			36.5			53.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	43.2	18.0	38.6	13.0	44.5	20.0	36.6
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	11.4	36.6	16.0	35.0	9.0	39.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	9.9	25.2	10.0	8.9	4.2	39.7	12.5	10.5
Green Ext Time (p_c), s	0.0	8.4	0.0	1.0	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	45.8
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	179	31	63	281	7	191	4	35	8	3	7
Future Volume (veh/h)	18	179	31	63	281	7	191	4	35	8	3	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	213	37	69	309	8	308	6	56	9	3	8
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.62	0.62	0.62	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	494	975	166	525	1137	29	617	20	77	370	146	237
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1058	3032	518	1124	3536	91	1167	55	218	591	413	669
Grp Volume(v), veh/h	21	123	127	69	155	162	370	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1058	1777	1772	1124	1777	1851	1440	0	0	1673	0	0
Q Serve(g_s), s	0.5	1.6	1.7	1.5	2.1	2.1	7.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	1.6	1.7	3.2	2.1	2.1	7.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.05	0.83		0.15	0.45		0.40
Lane Grp Cap(c), veh/h	494	571	570	525	571	595	714	0	0	754	0	0
V/C Ratio(X)	0.04	0.22	0.22	0.13	0.27	0.27	0.52	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	791	1071	1068	841	1071	1115	1534	0	0	1610	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	8.0	8.0	9.2	8.2	8.2	9.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.4	0.3	0.6	0.0	0.0	0.0	0.0	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(50%),veh/ln	0.1	0.4	0.4	0.3	0.6	0.6	1.6	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	8.1	8.1	9.4	8.5	8.5	9.6	0.0	0.0	6.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		271			386			370			20	
Approach Delay, s/veh		8.2			8.7			9.6			6.8	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		16.5		15.9		16.5				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		5.2		9.2		4.6		2.2				
Green Ext Time (p_c), s		2.4		2.3		0.8		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	329	156	179	540	249	92	749	85	169	958	27
Future Volume (veh/h)	63	329	156	179	540	249	92	749	85	169	958	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	411	195	211	635	293	105	851	97	174	988	28
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	688	322	239	832	384	153	1324	150	202	1108	31
Arrive On Green	0.07	0.30	0.30	0.13	0.36	0.36	0.09	0.29	0.29	0.11	0.31	0.31
Sat Flow, veh/h	1781	2321	1086	1781	2326	1073	1781	4616	523	1781	3522	100
Grp Volume(v), veh/h	79	313	293	211	485	443	105	626	322	174	498	518
Grp Sat Flow(s),veh/h/ln	1781	1777	1629	1781	1777	1623	1781	1702	1734	1781	1777	1845
Q Serve(g_s), s	4.8	16.9	17.3	13.1	27.1	27.1	6.4	18.1	18.3	10.8	30.0	30.0
Cycle Q Clear(g_c), s	4.8	16.9	17.3	13.1	27.1	27.1	6.4	18.1	18.3	10.8	30.0	30.0
Prop In Lane	1.00		0.67	1.00		0.66	1.00		0.30	1.00		0.05
Lane Grp Cap(c), veh/h	131	527	483	239	635	580	153	976	497	202	559	580
V/C Ratio(X)	0.61	0.59	0.61	0.88	0.76	0.76	0.69	0.64	0.65	0.86	0.89	0.89
Avail Cap(c_a), veh/h	189	601	551	246	658	601	163	1030	525	214	588	611
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	33.7	33.9	47.8	31.9	31.9	49.9	35.0	35.1	49.0	36.7	36.7
Incr Delay (d2), s/veh	1.7	1.7	2.0	27.7	5.8	6.3	8.4	1.7	3.3	25.7	15.8	15.3
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(50%),veh/ln	2.2	7.4	7.0	7.6	12.3	11.4	3.2	7.6	8.0	6.2	15.1	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	35.4	35.9	75.5	37.7	38.3	58.4	36.7	38.4	74.7	52.5	52.0
LnGrp LOS	D	D	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		685			1139			1053			1190	
Approach Delay, s/veh		37.5			44.9			39.4			55.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	37.2	19.6	38.3	14.1	40.4	12.7	45.2
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	13.5	34.0	15.5	38.0	10.3	37.2	11.9	41.6
Max Q Clear Time (g_c+I1), s	12.8	20.3	15.1	19.3	8.4	32.0	6.8	29.1
Green Ext Time (p_c), s	0.0	7.4	0.0	4.9	0.0	3.3	0.0	6.9

Intersection Summary	
HCM 7th Control Delay, s/veh	45.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	487	28	86	827	20	53	73	57	19	85	18
Future Volume (veh/h)	17	487	28	86	827	20	53	73	57	19	85	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	547	31	99	951	23	78	107	84	20	88	19
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.68	0.68	0.68	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	1757	99	510	1822	44	192	207	134	125	362	70
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	577	3418	193	834	3543	86	336	778	506	124	1365	262
Grp Volume(v), veh/h	19	284	294	99	477	497	269	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	577	1777	1834	834	1777	1852	1620	0	0	1750	0	0
Q Serve(g_s), s	1.0	4.2	4.2	3.5	8.1	8.1	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.1	4.2	4.2	7.7	8.1	8.1	6.4	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.29		0.31	0.16		0.15
Lane Grp Cap(c), veh/h	352	914	943	510	914	952	532	0	0	557	0	0
V/C Ratio(X)	0.05	0.31	0.31	0.19	0.52	0.52	0.51	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	844	2428	2506	1221	2428	2531	1775	0	0	1881	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	6.4	6.4	8.6	7.3	7.3	14.5	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.3	0.7	0.6	0.7	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	1.0	1.1	0.5	2.1	2.2	2.1	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.4	6.4	6.4	8.9	8.0	8.0	15.3	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		597			1073			269			127	
Approach Delay, s/veh		6.6			8.1			15.3			13.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.3		17.0		28.3		17.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		10.1		8.4		11.1		4.5				
Green Ext Time (p_c), s		13.2		1.9		2.4		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	95	59	61	114	60	69	858	31	94	1067	103
Future Volume (veh/h)	92	95	59	61	114	60	69	858	31	94	1067	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.93	0.97		0.94	1.00		0.93	1.00		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	125	78	87	163	86	75	933	34	107	1212	117
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	189	103	149	263	125	203	1959	71	312	1827	176
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	415	574	314	304	800	380	412	3487	127	580	3252	313
Grp Volume(v), veh/h	324	0	0	336	0	0	75	475	492	107	660	669
Grp Sat Flow(s),veh/h/ln	1304	0	0	1483	0	0	412	1777	1837	580	1777	1788
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	0.0	14.2	14.6	14.6	12.3	23.6	23.9
Cycle Q Clear(g_c), s	21.2	0.0	0.0	17.9	0.0	0.0	38.0	14.6	14.6	26.9	23.6	23.9
Prop In Lane	0.37		0.24	0.26		0.26	1.00		0.07	1.00		0.18
Lane Grp Cap(c), veh/h	482	0	0	537	0	0	203	998	1032	312	998	1005
V/C Ratio(X)	0.67	0.00	0.00	0.63	0.00	0.00	0.37	0.48	0.48	0.34	0.66	0.67
Avail Cap(c_a), veh/h	699	0	0	771	0	0	269	1286	1330	406	1286	1294
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	0.0	26.2	0.0	0.0	27.3	11.9	11.9	20.0	13.9	14.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	1.2	0.0	0.0	1.6	0.5	0.5	0.9	1.1	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(50%),veh/ln	6.4	0.0	0.0	6.3	0.0	0.0	1.4	5.3	5.5	1.7	8.7	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	0.0	0.0	27.4	0.0	0.0	28.9	12.5	12.4	20.9	15.1	15.1
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		324			336			1042			1436	
Approach Delay, s/veh		29.0			27.4			13.6			15.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.2		34.9		56.2		34.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		40.0		23.2		28.9		19.9				
Green Ext Time (p_c), s		11.2		2.2		19.5		2.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.6									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	53	22	80	31	157	16	855	33	88	1009	83
Future Volume (veh/h)	71	53	22	80	31	157	16	855	33	88	1009	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.95	0.96		0.95	1.00		0.92	1.00		0.92
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	64	27	104	40	204	18	940	36	104	1187	98
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	171	63	182	82	295	215	1916	73	308	1817	150
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	541	522	191	383	251	898	430	3476	133	574	3297	272
Grp Volume(v), veh/h	177	0	0	348	0	0	18	481	495	104	638	647
Grp Sat Flow(s),veh/h/ln	1255	0	0	1532	0	0	430	1777	1832	574	1777	1792
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	0.0	2.5	13.8	13.8	11.3	20.8	21.0
Cycle Q Clear(g_c), s	9.2	0.0	0.0	15.6	0.0	0.0	23.5	13.8	13.8	25.0	20.8	21.0
Prop In Lane	0.49		0.15	0.30		0.59	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	476	0	0	559	0	0	215	979	1010	308	979	988
V/C Ratio(X)	0.37	0.00	0.00	0.62	0.00	0.00	0.08	0.49	0.49	0.34	0.65	0.65
Avail Cap(c_a), veh/h	787	0	0	890	0	0	310	1374	1416	435	1374	1386
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	23.7	0.0	0.0	21.3	11.4	11.4	19.1	13.0	13.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	0.2	0.5	0.5	0.9	1.1	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(50%),veh/ln	2.6	0.0	0.0	5.7	0.0	0.0	0.3	4.9	5.0	1.5	7.5	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.9	0.0	0.0	24.9	0.0	0.0	21.5	12.0	12.0	20.1	14.1	14.1
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		177			348			994			1389	
Approach Delay, s/veh		21.9			24.9			12.1			14.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.6		32.2		50.6		32.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		25.5		11.2		27.0		17.6				
Green Ext Time (p_c), s		11.6		1.2		18.6		2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	72	73	54	67	95	74	736	58	67	858	130
Future Volume (veh/h)	109	72	73	54	67	95	74	736	58	67	858	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.92	0.96		0.93	1.00		0.95	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	84	85	71	88	125	85	846	67	75	964	146
Peak Hour Factor	0.86	0.86	0.86	0.76	0.76	0.76	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	162	139	161	198	238	246	1746	138	312	1615	244
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	522	463	397	299	568	681	507	3321	263	610	3071	465
Grp Volume(v), veh/h	296	0	0	284	0	0	85	453	460	75	557	553
Grp Sat Flow(s),veh/h/ln	1382	0	0	1548	0	0	507	1777	1807	610	1777	1759
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	11.1	13.0	13.0	7.1	17.4	17.4
Cycle Q Clear(g_c), s	14.0	0.0	0.0	11.0	0.0	0.0	28.5	13.0	13.0	20.1	17.4	17.4
Prop In Lane	0.43		0.29	0.25		0.44	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	547	0	0	597	0	0	246	934	950	312	934	925
V/C Ratio(X)	0.54	0.00	0.00	0.48	0.00	0.00	0.34	0.48	0.48	0.24	0.60	0.60
Avail Cap(c_a), veh/h	855	0	0	929	0	0	385	1419	1444	478	1419	1405
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	0.0	23.0	12.1	12.1	18.5	13.1	13.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	1.2	0.6	0.5	0.6	0.9	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(50%),veh/ln	4.5	0.0	0.0	4.1	0.0	0.0	1.3	4.7	4.7	1.0	6.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	0.0	0.0	21.1	0.0	0.0	24.2	12.6	12.6	19.1	14.0	14.0
LnGrp LOS	C			C			C	B	B	B	B	B
Approach Vol, veh/h		296			284			998			1185	
Approach Delay, s/veh		22.1			21.1			13.6			14.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.1		33.0		47.1		33.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		30.5		16.0		22.1		13.0				
Green Ext Time (p_c), s		11.6		2.2		15.5		2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.6									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	898	81
Future Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	898	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	0.96		0.80	0.98		0.85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	74	70	55	69	77	31	770	46	64	955	86
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	189	150	178	220	206	269	1202	72	363	1670	150
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.36	0.36	0.36	0.08	0.51	0.51
Sat Flow, veh/h	529	558	443	329	651	608	521	3351	200	1781	3243	292
Grp Volume(v), veh/h	242	0	0	201	0	0	31	408	408	64	523	518
Grp Sat Flow(s),veh/h/ln	1530	0	0	1588	0	0	521	1777	1774	1781	1777	1758
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	3.0	13.0	13.0	1.3	13.7	13.7
Cycle Q Clear(g_c), s	7.4	0.0	0.0	5.9	0.0	0.0	6.1	13.0	13.0	1.3	13.7	13.7
Prop In Lane	0.40		0.29	0.27		0.38	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	591	0	0	604	0	0	269	638	637	363	915	906
V/C Ratio(X)	0.41	0.00	0.00	0.33	0.00	0.00	0.12	0.64	0.64	0.18	0.57	0.57
Avail Cap(c_a), veh/h	997	0	0	1028	0	0	488	1387	1385	478	1779	1761
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	16.9	0.0	0.0	17.1	18.1	18.1	11.7	11.3	11.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.3	1.5	1.5	0.2	0.8	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(50%),veh/ln	2.8	0.0	0.0	2.2	0.0	0.0	0.3	5.0	5.0	0.5	4.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	0.0	17.2	0.0	0.0	17.3	19.7	19.7	11.9	12.1	12.1
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		242			201			847			1105	
Approach Delay, s/veh		17.7			17.2			19.6			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	29.4		27.9		40.0		27.9				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	10.0	53.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s	3.3	15.0		7.9		15.7		9.4				
Green Ext Time (p_c), s	0.1	9.4		1.3		13.2		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.7									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	638	13	19	660	39	15	61	30	35	53	36
Future Volume (veh/h)	19	638	13	19	660	39	15	61	30	35	53	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	769	16	20	695	41	18	73	36	50	76	51
Peak Hour Factor	0.83	0.83	0.83	0.95	0.95	0.95	0.84	0.84	0.84	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2478	51	75	2379	139	63	180	80	104	134	78
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	57	3341	69	50	3206	187	132	1102	488	355	821	476
Grp Volume(v), veh/h	415	0	393	392	0	364	127	0	0	177	0	0
Grp Sat Flow(s),veh/h/ln	1780	0	1686	1784	0	1659	1722	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	7.8	0.0	0.0	7.2	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	7.8	6.8	0.0	7.2	6.5	0.0	0.0	9.6	0.0	0.0
Prop In Lane	0.06		0.04	0.05		0.11	0.14		0.28	0.28		0.29
Lane Grp Cap(c), veh/h	1358	0	1251	1362	0	1231	322	0	0	316	0	0
V/C Ratio(X)	0.31	0.00	0.31	0.29	0.00	0.30	0.39	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1358	0	1251	1362	0	1231	514	0	0	498	0	0
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	1.00	0.65	0.00	0.65	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	4.3	4.2	0.0	4.3	37.8	0.0	0.0	38.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.3	0.0	0.4	0.8	0.0	0.0	1.6	0.0	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(50%),veh/ln	2.6	0.0	2.5	2.3	0.0	2.1	2.9	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.9	0.0	5.0	4.6	0.0	4.7	38.5	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		808			756			127			177	
Approach Delay, s/veh		4.9			4.6			38.5			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.7		21.3		78.7		21.3				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		9.2		8.5		9.8		11.6				
Green Ext Time (p_c), s		8.8		0.6		10.1		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	368	51	146	478	142	50	533	74	167	696	99
Future Volume (veh/h)	142	368	51	146	478	142	50	533	74	167	696	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.92	0.97		0.92	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	438	61	157	514	153	54	573	80	194	809	115
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	913	375	339	896	367	294	1372	191	436	1704	242
Arrive On Green	0.09	0.26	0.26	0.08	0.25	0.25	0.44	0.44	0.44	0.07	0.55	0.55
Sat Flow, veh/h	1781	3554	1461	1781	3554	1455	600	3111	433	1781	3104	441
Grp Volume(v), veh/h	169	438	61	157	514	153	54	326	327	194	463	461
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1781	1777	1455	600	1777	1767	1781	1777	1768
Q Serve(g_s), s	8.3	12.5	3.9	7.7	15.2	10.5	7.2	15.1	15.2	6.9	19.1	19.1
Cycle Q Clear(g_c), s	8.3	12.5	3.9	7.7	15.2	10.5	13.4	15.1	15.2	6.9	19.1	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.25
Lane Grp Cap(c), veh/h	308	913	375	339	896	367	294	784	779	436	976	971
V/C Ratio(X)	0.55	0.48	0.16	0.46	0.57	0.42	0.18	0.42	0.42	0.44	0.47	0.47
Avail Cap(c_a), veh/h	333	1111	457	401	1170	479	294	784	779	481	976	971
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)	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.83	0.83	0.83
Uniform Delay (d), s/veh	30.3	37.8	34.6	29.9	39.2	37.5	24.5	23.0	23.0	16.4	16.5	16.5
Incr Delay (d2), s/veh	1.2	0.1	0.1	0.7	0.2	0.3	1.3	1.6	1.6	0.4	1.4	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(50%),veh/ln	3.7	5.5	1.4	3.4	6.7	3.8	1.1	6.5	6.6	2.8	7.8	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	37.9	34.7	30.6	39.4	37.8	25.8	24.5	24.6	16.8	17.9	17.9
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		668			824			707			1118	
Approach Delay, s/veh		36.0			37.4			24.7			17.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	34.8	13.0	57.9	13.8	35.3		70.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	12.0	39.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	10.3	17.2	8.9	17.2	9.7	14.5		21.1				
Green Ext Time (p_c), s	0.1	2.8	0.1	2.9	0.1	2.2		4.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	533	95	106	605	126	145
Future Volume (veh/h)	533	95	106	605	126	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	592	106	118	672	138	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2387	426	627	2842	187	293
Arrive On Green	0.80	0.80	0.80	0.80	0.11	0.11
Sat Flow, veh/h	3077	532	740	3647	1781	2790
Grp Volume(v), veh/h	352	346	118	672	138	159
Grp Sat Flow(s),veh/h/ln	1777	1740	740	1777	1781	1395
Q Serve(g_s), s	4.9	5.0	4.7	4.7	7.5	5.4
Cycle Q Clear(g_c), s	4.9	5.0	9.7	4.7	7.5	5.4
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1421	1391	627	2842	187	293
V/C Ratio(X)	0.25	0.25	0.19	0.24	0.74	0.54
Avail Cap(c_a), veh/h	1421	1391	627	2842	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.5	3.7	2.5	43.4	42.5
Incr Delay (d2), s/veh	0.3	0.3	0.7	0.2	5.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.7	1.3	3.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.8	2.8	4.4	2.7	48.9	44.0
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	698			790	297	
Approach Delay, s/veh	2.8			2.9	46.3	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		85.0		15.0		85.0
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		11.7		9.5		7.0
Green Ext Time (p_c), s		10.1		1.0		3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	32	32	25	31	36	19	594	6	34	804	27
Future Volume (veh/h)	29	32	32	25	31	36	19	594	6	34	804	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	41	41	32	39	46	20	625	6	37	865	29
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.95	0.95	0.95	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	170	124	177	164	142	411	1859	18	517	1807	61
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	298	769	561	254	742	645	620	3605	35	790	3503	117
Grp Volume(v), veh/h	119	0	0	117	0	0	20	308	323	37	439	455
Grp Sat Flow(s),veh/h/ln	1628	0	0	1642	0	0	620	1777	1863	790	1777	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3.9	3.9	1.1	6.0	6.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	2.1	0.0	0.0	6.8	3.9	3.9	4.9	6.0	6.0
Prop In Lane	0.31		0.34	0.27		0.39	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	484	0	0	483	0	0	411	917	961	517	917	951
V/C Ratio(X)	0.25	0.00	0.00	0.24	0.00	0.00	0.05	0.34	0.34	0.07	0.48	0.48
Avail Cap(c_a), veh/h	1861	0	0	1876	0	0	1202	3184	3338	1526	3184	3304
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	12.4	0.0	0.0	8.1	5.4	5.4	6.8	5.9	5.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.1	0.3	0.3	0.1	0.6	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(50%),veh/ln	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.8	0.9	0.1	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	0.0	12.6	0.0	0.0	8.2	5.7	5.7	6.9	6.5	6.4
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		119			117			651			931	
Approach Delay, s/veh		12.6			12.6			5.8			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.6	13.4	24.6	13.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	68.0	42.0	68.0	42.0
Max Q Clear Time (g_c+I1), s	8.8	4.2	8.0	4.1
Green Ext Time (p_c), s	6.8	0.7	11.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	453	74	86	591	58	45	434	35	94	858	158
Future Volume (veh/h)	156	453	74	86	591	58	45	434	35	94	858	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	515	84	97	664	65	51	488	39	103	943	174
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	964	156	388	1010	99	159	1437	114	364	1285	237
Arrive On Green	0.10	0.32	0.32	0.10	0.31	0.31	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1781	3040	493	1781	3255	318	503	3322	265	867	2972	548
Grp Volume(v), veh/h	177	300	299	97	362	367	51	260	267	103	563	554
Grp Sat Flow(s),veh/h/ln	1781	1777	1756	1781	1777	1796	503	1777	1809	867	1777	1743
Q Serve(g_s), s	6.3	13.4	13.6	3.3	17.1	17.2	9.1	9.4	9.5	8.7	25.5	25.6
Cycle Q Clear(g_c), s	6.3	13.4	13.6	3.3	17.1	17.2	34.7	9.4	9.5	18.2	25.5	25.6
Prop In Lane	1.00		0.28	1.00		0.18	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	353	563	557	388	552	558	159	768	783	364	768	754
V/C Ratio(X)	0.50	0.53	0.54	0.25	0.66	0.66	0.32	0.34	0.34	0.28	0.73	0.73
Avail Cap(c_a), veh/h	409	761	752	402	706	714	219	981	999	468	981	962
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	27.2	27.2	19.1	28.9	29.0	37.3	18.3	18.3	24.4	22.9	22.9
Incr Delay (d2), s/veh	0.8	0.8	0.8	0.2	1.5	1.5	2.0	0.4	0.4	0.2	1.4	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(50%),veh/ln	2.6	5.6	5.6	1.3	7.3	7.4	1.2	3.8	3.9	1.7	10.3	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	28.0	28.0	19.3	30.4	30.4	39.3	18.7	18.7	24.5	24.2	24.3
LnGrp LOS	C	C	C	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		776			826			578			1220	
Approach Delay, s/veh		26.5			29.1			20.5			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	35.6		47.4	13.3	36.2		47.4				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	13.0	38.5		53.5	10.0	41.5		53.5				
Max Q Clear Time (g_c+I1), s	8.3	19.2		36.7	5.3	15.6		27.6				
Green Ext Time (p_c), s	0.1	4.3		5.2	0.1	3.7		5.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		25.3
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	38	43	94	65	25	20	405	1	14	727	35
Future Volume (veh/h)	47	38	43	94	65	25	20	405	1	14	727	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	49	55	118	81	31	23	460	1	15	799	38
Peak Hour Factor	0.78	0.78	0.78	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	198	170	335	213	67	326	1554	3	478	1472	70
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	433	622	532	673	668	209	655	3638	8	926	3447	164
Grp Volume(v), veh/h	164	0	0	230	0	0	23	225	236	15	412	425
Grp Sat Flow(s),veh/h/ln	1588	0	0	1549	0	0	655	1777	1869	926	1777	1834
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	1.2	3.8	3.8	0.5	7.8	7.8
Cycle Q Clear(g_c), s	3.2	0.0	0.0	4.8	0.0	0.0	9.1	3.8	3.8	4.2	7.8	7.8
Prop In Lane	0.37		0.34	0.51		0.13	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	615	0	0	614	0	0	326	759	798	478	759	783
V/C Ratio(X)	0.27	0.00	0.00	0.37	0.00	0.00	0.07	0.30	0.30	0.03	0.54	0.54
Avail Cap(c_a), veh/h	1725	0	0	1707	0	0	921	2375	2497	1320	2375	2451
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	12.1	0.0	0.0	13.0	8.5	8.5	9.9	9.7	9.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.3	0.3	0.0	0.9	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(50%),veh/ln	1.1	0.0	0.0	1.6	0.0	0.0	0.2	1.1	1.2	0.1	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	0.0	12.4	0.0	0.0	13.2	8.8	8.8	9.9	10.5	10.5
LnGrp LOS	B			B			B	A	A	A	B	B
Approach Vol, veh/h		164			230			484			852	
Approach Delay, s/veh		11.8			12.4			9.0			10.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		20.4		24.8		20.4				
Change Period (Y+Rc), s		5.5		6.0		5.5		6.0				
Max Green Setting (Gmax), s		60.5		48.0		60.5		48.0				
Max Q Clear Time (g_c+I1), s		11.1		5.2		9.8		6.8				
Green Ext Time (p_c), s		4.7		1.1		9.5		1.6				

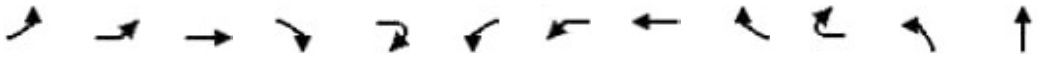
Intersection Summary												
HCM 7th Control Delay, s/veh		10.5										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	563	6	190	379	7	117	0	86	20	62	24
Future Volume (veh/h)	6	563	6	190	379	7	117	0	86	20	62	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	655	7	202	403	7	143	0	105	32	100	39
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.82	0.82	0.82	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	26	1017	11	281	1521	26	0	0	0	76	237	92
Arrive On Green	0.01	0.28	0.28	0.16	0.43	0.43	0.00	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1781	3601	38	1781	3572	62		0		333	1041	406
Grp Volume(v), veh/h	7	323	339	202	200	210		0.0		171	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1858				1780	0	0
Q Serve(g_s), s	0.2	7.5	7.5	5.1	3.4	3.4				3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.5	7.5	5.1	3.4	3.4				3.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03				0.19		0.23
Lane Grp Cap(c), veh/h	26	502	526	281	756	791				406	0	0
V/C Ratio(X)	0.26	0.64	0.64	0.72	0.26	0.27				0.42	0.00	0.00
Avail Cap(c_a), veh/h	307	786	824	542	1020	1066				458	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	22.9	14.8	14.8	18.8	8.7	8.7				15.5	0.0	0.0
Incr Delay (d2), s/veh	5.2	2.0	1.9	3.4	0.3	0.3				0.7	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	2.6	2.7	2.1	1.1	1.2				1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	16.8	16.7	22.2	9.0	9.0				16.2	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		669			612						171	
Approach Delay, s/veh		16.8			13.4						16.2	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	12.1	19.1		15.8	5.4	25.8						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	14.3	20.8		12.1	8.1	27.0						
Max Q Clear Time (g_c+I1), s	7.1	9.5		5.9	2.2	5.4						
Green Ext Time (p_c), s	0.3	3.8		0.4	0.0	3.3						

Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Future Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0			7.0	7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95			0.97	0.91
Frpb, ped/bikes			1.00	1.00	0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt			1.00	0.85	0.85		1.00	1.00			1.00	0.98
Flt Protected			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)			1819	3610	1541		1770	3512			3433	3309
Flt Permitted			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)			1819	3610	1541		1770	3512			3433	3309
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.94	0.94
Adj. Flow (vph)	88	32	130	382	130	410	47	322	9	2	263	405
RTOR Reduction (vph)	0	0	0	0	108	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	250	382	22	0	457	333	0	0	263	465
Confl. Peds. (#/hr)	14	13							14	13		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	NA
Protected Phases		4	4			3	3	3			5 8	2
Permitted Phases	4			4	4							
Actuated Green, G (s)			24.0	24.0	24.0		16.3	16.3			36.3	52.7
Effective Green, g (s)			24.0	24.0	24.0		16.3	16.3			29.8	52.7
Actuated g/C Ratio			0.17	0.17	0.17		0.11	0.11			0.21	0.36
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				4.5
Lane Grp Cap (vph)			302	600	256		199	396			708	1207
v/s Ratio Prot			c0.14				c0.26	0.09			0.08	0.14
v/s Ratio Perm				0.11	0.01							
v/c Ratio			0.83	0.64	0.08		2.30	0.84			0.37	0.39
Uniform Delay, d1			58.2	56.1	50.9		64.1	62.8			49.3	33.9
Progression Factor			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2			16.8	2.2	0.1		599.0	15.4			0.1	0.4
Delay (s)			75.0	58.4	51.1		663.1	78.1			49.4	34.2
Level of Service			E	E	D		F	E			D	C
Approach Delay (s/veh)			62.6					416.5				37.0
Approach LOS			E					F				D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	123.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	144.4	Sum of lost time (s)	35.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	247	260	3	6	735	35	81	127	16
Future Volume (vph)	247	260	3	6	735	35	81	127	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	1.00		1.00	0.91			1.00	1.00
Frpb, ped/bikes	0.96	0.96		1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00
Frt	0.85	0.85		1.00	0.98			0.87	0.87
Flt Protected	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1387	1524		1770	4955			1611	1568
Flt Permitted	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1387	1524		1770	4955			1611	1568
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.76	0.76
Adj. Flow (vph)	263	277	3	6	766	36	84	167	21
RTOR Reduction (vph)	0	176	0	0	8	0	0	0	15
Lane Group Flow (vph)	203	101	0	9	878	0	0	167	6
Confl. Peds. (#/hr)	13	13	13	13		9	9		13
Confl. Bikes (#/hr)	2	2				6	6		2
Turn Type	Perm	Perm	Prot	Prot	NA			pt+ov	Perm
Protected Phases			1	1	6			5 8	
Permitted Phases	2	2							6
Actuated Green, G (s)	52.7	52.7		2.3	39.3			36.3	39.3
Effective Green, g (s)	52.7	52.7		2.3	39.3			29.8	39.3
Actuated g/C Ratio	0.36	0.36		0.02	0.27			0.21	0.27
Clearance Time (s)	7.0	7.0		6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5		2.0	4.5				4.5
Lane Grp Cap (vph)	506	556		28	1348			332	426
v/s Ratio Prot				0.01	c0.18			c0.10	
v/s Ratio Perm	0.15	0.07							0.00
v/c Ratio	0.40	0.18		0.32	0.65			0.50	0.01
Uniform Delay, d1	34.1	31.2		70.3	46.5			50.7	38.4
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	0.3		2.4	1.4			0.4	0.0
Delay (s)	35.0	31.5		72.7	47.9			51.2	38.4
Level of Service	D	C		E	D			D	D
Approach Delay (s/veh)					48.1				
Approach LOS					D				

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	8	18	107	5	48
Future Vol, veh/h	150	8	18	107	5	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	78	78	81	81
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	203	11	23	137	6	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	391	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1345	-	613	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	601	832
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.11	9.88
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	259	-
HCM Lane V/C Ratio	0.081	-	-	0.017	-
HCM Control Delay (s/veh)	9.9	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	106	264	41	108	406
Future Vol, veh/h	70	106	264	41	108	406
Conflicting Peds, #/hr	1	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	85	85	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	141	311	48	120	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1030	339	0	0	362	0
Stage 1	338	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	259	704	-	-	1197	-
Stage 1	723	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	701	-	-	1193	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	28.83	0	1.76
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	379	378	-
HCM Lane V/C Ratio	-	-	0.62	0.101	-
HCM Control Delay (s/veh)	-	-	28.8	8.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	4	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	10	21	39	76	206	21	681	21	200	1099	232
Future Volume (veh/h)	85	10	21	39	76	206	21	681	21	200	1099	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	11	23	53	104	282	23	757	23	227	1249	264
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	33	44	94	147	345	155	1924	58	379	1590	332
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	512	102	137	141	457	1075	346	3520	107	692	2910	607
Grp Volume(v), veh/h	126	0	0	439	0	0	23	382	398	227	756	757
Grp Sat Flow(s),veh/h/ln	751	0	0	1673	0	0	346	1777	1850	692	1777	1740
Q Serve(g_s), s	0.0	0.0	0.0	5.9	0.0	0.0	4.7	10.3	10.3	23.4	27.9	29.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0	19.7	0.0	0.0	33.7	10.3	10.3	33.7	27.9	29.0
Prop In Lane	0.73		0.18	0.12		0.64	1.00		0.06	1.00		0.35
Lane Grp Cap(c), veh/h	316	0	0	586	0	0	155	971	1011	379	971	951
V/C Ratio(X)	0.40	0.00	0.00	0.75	0.00	0.00	0.15	0.39	0.39	0.60	0.78	0.80
Avail Cap(c_a), veh/h	765	0	0	1231	0	0	170	1049	1092	409	1049	1027
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	25.8	0.0	0.0	28.6	10.9	10.9	20.6	14.9	15.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.0	0.0	0.4	0.3	0.2	2.1	3.5	4.1
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(50%),veh/ln	2.1	0.0	0.0	7.8	0.0	0.0	0.4	3.8	3.9	3.7	10.9	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.1	0.0	0.0	27.7	0.0	0.0	29.1	11.1	11.1	22.7	18.4	19.2
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		126			439			803			1740	
Approach Delay, s/veh		24.1			27.7			11.6			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.4		31.6		51.4		31.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		49.0		60.0		49.0		60.0				
Max Q Clear Time (g_c+I1), s		35.7		15.8		35.7		21.7				
Green Ext Time (p_c), s		4.4		1.0		9.6		3.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.7									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	177	54	19	289	31	12
Future Vol, veh/h	177	54	19	289	31	12
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	75	75	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	68	25	385	39	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	292	0	697	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1269	-	407	780
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1269	-	398	780
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.49	13.86
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	1269	-
HCM Lane V/C Ratio	0.118	-	-	0.02	-
HCM Control Delay (s/veh)	13.9	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	123	0	0	0	171	290	2	2	350	134
Future Volume (vph)	40	0	123	0	0	0	171	290	2	2	350	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98					1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00					1.00	1.00		1.00	1.00	
Frt	1.00	0.85					1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1548					1769	1861		1770	1774	
Flt Permitted	0.95	1.00					0.44	1.00		0.57	1.00	
Satd. Flow (perm)	1770	1548					822	1861		1064	1774	
Peak-hour factor, PHF	0.76	0.76	0.76	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	53	0	162	0	0	0	182	309	2	2	380	146
RTOR Reduction (vph)	0	139	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	53	23	0	0	0	0	182	311	0	2	518	0
Confl. Peds. (#/hr)	4						1					1
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	7.1	7.1					32.8	32.8		32.8	32.8	
Effective Green, g (s)	7.1	7.1					32.8	32.8		32.8	32.8	
Actuated g/C Ratio	0.14	0.14					0.66	0.66		0.66	0.66	
Clearance Time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0					4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	253	222					544	1233		705	1175	
v/s Ratio Prot	c0.03	0.02						0.17			c0.29	
v/s Ratio Perm							0.22			0.00		
v/c Ratio	0.21	0.10					0.33	0.25		0.00	0.44	
Uniform Delay, d1	18.7	18.4					3.6	3.4		2.8	4.0	
Progression Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2					0.5	0.1		0.0	0.4	
Delay (s)	19.1	18.6					4.1	3.5		2.8	4.3	
Level of Service	B	B					A	A		A	A	
Approach Delay (s/veh)		18.8			0.0			3.7			4.3	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	49.5	Sum of lost time (s)	14.2
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	37	83	128	109	86
Future Vol, veh/h	20	37	83	128	109	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	84	84	82	82
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	25	47	99	152	133	105

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	535	185	238	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	502	852	1329	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	852	1329	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.16	3.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	708	-	657	-	-
HCM Lane V/C Ratio	0.074	-	0.11	-	-
HCM Control Delay (s/veh)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	803	0	1	1201	77	3	0	2	22	0	90
Future Volume (veh/h)	109	803	0	1	1201	77	3	0	2	22	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	863	0	1	1278	82	7	0	5	30	0	122
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.42	0.42	0.42	0.74	0.74	0.74
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	319	2362	0	490	2232	143	143	25	45	329	0	189
Arrive On Green	0.68	0.68	0.00	0.68	0.68	0.68	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	394	3589	0	626	3305	212	310	212	373	1409	0	1581
Grp Volume(v), veh/h	117	863	0	1	669	691	12	0	0	30	0	122
Grp Sat Flow(s),veh/h/ln	394	1749	0	626	1735	1783	895	0	0	1409	0	1581
Q Serve(g_s), s	12.0	5.7	0.0	0.0	11.0	11.0	0.0	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s	23.0	5.7	0.0	5.7	11.0	11.0	4.0	0.0	0.0	0.8	0.0	3.9
Prop In Lane	1.00		0.00	1.00		0.12	0.58		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	319	2362	0	490	1171	1204	213	0	0	329	0	189
V/C Ratio(X)	0.37	0.37	0.00	0.00	0.57	0.57	0.06	0.00	0.00	0.09	0.00	0.64
Avail Cap(c_a), veh/h	420	3259	0	651	1616	1661	821	0	0	948	0	884
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	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	3.8	0.0	5.0	4.6	4.6	21.0	0.0	0.0	21.2	0.0	22.5
Incr Delay (d2), s/veh	1.0	0.1	0.0	0.0	0.6	0.6	0.1	0.0	0.0	0.1	0.0	3.6
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(50%),veh/ln	0.8	0.9	0.0	0.0	1.8	1.9	0.1	0.0	0.0	0.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	3.9	0.0	5.0	5.2	5.2	21.1	0.0	0.0	21.3	0.0	26.2
LnGrp LOS	B	A		A	A	A	C			C		C
Approach Vol, veh/h		980			1361			12			152	
Approach Delay, s/veh		4.8			5.2			21.1			25.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.2		11.4		42.2		11.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		13.0		6.0		25.0		5.9				
Green Ext Time (p_c), s		17.2		0.0		11.2		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	603	35	54	1010	122	58	491	14	130	791	221
Future Volume (veh/h)	145	603	35	54	1010	122	58	491	14	130	791	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	678	39	56	1052	127	62	522	15	146	889	248
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	175	1480	85	72	1187	143	79	858	375	162	1023	605
Arrive On Green	0.10	0.44	0.44	0.04	0.38	0.38	0.04	0.24	0.24	0.09	0.29	0.29
Sat Flow, veh/h	1753	3361	193	1739	3111	375	1767	3526	1543	1767	3526	1542
Grp Volume(v), veh/h	163	353	364	56	586	593	62	522	15	146	889	248
Grp Sat Flow(s),veh/h/ln	1753	1749	1805	1739	1735	1751	1767	1763	1543	1767	1763	1542
Q Serve(g_s), s	11.1	17.0	17.0	3.8	37.9	38.0	4.2	15.8	0.9	9.8	28.7	14.0
Cycle Q Clear(g_c), s	11.1	17.0	17.0	3.8	37.9	38.0	4.2	15.8	0.9	9.8	28.7	14.0
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	770	795	72	662	668	79	858	375	162	1023	605
V/C Ratio(X)	0.93	0.46	0.46	0.78	0.89	0.89	0.78	0.61	0.04	0.90	0.87	0.41
Avail Cap(c_a), veh/h	175	770	795	130	662	668	103	970	424	162	1087	633
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	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	23.5	23.5	57.0	34.7	34.7	56.7	40.3	34.7	54.0	40.4	26.6
Incr Delay (d2), s/veh	48.0	2.0	1.9	12.4	12.2	12.3	24.3	1.2	0.1	43.4	7.7	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(50%),veh/ln	7.1	7.2	7.4	1.9	17.5	17.8	2.4	6.8	0.3	6.2	13.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	101.6	25.5	25.4	69.4	46.9	47.0	81.0	41.5	34.7	97.3	48.2	27.2
LnGrp LOS	F	C	C	E	D	D	F	D	C	F	D	C
Approach Vol, veh/h		880			1235			599			1283	
Approach Delay, s/veh		39.6			47.9			45.4			49.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	58.8	16.0	35.2	17.0	51.8	10.4	40.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	9.0	45.0	11.0	33.0	12.0	42.0	7.0	37.0
Max Q Clear Time (g_c+I1), s	5.8	19.0	11.8	17.8	13.1	40.0	6.2	30.7
Green Ext Time (p_c), s	0.0	6.4	0.0	3.9	0.0	1.6	0.0	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	46.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	663	50	143	1157	12	10	45	137	6	32	18
Future Volume (veh/h)	33	663	50	143	1157	12	10	45	137	6	32	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	762	57	149	1205	12	11	52	157	7	38	21
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	2	2	2	2	2	2
Cap, veh/h	77	1360	102	187	1688	17	307	74	222	173	206	114
Arrive On Green	0.04	0.42	0.42	0.11	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1725	3238	242	1725	3490	35	1336	404	1219	1169	1129	624
Grp Volume(v), veh/h	38	405	414	149	594	623	11	0	209	7	0	59
Grp Sat Flow(s),veh/h/ln	1725	1721	1760	1725	1721	1804	1336	0	1622	1169	0	1753
Q Serve(g_s), s	1.5	12.6	12.7	6.0	19.3	19.3	0.5	0.0	8.6	0.4	0.0	2.0
Cycle Q Clear(g_c), s	1.5	12.6	12.7	6.0	19.3	19.3	2.5	0.0	8.6	9.0	0.0	2.0
Prop In Lane	1.00		0.14	1.00		0.02	1.00		0.75	1.00		0.36
Lane Grp Cap(c), veh/h	77	723	739	187	832	873	307	0	296	173	0	320
V/C Ratio(X)	0.49	0.56	0.56	0.80	0.71	0.71	0.04	0.00	0.71	0.04	0.00	0.18
Avail Cap(c_a), veh/h	487	1214	1241	487	1214	1272	629	0	687	455	0	742
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	15.6	15.6	30.8	14.4	14.4	25.6	0.0	27.2	31.4	0.0	24.5
Incr Delay (d2), s/veh	1.8	1.0	1.0	2.9	1.6	1.6	0.0	0.0	3.1	0.1	0.0	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(50%),veh/ln	0.6	4.5	4.6	2.5	6.6	6.9	0.2	0.0	3.4	0.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	16.6	16.5	33.8	16.1	16.0	25.6	0.0	30.3	31.5	0.0	24.8
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		857			1366			220			66	
Approach Delay, s/veh		17.4			18.0			30.1			25.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	41.8		19.9	13.7	37.3		19.9				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	3.5	21.3		11.0	8.0	14.7		10.6				
Green Ext Time (p_c), s	0.0	13.0		0.2	0.1	8.2		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	654	37	117	1212	145	22	107	34	149	147	86
Future Volume (veh/h)	124	654	37	117	1212	145	22	107	34	149	147	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	735	42	133	1377	165	26	126	40	167	165	97
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	5	5	5	2	2	2	2	2	2
Cap, veh/h	155	1658	95	162	1572	187	42	170	458	54	2	459
Arrive On Green	0.09	0.50	0.50	0.09	0.50	0.50	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1725	3304	189	1739	3112	370	0	576	1554	0	5	1555
Grp Volume(v), veh/h	139	383	394	133	762	780	152	0	40	332	0	97
Grp Sat Flow(s),veh/h/ln	1725	1721	1772	1739	1735	1748	576	0	1554	5	0	1555
Q Serve(g_s), s	8.0	14.2	14.3	7.5	38.8	39.9	0.0	0.0	1.9	0.0	0.0	4.7
Cycle Q Clear(g_c), s	8.0	14.2	14.3	7.5	38.8	39.9	29.5	0.0	1.9	29.5	0.0	4.7
Prop In Lane	1.00		0.11	1.00		0.21	0.17		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	155	863	889	162	876	883	212	0	458	56	0	459
V/C Ratio(X)	0.90	0.44	0.44	0.82	0.87	0.88	0.72	0.00	0.09	5.96	0.00	0.21
Avail Cap(c_a), veh/h	155	863	889	261	876	883	212	0	458	56	0	459
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	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	16.0	16.0	44.5	21.9	22.1	29.1	0.0	25.5	49.2	0.0	26.5
Incr Delay (d2), s/veh	43.2	1.6	1.6	3.6	9.0	9.8	11.0	0.0	0.1	2271.7	0.0	0.2
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(50%),veh/ln	5.2	5.6	5.7	3.3	16.3	17.0	3.4	0.0	0.7	36.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.3	17.6	17.6	48.1	30.8	31.9	40.1	0.0	25.6	2320.9	0.0	26.7
LnGrp LOS	F	B	B	D	C	C	D		C	F		C
Approach Vol, veh/h		916			1675			192			429	
Approach Delay, s/veh		28.3			32.7			37.1			1802.1	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	55.0		33.0	12.3	54.7		33.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	9.0	50.5		29.5	15.0	44.5		29.5				
Max Q Clear Time (g_c+I1), s	10.0	41.9		31.5	9.5	16.3		31.5				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	7.2		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	268.0	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	769	62	0	1325	164	15	46	26	70	57	104
Future Volume (veh/h)	0	769	62	0	1325	164	15	46	26	70	57	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	809	65	0	1440	178	17	53	30	90	73	133
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	0	7	7	0	4	4	2	2	2	2	2	2
Cap, veh/h	0	2441	196	0	2386	292	90	243	139	170	112	223
Arrive On Green	0.00	1.00	1.00	0.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	0	3289	257	0	3220	383	253	1502	857	697	689	1374
Grp Volume(v), veh/h	0	431	443	0	798	820	46	0	54	158	0	138
Grp Sat Flow(s),veh/h/ln	0	1706	1750	0	1749	1762	1068	0	1544	1333	0	1427
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	3.0	8.8	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	3.0	11.9	0.0	9.0
Prop In Lane	0.00		0.15	0.00		0.22	0.37		0.55	0.57		0.96
Lane Grp Cap(c), veh/h	0	1302	1335	0	1334	1344	222	0	250	273	0	231
V/C Ratio(X)	0.00	0.33	0.33	0.00	0.60	0.61	0.21	0.00	0.22	0.58	0.00	0.60
Avail Cap(c_a), veh/h	0	1302	1335	0	1334	1344	357	0	386	405	0	357
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.90	0.00	0.33	0.33	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	36.1	0.0	36.4	40.7	0.0	38.9
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.7	0.7	0.5	0.0	0.4	2.8	0.0	3.5
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(50%),veh/ln	0.0	0.2	0.2	0.0	0.2	0.3	1.0	0.0	1.2	3.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.6	0.6	0.0	0.7	0.7	36.6	0.0	36.8	43.5	0.0	42.3
LnGrp LOS		A	A		A	A	D		D	D		D
Approach Vol, veh/h		874			1618			100			296	
Approach Delay, s/veh		0.6			0.7			36.7			43.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	80.8	19.2	80.8	19.2
Change Period (Y+Rc), s	4.5	3.0	4.5	3.0
Max Green Setting (Gmax), s	67.5	25.0	67.5	25.0
Max Q Clear Time (g_c+I1), s	2.0	11.2	2.0	13.9
Green Ext Time (p_c), s	29.8	0.4	9.8	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	6.2
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	576	110	134	1305	109	71	323	58	77	338	95
Future Volume (veh/h)	156	576	110	134	1305	109	71	323	58	77	338	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.95	0.98		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	179	662	126	149	1450	121	83	376	67	94	412	116
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.86	0.86	0.86	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	4	4	4	5	5	5	2	2	2
Cap, veh/h	190	1390	264	178	1550	129	197	819	144	232	758	210
Arrive On Green	0.22	0.97	0.97	0.14	0.63	0.63	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1725	2877	547	1753	3265	271	839	2922	514	926	2704	751
Grp Volume(v), veh/h	179	396	392	149	773	798	83	221	222	94	269	259
Grp Sat Flow(s),veh/h/ln	1725	1721	1703	1753	1749	1787	839	1735	1702	926	1777	1678
Q Serve(g_s), s	10.2	1.4	1.4	8.3	39.5	40.6	9.3	10.5	10.8	9.3	12.8	13.2
Cycle Q Clear(g_c), s	10.2	1.4	1.4	8.3	39.5	40.6	22.5	10.5	10.8	20.1	12.8	13.2
Prop In Lane	1.00		0.32	1.00		0.15	1.00		0.30	1.00		0.45
Lane Grp Cap(c), veh/h	190	831	823	178	830	849	197	486	477	232	498	470
V/C Ratio(X)	0.94	0.48	0.48	0.84	0.93	0.94	0.42	0.46	0.46	0.41	0.54	0.55
Avail Cap(c_a), veh/h	190	831	823	280	830	849	205	503	494	241	515	487
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.9	0.9	42.4	16.9	17.1	40.2	29.7	29.8	38.1	30.5	30.6
Incr Delay (d2), s/veh	47.2	1.9	1.9	4.4	13.4	14.4	0.5	0.2	0.3	0.4	0.5	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(50%),veh/ln	6.2	0.7	0.7	3.6	14.0	14.8	1.9	4.3	4.3	2.1	5.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.9	2.8	2.8	46.8	30.4	31.6	40.8	29.9	30.1	38.5	31.0	31.3
LnGrp LOS	F	A	A	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		967			1720			526			622	
Approach Delay, s/veh		18.2			32.4			31.7			32.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	52.0		32.0	15.2	52.8		32.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	11.0	46.5		29.0	16.0	41.5		29.0				
Max Q Clear Time (g_c+I1), s	12.2	42.6		24.5	10.3	3.4		22.1				
Green Ext Time (p_c), s	0.0	3.4		0.9	0.1	8.0		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	28.7	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	731	46	0	1399	62	60	67	35	68	63	72
Future Volume (veh/h)	0	731	46	0	1399	62	60	67	35	68	63	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.96	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1781	1781	0	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	761	48	0	1590	70	92	103	54	93	86	99
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.65	0.65	0.65	0.73	0.73	0.73
Percent Heavy Veh, %	0	8	8	0	4	4	2	2	2	2	2	2
Cap, veh/h	0	2235	141	0	2357	103	143	145	66	139	117	115
Arrive On Green	0.00	1.00	1.00	0.00	0.69	0.69	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	0	3322	204	0	3501	149	399	623	283	390	499	492
Grp Volume(v), veh/h	0	398	411	0	812	848	249	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	0	1692	1744	0	1749	1810	1305	0	0	1380	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	26.8	27.2	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	26.8	27.2	18.5	0.0	0.0	19.7	0.0	0.0
Prop In Lane	0.00		0.12	0.00		0.08	0.37		0.22	0.33		0.36
Lane Grp Cap(c), veh/h	0	1170	1206	0	1209	1251	354	0	0	370	0	0
V/C Ratio(X)	0.00	0.34	0.34	0.00	0.67	0.68	0.70	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	0	1170	1206	0	1209	1251	452	0	0	469	0	0
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.87	0.87	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	8.9	9.0	35.9	0.0	0.0	36.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.7	0.0	3.0	3.0	3.5	0.0	0.0	5.1	0.0	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(50%),veh/ln	0.0	0.2	0.2	0.0	8.9	9.4	6.1	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.7	0.7	0.0	11.9	11.9	39.4	0.0	0.0	41.7	0.0	0.0
LnGrp LOS		A	A		B	B	D			D		
Approach Vol, veh/h		809			1660			249			278	
Approach Delay, s/veh		0.7			11.9			39.4			41.7	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	73.6	26.4	73.6	26.4
Change Period (Y+Rc), s	4.5	3.0	4.5	3.0
Max Green Setting (Gmax), s	62.5	30.0	62.5	30.0
Max Q Clear Time (g_c+I1), s	29.2	20.5	2.0	21.7
Green Ext Time (p_c), s	21.5	1.0	8.7	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	13.9
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	801	4	2	1389	184	16	75	86	266	70	83
Future Volume (vph)	52	801	4	2	1389	184	16	75	86	266	70	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	57	871	4	2	1494	198	22	103	118	317	83	99
RTOR Reduction (vph)	0	1	0	0	16	0	0	40	0	0	0	82
Lane Group Flow (vph)	57	874	0	2	1676	0	22	181	0	197	203	17
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	5.9	46.6		0.8	41.5		15.2	15.2		17.4	17.4	17.4
Effective Green, g (s)	5.9	46.6		0.8	41.5		15.2	15.2		17.4	17.4	17.4
Actuated g/C Ratio	0.06	0.47		0.01	0.42		0.15	0.15		0.17	0.17	0.17
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	99	2257		13	1970		269	258		292	299	271
v/s Ratio Prot	c0.03	0.18		0.00	c0.35		0.01	c0.11		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.58	0.39		0.15	0.85		0.08	0.70		0.67	0.68	0.06
Uniform Delay, d1	45.8	17.4		49.3	26.5		36.4	40.3		38.7	38.7	34.5
Progression Factor	0.82	1.45		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.1	0.5		4.0	4.9		0.1	8.4		5.5	5.5	0.1
Delay (s)	43.7	25.7		53.3	31.3		36.5	48.6		44.1	44.2	34.6
Level of Service	D	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		26.8			31.3			47.5			42.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.2%	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)	136	4	244	23	26	8	529	657	20	4	316	30
Future Volume (vph)	136	4	244	23	26	8	529	657	20	4	316	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777	1562	1770	1791		1770	5060		1770	5009	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1777	1562	1770	1791		1770	5060		1770	5009	
Peak-hour factor, PHF	0.82	0.82	0.82	0.70	0.70	0.70	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	166	5	298	33	37	11	581	722	22	5	359	34
RTOR Reduction (vph)	0	0	245	0	10	0	0	2	0	0	13	0
Lane Group Flow (vph)	0	171	53	33	38	0	581	742	0	5	380	0
Confl. Peds. (#/hr)	4		1	1		4	2		4	4		2
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		21.5	21.5	8.1	8.1		52.5	67.7		2.0	17.2	
Effective Green, g (s)		21.5	21.5	8.1	8.1		52.5	67.7		2.0	17.2	
Actuated g/C Ratio		0.18	0.18	0.07	0.07		0.44	0.56		0.02	0.14	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		318	279	119	120		774	2854		29	717	
v/s Ratio Prot		c0.10		0.02	c0.02		c0.33	0.15		0.00	c0.08	
v/s Ratio Perm			0.03									
v/c Ratio		0.54	0.19	0.28	0.31		0.75	0.26		0.17	0.53	
Uniform Delay, d1		44.7	41.9	53.2	53.3		28.3	13.4		58.2	47.7	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.2	0.9	1.1		4.4	0.2		2.1	2.8	
Delay (s)		46.1	42.1	54.1	54.4		32.6	13.6		60.2	50.5	
Level of Service		D	D	D	D		C	B		E	D	
Approach Delay (s/veh)		43.6			54.3			21.9			50.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		
Description: CL=120/120 Off=16/12			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	615	190	104	1135	0	0	0	0	681	0	81
Future Volume (veh/h)	0	615	190	104	1135	0	0	0	0	681	0	81
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	668	0	113	1234	0				740	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1616		186	3122	0				940	0	
Arrive On Green	0.00	0.45	0.00	0.10	0.61	0.00				0.27	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	668	0	113	1234	0				740	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	11.4	0.0	5.5	11.1	0.0				17.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.4	0.0	5.5	11.1	0.0				17.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1616		186	3122	0				940	0	
V/C Ratio(X)	0.00	0.41		0.61	0.40	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	1616		342	3122	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.5	0.0	38.5	9.0	0.0				30.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.2	0.4	0.0				4.8	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	4.6	0.0	2.5	3.8	0.0				7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.3	0.0	41.7	9.3	0.0				35.2	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		668			1347						740	
Approach Delay, s/veh		17.3			12.0						35.2	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	60.4	29.6	14.1	46.3
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	13.1	19.9	7.5	13.4
Green Ext Time (p_c), s	16.1	4.6	0.2	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	0	569	272	164	228	95	940	0	0	837	90
Future Volume (vph)	228	0	569	272	164	228	95	940	0	0	837	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3258		1764	3539			4996	
Flt Permitted	0.30		1.00		0.98		0.20	1.00			1.00	
Satd. Flow (perm)	559		1583		3258		364	3539			4996	
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	253	0	632	289	174	243	102	1011	0	0	962	103
RTOR Reduction (vph)	0	0	83	0	41	0	0	0	0	0	17	0
Lane Group Flow (vph)	253	0	549	0	665	0	102	1011	0	0	1048	0
Confl. Peds. (#/hr)	11					11	14		5	5		14
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	55.1		55.1		55.1		54.4	54.4			54.4	
Effective Green, g (s)	55.1		55.1		55.1		54.4	54.4			54.4	
Actuated g/C Ratio	0.46		0.46		0.46		0.45	0.45			0.45	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	256		726		1495		165	1604			2264	
v/s Ratio Prot								c0.29			0.21	
v/s Ratio Perm	c0.45		0.35		0.20		0.28					
v/c Ratio	0.99		0.76		0.45		0.62	0.63			0.46	
Uniform Delay, d1	32.1		26.9		22.1		24.9	25.1			22.7	
Progression Factor	1.00		1.00		1.00		1.27	1.10			1.00	
Incremental Delay, d2	52.4		4.3		0.2		14.7	1.7			0.7	
Delay (s)	84.6		31.2		22.2		46.2	29.3			23.4	
Level of Service	F		C		C		D	C			C	
Approach Delay (s/veh)		46.5			22.2			30.9			23.4	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	453	560	0	1296	878	0
Future Volume (veh/h)	453	560	0	1296	878	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	393	795	0	1424	954	0
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	521	927	0	3166	2204	0
Arrive On Green	0.29	0.29	0.00	0.62	0.62	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	393	795	0	1424	954	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	24.0	28.4	0.0	17.6	16.7	0.0
Cycle Q Clear(g_c), s	24.0	28.4	0.0	17.6	16.7	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	521	927	0	3166	2204	0
V/C Ratio(X)	0.75	0.86	0.00	0.45	0.43	0.00
Avail Cap(c_a), veh/h	741	1318	0	3166	2204	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.71	1.00	0.00
Uniform Delay (d), s/veh	38.5	40.1	0.0	12.0	11.8	0.0
Incr Delay (d2), s/veh	2.7	4.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	11.3	0.0	6.4	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.3	44.3	0.0	12.3	12.5	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1188			1424	954	
Approach Delay, s/veh	43.3			12.3	12.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.8		40.2		79.8
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		59.6		49.9		59.6
Max Q Clear Time (g_c+I1), s		19.6		30.4		18.7
Green Ext Time (p_c), s		24.8		4.7		15.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

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)	62	521	87	33	332	45	114	345	60	66	309	47
Future Volume (veh/h)	62	521	87	33	332	45	114	345	60	66	309	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	537	90	38	382	52	121	367	64	69	325	49
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	650	109	141	627	85	286	841	145	262	860	128
Arrive On Green	0.11	0.42	0.42	0.08	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	1559	261	1781	1606	219	1003	3024	522	952	3096	462
Grp Volume(v), veh/h	64	0	627	38	0	434	121	214	217	69	185	189
Grp Sat Flow(s),veh/h/ln	1781	0	1820	1781	0	1825	1003	1777	1770	952	1777	1781
Q Serve(g_s), s	2.6	0.0	23.7	1.6	0.0	14.8	8.6	7.7	7.8	5.0	6.5	6.6
Cycle Q Clear(g_c), s	2.6	0.0	23.7	1.6	0.0	14.8	15.2	7.7	7.8	12.8	6.5	6.6
Prop In Lane	1.00		0.14	1.00		0.12	1.00		0.30	1.00		0.26
Lane Grp Cap(c), veh/h	189	0	759	141	0	712	286	494	492	262	494	495
V/C Ratio(X)	0.34	0.00	0.83	0.27	0.00	0.61	0.42	0.43	0.44	0.26	0.37	0.38
Avail Cap(c_a), veh/h	253	0	1256	253	0	1260	499	871	868	464	871	873
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	20.1	33.6	0.0	18.9	28.8	23.0	23.0	28.3	22.6	22.6
Incr Delay (d2), s/veh	0.4	0.0	3.3	0.4	0.0	1.2	0.4	0.2	0.2	0.8	0.7	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(50%),veh/ln	1.1	0.0	9.7	0.7	0.0	6.1	2.0	3.1	3.2	1.2	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	23.4	33.9	0.0	20.1	29.1	23.2	23.3	29.0	23.2	23.3
LnGrp LOS	C		C	C		C	C	C	C	C	C	C
Approach Vol, veh/h		691			472			552			443	
Approach Delay, s/veh		24.3			21.2			24.5			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	36.7		27.5	11.1	38.8		27.5				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	4.6	16.8		14.8	3.6	25.7		17.2				
Green Ext Time (p_c), s	0.0	4.5		3.7	0.0	6.6		2.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		23.6
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Future Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	594	48	48	378	17	47	22	25	15	20	34
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	780	63	150	805	36	212	99	78	111	125	154
Arrive On Green	0.09	0.46	0.46	0.08	0.45	0.45	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1706	138	1781	1775	80	604	516	406	174	654	804
Grp Volume(v), veh/h	51	0	642	48	0	395	94	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1855	1525	0	0	1632	0	0
Q Serve(g_s), s	1.5	0.0	16.3	1.4	0.0	8.3	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	16.3	1.4	0.0	8.3	2.7	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.50		0.27	0.22		0.49
Lane Grp Cap(c), veh/h	157	0	843	150	0	841	389	0	0	391	0	0
V/C Ratio(X)	0.33	0.00	0.76	0.32	0.00	0.47	0.24	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	396	0	1933	396	0	1945	983	0	0	1025	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	0.0	12.7	24.2	0.0	10.7	19.4	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.1	0.4	0.0	0.6	0.3	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.6	0.0	5.8	0.6	0.0	3.0	1.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	0.0	14.8	24.7	0.0	11.3	19.7	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		693			443			94			69	
Approach Delay, s/veh		15.5			12.7			19.7			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	30.5		16.3	9.2	30.7		16.3				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	59.0		33.5	12.5	59.0		33.5				
Max Q Clear Time (g_c+I1), s	3.5	10.3		3.9	3.4	18.3		4.7				
Green Ext Time (p_c), s	0.0	4.1		0.3	0.0	7.4		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.1
HCM 7th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Future Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	1847		1770	1841			1773			1730	
Flt Permitted	0.95	1.00		0.95	1.00			0.85			0.81	
Satd. Flow (perm)	1770	1847		1770	1841			1530			1441	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.67	0.67	0.67
Adj. Flow (vph)	27	603	31	12	429	28	19	19	8	34	12	19
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	27	633	0	12	455	0	0	46	0	0	65	0
Confl. Peds. (#/hr)	10		9	9		10	3		1	1		3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Effective Green, g (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Actuated g/C Ratio	0.24	0.59		0.14	0.43			0.09			0.09	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	432	1092		243	791			138			130	
v/s Ratio Prot	0.02	c0.34		0.01	c0.25							
v/s Ratio Perm								0.03			c0.05	
v/c Ratio	0.06	0.58		0.05	0.58			0.33			0.50	
Uniform Delay, d1	24.1	10.5		31.1	17.9			35.4			36.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.5		0.0	1.2			1.4			3.0	
Delay (s)	24.1	11.0		31.1	19.1			36.8			39.0	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.5			19.4			36.8			39.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
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)	44	495	32	47	254	110	50	317	106	235	530	85
Future Volume (veh/h)	44	495	32	47	254	110	50	317	106	235	530	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	569	37	49	267	116	62	391	131	250	564	90
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	627	41	172	441	192	156	940	399	372	943	400
Arrive On Green	0.10	0.36	0.36	0.10	0.36	0.36	0.09	0.26	0.26	0.09	0.27	0.27
Sat Flow, veh/h	1781	1736	113	1781	1227	533	1781	3554	1507	1781	3554	1507
Grp Volume(v), veh/h	51	0	606	49	0	383	62	391	131	250	564	90
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1760	1781	1777	1507	1781	1777	1507
Q Serve(g_s), s	3.0	0.0	35.5	2.9	0.0	20.3	3.7	10.4	8.0	10.1	15.8	5.3
Cycle Q Clear(g_c), s	3.0	0.0	35.5	2.9	0.0	20.3	3.7	10.4	8.0	10.1	15.8	5.3
Prop In Lane	1.00		0.06	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	668	172	0	633	156	940	399	372	943	400
V/C Ratio(X)	0.29	0.00	0.91	0.28	0.00	0.60	0.40	0.42	0.33	0.67	0.60	0.23
Avail Cap(c_a), veh/h	219	0	720	219	0	686	156	1248	529	372	1251	531
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	34.6	47.8	0.0	29.8	49.1	34.6	33.8	30.1	36.5	32.7
Incr Delay (d2), s/veh	0.3	0.0	15.1	0.3	0.0	1.7	0.6	0.5	0.8	3.8	1.0	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(50%),veh/ln	1.4	0.0	18.2	1.3	0.0	8.8	1.7	4.4	2.9	5.4	6.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	49.6	48.1	0.0	31.5	49.7	35.1	34.6	33.9	37.6	33.2
LnGrp LOS	D		D	D		C	D	D	C	C	D	C
Approach Vol, veh/h		657			432			584			904	
Approach Delay, s/veh		49.5			33.4			36.6			36.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	47.0	14.5	36.7	15.5	47.2	14.6	36.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.4	10.0	40.1	14.0	44.4	10.1	40.0
Max Q Clear Time (g_c+I1), s	5.0	22.3	5.7	17.8	4.9	37.5	12.1	12.4
Green Ext Time (p_c), s	0.0	3.4	0.0	6.4	0.0	2.8	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.2
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	869	102	0	387	0	99
Future Vol, veh/h	869	102	0	387	0	99
Conflicting Peds, #/hr	0	7	7	0	0	21
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	97	97	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	915	107	0	399	0	121

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	996
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	296
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	288
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	26.26
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	288	-	-	-
HCM Lane V/C Ratio	0.42	-	-	-
HCM Control Delay (s/veh)	26.3	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	2	-	-	-



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	79	538	1213	43	32	259	134	68	210	32	44	83
Future Volume (vph)	79	538	1213	43	32	259	134	68	210	32	44	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5			6.5		6.0	6.0			
Lane Util. Factor	1.00	1.00	1.00			0.95		1.00	1.00			
Frpb, ped/bikes	1.00	1.00	1.00			0.98		1.00	0.98			
Flpb, ped/bikes	1.00	1.00	1.00			1.00		0.99	1.00			
Frt	1.00	1.00	0.85			0.95		1.00	0.96			
Flt Protected	0.95	1.00	1.00			1.00		0.95	1.00			
Satd. Flow (prot)	1770	1863	1583			3305		1760	1749			
Flt Permitted	0.95	1.00	1.00			1.00		0.32	1.00			
Satd. Flow (perm)	1770	1863	1583			3305		598	1749			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.79	0.79	0.79	0.79	0.92
Adj. Flow (vph)	86	585	1318	47	36	288	149	86	266	41	56	90
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	5	0	0	0
Lane Group Flow (vph)	86	585	1316	0	0	473	0	86	358	0	0	0
Confl. Peds. (#/hr)	14		10	10	10		14	9		49	12	49
Confl. Bikes (#/hr)			2				1					
Turn Type	Split	NA	pt+ov		Split	NA		Perm	NA			Perm
Protected Phases	3	3	3 2		4	4			1			
Permitted Phases								1				1
Actuated Green, G (s)	17.5	17.5	52.0			21.1		34.1	34.1			
Effective Green, g (s)	17.5	17.5	46.0			21.1		34.1	34.1			
Actuated g/C Ratio	0.14	0.14	0.36			0.17		0.27	0.27			
Clearance Time (s)	6.5	6.5				6.5		6.0	6.0			
Vehicle Extension (s)	4.0	4.0				0.2		4.5	4.5			
Lane Grp Cap (vph)	245	258	577			552		161	472			
v/s Ratio Prot	0.05	0.31	c0.83			c0.14			0.20			
v/s Ratio Perm								0.14				
v/c Ratio	0.35	2.27	2.28			0.86		0.53	0.76			
Uniform Delay, d1	49.2	54.4	40.1			51.1		39.3	42.3			
Progression Factor	1.00	1.00	1.00			1.00		1.00	1.00			
Incremental Delay, d2	1.2	582.6	581.9			12.0		5.2	7.7			
Delay (s)	50.4	636.9	622.0			63.1		44.5	50.0			
Level of Service	D	F	F			E		D	D			
Approach Delay (s/veh)		602.1				63.1			48.9			
Approach LOS		F				E			D			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	705.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.39		
Actuated Cycle Length (s)	126.2	Sum of lost time (s)	25.0
Intersection Capacity Utilization	184.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	695	256	46	407	295	80
Future Volume (vph)	695	256	46	407	295	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		
Lane Util. Factor	1.00	1.00		0.97		
Frpb, ped/bikes	1.00	1.00		0.95		
Flpb, ped/bikes	0.97	1.00		1.00		
Frt	1.00	0.98		0.93		
Flt Protected	0.95	1.00		0.97		
Satd. Flow (prot)	1713	1813		3091		
Flt Permitted	0.27	1.00		0.97		
Satd. Flow (perm)	485	1813		3091		
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	755	278	50	424	307	83
RTOR Reduction (vph)	0	4	0	100	0	0
Lane Group Flow (vph)	845	324	0	714	0	0
Confl. Peds. (#/hr)	12		9	9	14	27
Confl. Bikes (#/hr)			3		1	1
Turn Type	Perm	NA		Prot		
Protected Phases		1		2		
Permitted Phases	1					
Actuated Green, G (s)	34.1	34.1		28.5		
Effective Green, g (s)	34.1	34.1		28.5		
Actuated g/C Ratio	0.27	0.27		0.23		
Clearance Time (s)	6.0	6.0		6.0		
Vehicle Extension (s)	4.5	4.5		4.0		
Lane Grp Cap (vph)	131	489		698		
v/s Ratio Prot		0.18		0.23		
v/s Ratio Perm	c1.74					
v/c Ratio	6.45	0.66		1.02		
Uniform Delay, d1	46.1	40.9		48.9		
Progression Factor	1.00	1.00		1.00		
Incremental Delay, d2	2468.8	4.0		40.0		
Delay (s)	2514.9	44.9		88.9		
Level of Service	F	D		F		
Approach Delay (s/veh)		1824.2		88.9		
Approach LOS		F		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	189	12	101	102	129	24	1007	71	175	1165	97
Future Volume (veh/h)	137	189	12	101	102	129	24	1007	71	175	1165	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	222	14	123	124	0	27	1119	79	190	1266	105
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	509	32	168	522		126	1582	112	215	1350	585
Arrive On Green	0.11	0.29	0.29	0.09	0.28	0.00	0.07	0.33	0.33	0.12	0.38	0.38
Sat Flow, veh/h	1781	1728	109	1781	1870	1585	1781	4858	343	1781	3554	1541
Grp Volume(v), veh/h	161	0	236	123	124	0	27	784	414	190	1266	105
Grp Sat Flow(s),veh/h/ln	1781	0	1837	1781	1870	1585	1781	1702	1796	1781	1777	1541
Q Serve(g_s), s	11.3	0.0	13.3	8.6	6.5	0.0	1.8	25.7	25.8	13.4	43.8	5.8
Cycle Q Clear(g_c), s	11.3	0.0	13.3	8.6	6.5	0.0	1.8	25.7	25.8	13.4	43.8	5.8
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	195	0	542	168	522		126	1108	585	215	1350	585
V/C Ratio(X)	0.82	0.00	0.44	0.73	0.24		0.21	0.71	0.71	0.88	0.94	0.18
Avail Cap(c_a), veh/h	195	0	542	223	542		126	1108	585	269	1379	598
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	36.4	56.2	35.5	0.0	56.0	37.7	37.7	55.2	38.1	26.3
Incr Delay (d2), s/veh	22.6	0.0	0.8	4.9	0.3	0.0	0.3	2.6	4.9	20.6	12.2	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(50%),veh/ln	6.3	0.0	6.0	4.1	3.0	0.0	0.8	11.0	12.0	7.2	20.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	0.0	37.2	61.2	35.8	0.0	56.3	40.3	42.6	75.7	50.3	26.5
LnGrp LOS	E		D	E	D		E	D	D	E	D	C
Approach Vol, veh/h		397			247			1225			1561	
Approach Delay, s/veh		53.8			48.5			41.5			51.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	46.5	18.0	43.1	13.0	53.5	20.0	41.1
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	19.3	38.7	16.0	35.0	9.0	49.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	15.4	27.8	10.6	15.3	3.8	45.8	13.3	8.5
Green Ext Time (p_c), s	0.1	8.0	0.0	1.7	0.0	2.7	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	48.1
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	405	40	54	238	4	75	2	45	9	3	15
Future Volume (veh/h)	2	405	40	54	238	4	75	2	45	9	3	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	445	44	61	270	5	87	2	52	15	5	25
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86	0.59	0.59	0.59
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	600	1198	118	495	1309	24	402	52	146	247	109	233
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1098	3265	321	904	3567	66	750	196	553	295	413	885
Grp Volume(v), veh/h	2	241	248	61	134	141	141	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1098	1777	1809	904	1777	1856	1499	0	0	1593	0	0
Q Serve(g_s), s	0.0	2.8	2.9	1.5	1.5	1.5	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	2.8	2.9	4.4	1.5	1.5	2.0	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.62		0.37	0.33		0.56
Lane Grp Cap(c), veh/h	600	652	664	495	652	681	600	0	0	588	0	0
V/C Ratio(X)	0.00	0.37	0.37	0.12	0.21	0.21	0.24	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	951	1220	1242	783	1220	1274	1750	0	0	1793	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	6.6	6.6	8.2	6.2	6.2	8.4	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.0	0.5	0.6	0.2	0.3	0.3	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	6.7	6.7	8.3	6.4	6.4	8.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		491			336			141			45	
Approach Delay, s/veh		6.7			6.7			8.6			8.0	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		12.5		15.9		12.5				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		6.4		4.0		4.9		2.6				
Green Ext Time (p_c), s		2.0		0.8		1.6		0.2				
Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	887	65	105	296	127	70	842	111	354	731	26
Future Volume (veh/h)	30	887	65	105	296	127	70	842	111	354	731	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	954	70	115	325	140	78	936	123	365	754	27
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1063	78	135	828	348	139	1236	162	309	1285	46
Arrive On Green	0.05	0.32	0.32	0.08	0.34	0.34	0.08	0.27	0.27	0.17	0.37	0.37
Sat Flow, veh/h	1781	3348	246	1781	2405	1010	1781	4534	593	1781	3493	125
Grp Volume(v), veh/h	32	506	518	115	238	227	78	702	357	365	383	398
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1638	1781	1702	1723	1781	1777	1841
Q Serve(g_s), s	2.1	32.2	32.2	7.5	12.0	12.5	5.0	22.4	22.5	20.5	20.6	20.6
Cycle Q Clear(g_c), s	2.1	32.2	32.2	7.5	12.0	12.5	5.0	22.4	22.5	20.5	20.6	20.6
Prop In Lane	1.00		0.14	1.00		0.62	1.00		0.34	1.00		0.07
Lane Grp Cap(c), veh/h	88	564	577	135	611	564	139	928	470	309	654	677
V/C Ratio(X)	0.36	0.90	0.90	0.85	0.39	0.40	0.56	0.76	0.76	1.18	0.59	0.59
Avail Cap(c_a), veh/h	135	571	584	135	611	564	163	964	488	309	654	677
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	38.5	38.5	54.0	29.4	29.5	52.6	39.4	39.5	48.9	30.2	30.2
Incr Delay (d2), s/veh	0.9	17.1	16.9	35.4	0.7	0.8	1.3	3.8	7.6	110.3	1.7	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(50%),veh/ln	0.9	16.4	16.7	4.7	5.2	5.0	2.3	9.7	10.4	18.4	8.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	55.7	55.4	89.4	30.1	30.3	53.9	43.3	47.1	159.2	31.8	31.8
LnGrp LOS	E	E	E	F	C	C	D	D	D	F	C	C
Approach Vol, veh/h		1056			580			1137			1146	
Approach Delay, s/veh		55.5			41.9			45.2			72.4	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	37.2	13.5	42.6	13.7	48.5	10.4	45.7
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	20.5	33.5	9.0	38.0	10.8	43.2	9.0	38.0
Max Q Clear Time (g_c+I1), s	22.5	24.5	9.5	34.2	7.0	22.6	4.1	14.5
Green Ext Time (p_c), s	0.0	5.9	0.0	2.6	0.0	6.7	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	55.4
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1297	31	42	487	11	15	57	101	29	55	6
Future Volume (veh/h)	17	1297	31	42	487	11	15	57	101	29	55	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	1310	31	52	601	14	17	65	115	39	73	8
Peak Hour Factor	0.99	0.99	0.99	0.81	0.81	0.81	0.88	0.88	0.88	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	1971	47	263	1971	46	93	153	237	184	296	27
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	805	3547	84	407	3547	83	64	625	966	361	1204	112
Grp Volume(v), veh/h	17	656	685	52	301	314	197	0	0	120	0	0
Grp Sat Flow(s),veh/h/ln	805	1777	1854	407	1777	1852	1655	0	0	1678	0	0
Q Serve(g_s), s	0.6	13.1	13.1	5.2	4.6	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	13.1	13.1	18.3	4.6	4.6	5.0	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.04	0.09		0.58	0.32		0.07
Lane Grp Cap(c), veh/h	517	987	1030	263	987	1029	484	0	0	507	0	0
V/C Ratio(X)	0.03	0.66	0.67	0.20	0.30	0.31	0.41	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1206	2507	2617	612	2507	2614	1344	0	0	1334	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	7.9	7.9	14.3	6.0	6.0	16.2	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.5	0.2	0.2	0.5	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	3.3	3.4	0.4	1.2	1.2	1.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.4	8.2	8.2	14.8	6.2	6.2	16.8	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B			B		
Approach Vol, veh/h		1358			667			197			120	
Approach Delay, s/veh		8.2			6.9			16.8			15.7	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		17.4		33.0		17.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		71.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s		20.3		7.0		15.1		4.6				
Green Ext Time (p_c), s		7.7		1.3		7.2		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	74	54	8	31	24	56	1022	16	34	964	71
Future Volume (veh/h)	61	74	54	8	31	24	56	1022	16	34	964	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	90	66	14	53	41	62	1123	18	36	1026	76
Peak Hour Factor	0.82	0.82	0.82	0.59	0.59	0.59	0.91	0.91	0.91	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	192	115	91	241	162	323	2077	33	312	1941	144
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	377	763	459	90	961	643	511	3577	57	492	3343	248
Grp Volume(v), veh/h	230	0	0	108	0	0	62	558	583	36	545	557
Grp Sat Flow(s),veh/h/ln	1599	0	0	1694	0	0	511	1777	1857	492	1777	1814
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	5.0	11.4	11.4	2.9	11.0	11.1
Cycle Q Clear(g_c), s	7.2	0.0	0.0	3.0	0.0	0.0	16.0	11.4	11.4	14.3	11.0	11.1
Prop In Lane	0.32		0.29	0.13		0.38	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	482	0	0	494	0	0	323	1032	1078	312	1032	1053
V/C Ratio(X)	0.48	0.00	0.00	0.22	0.00	0.00	0.19	0.54	0.54	0.12	0.53	0.53
Avail Cap(c_a), veh/h	1237	0	0	1291	0	0	593	1971	2060	573	1971	2012
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	17.8	0.0	0.0	12.4	7.6	7.6	12.0	7.5	7.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.4	0.6	0.6	0.2	0.6	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(50%),veh/ln	2.6	0.0	0.0	1.1	0.0	0.0	0.5	3.3	3.4	0.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	0.0	0.0	18.0	0.0	0.0	12.8	8.3	8.2	12.2	8.1	8.1
LnGrp LOS	C			B			B	A	A	B	A	A
Approach Vol, veh/h		230			108			1203			1138	
Approach Delay, s/veh		20.0			18.0			8.5			8.3	
Approach LOS		C			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	39.6	20.0	39.6	20.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	66.0	44.0	66.0	44.0
Max Q Clear Time (g_c+I1), s	18.0	9.2	16.3	5.0
Green Ext Time (p_c), s	16.5	1.5	15.3	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	9.8
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	22	52	18	23	47	7	1004	29	32	971	26
Future Volume (veh/h)	47	22	52	18	23	47	7	1004	29	32	971	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	34	80	25	32	65	8	1116	32	33	1001	27
Peak Hour Factor	0.65	0.65	0.65	0.72	0.72	0.72	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	120	202	134	169	264	301	1841	53	265	1845	50
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	472	382	645	200	537	841	548	3523	101	489	3530	95
Grp Volume(v), veh/h	186	0	0	122	0	0	8	563	585	33	504	524
Grp Sat Flow(s),veh/h/ln	1500	0	0	1579	0	0	548	1777	1847	489	1777	1849
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.6	13.5	13.5	3.1	11.5	11.5
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.3	0.0	0.0	12.1	13.5	13.5	16.6	11.5	11.5
Prop In Lane	0.39		0.43	0.20		0.53	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	552	0	0	567	0	0	301	928	965	265	928	966
V/C Ratio(X)	0.34	0.00	0.00	0.22	0.00	0.00	0.03	0.61	0.61	0.12	0.54	0.54
Avail Cap(c_a), veh/h	1193	0	0	1239	0	0	589	1863	1937	522	1863	1938
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.5	0.0	0.0	13.8	10.2	10.2	16.0	9.7	9.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.9	0.9	0.3	0.7	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(50%),veh/ln	1.9	0.0	0.0	1.2	0.0	0.0	0.1	4.3	4.5	0.3	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	0.0	0.0	15.7	0.0	0.0	13.8	11.1	11.1	16.3	10.4	10.4
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		186			122			1156			1061	
Approach Delay, s/veh		16.5			15.7			11.1			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.9	24.1	36.9	24.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	64.0	46.0	64.0	46.0
Max Q Clear Time (g_c+I1), s	15.5	7.5	18.6	5.3
Green Ext Time (p_c), s	15.2	1.3	13.3	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	122	52	35	38	45	54	917	49	57	927	75
Future Volume (veh/h)	79	122	52	35	38	45	54	917	49	57	927	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	133	57	47	51	61	61	1042	56	60	976	79
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	266	99	178	190	183	305	1872	101	292	1815	147
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	381	902	334	353	644	620	534	3420	184	513	3316	268
Grp Volume(v), veh/h	276	0	0	159	0	0	61	541	557	60	523	532
Grp Sat Flow(s),veh/h/ln	1616	0	0	1617	0	0	534	1777	1827	513	1777	1808
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	5.3	12.6	12.6	5.5	12.0	12.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	4.5	0.0	0.0	17.2	12.6	12.6	18.1	12.0	12.0
Prop In Lane	0.31		0.21	0.30		0.38	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	552	0	0	551	0	0	305	972	1000	292	972	989
V/C Ratio(X)	0.50	0.00	0.00	0.29	0.00	0.00	0.20	0.56	0.56	0.21	0.54	0.54
Avail Cap(c_a), veh/h	1173	0	0	1144	0	0	568	1848	1901	545	1848	1880
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	17.4	0.0	0.0	14.8	9.4	9.4	15.2	9.2	9.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.5	0.7	0.7	0.5	0.7	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(50%),veh/ln	3.2	0.0	0.0	1.7	0.0	0.0	0.6	4.0	4.1	0.6	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.4	0.0	0.0	17.6	0.0	0.0	15.2	10.1	10.1	15.7	9.9	9.9
LnGrp LOS	B			B			B	B	B	B	A	A
Approach Vol, veh/h		276			159			1159			1115	
Approach Delay, s/veh		19.4			17.6			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.7		23.7		39.7		23.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		19.2		10.8		20.1		6.5				
Green Ext Time (p_c), s		15.5		1.9		14.6		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh		11.6										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	141	33	40	52	75	52	880	46	62	886	67
Future Volume (veh/h)	70	141	33	40	52	75	52	880	46	62	886	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	0.97		0.88	0.99		0.90
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	152	35	50	65	94	56	946	49	64	913	69
Peak Hour Factor	0.93	0.93	0.93	0.80	0.80	0.80	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	283	58	133	167	191	350	1485	77	377	1967	149
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.44	0.44	0.44	0.08	0.59	0.59
Sat Flow, veh/h	360	1091	224	259	642	737	558	3409	177	1781	3320	251
Grp Volume(v), veh/h	262	0	0	209	0	0	56	493	502	64	489	493
Grp Sat Flow(s),veh/h/ln	1675	0	0	1638	0	0	558	1777	1809	1781	1777	1794
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Cycle Q Clear(g_c), s	8.7	0.0	0.0	6.9	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Prop In Lane	0.29		0.13	0.24		0.45	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	503	0	0	491	0	0	350	774	788	377	1053	1063
V/C Ratio(X)	0.52	0.00	0.00	0.43	0.00	0.00	0.16	0.64	0.64	0.17	0.46	0.46
Avail Cap(c_a), veh/h	1005	0	0	974	0	0	577	1499	1526	467	1867	1884
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	21.1	0.0	0.0	12.0	14.9	14.9	9.5	7.7	7.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	0.3	1.2	1.2	0.2	0.5	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(50%),veh/ln	3.5	0.0	0.0	2.7	0.0	0.0	0.5	5.4	5.5	0.4	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	0.0	21.7	0.0	0.0	12.3	16.1	16.1	9.7	8.2	8.2
LnGrp LOS	C			C			B	B	B	A	A	A
Approach Vol, veh/h		262			209			1051			1046	
Approach Delay, s/veh		22.5			21.7			15.9			8.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	34.4		22.5		45.0		22.5				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	9.0	57.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s	3.1	16.6		8.9		12.4		10.7				
Green Ext Time (p_c), s	0.0	12.8		1.4		12.2		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	925	28	19	624	68	19	53	29	31	41	34
Future Volume (veh/h)	19	925	28	19	624	68	19	53	29	31	41	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.93	0.95		0.93	0.95		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1005	30	20	664	72	22	61	33	38	50	41
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	2378	70	71	2125	227	80	196	93	115	145	100
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	32	3363	99	47	3005	322	188	990	469	347	734	504
Grp Volume(v), veh/h	550	0	506	394	0	362	116	0	0	129	0	0
Grp Sat Flow(s),veh/h/ln	1818	0	1676	1756	0	1617	1647	0	0	1585	0	0
Q Serve(g_s), s	0.0	0.0	12.7	0.0	0.0	8.4	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	12.7	7.8	0.0	8.4	5.8	0.0	0.0	6.5	0.0	0.0
Prop In Lane	0.04		0.06	0.05		0.20	0.19		0.28	0.29		0.32
Lane Grp Cap(c), veh/h	1323	0	1185	1280	0	1144	369	0	0	360	0	0
V/C Ratio(X)	0.42	0.00	0.43	0.31	0.00	0.32	0.31	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1323	0	1185	1280	0	1144	500	0	0	485	0	0
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	1.00	0.79	0.00	0.79	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	6.1	5.4	0.0	5.5	34.5	0.0	0.0	34.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.1	0.5	0.0	0.6	0.5	0.0	0.0	0.6	0.0	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(50%),veh/ln	4.6	0.0	4.3	2.8	0.0	2.6	2.5	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.0	0.0	7.3	5.9	0.0	6.1	35.0	0.0	0.0	35.4	0.0	0.0
LnGrp LOS	A		A	A		A	C			D		
Approach Vol, veh/h		1056			756			116			129	
Approach Delay, s/veh		7.1			6.0			35.0			35.4	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.2		24.8		75.2		24.8				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		10.4		7.8		14.7		8.5				
Green Ext Time (p_c), s		8.9		0.6		14.7		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh		10.1										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	687	118	119	535	216	73	669	90	191	694	96
Future Volume (veh/h)	110	687	118	119	535	216	73	669	90	191	694	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.89	0.98		0.89	0.99		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	763	131	134	601	243	78	712	96	203	738	102
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	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	260	972	385	231	991	393	320	1347	182	378	1694	234
Arrive On Green	0.06	0.27	0.27	0.07	0.28	0.28	0.43	0.43	0.43	0.08	0.54	0.54
Sat Flow, veh/h	1781	3554	1408	1781	3554	1407	647	3124	421	1781	3116	430
Grp Volume(v), veh/h	122	763	131	134	601	243	78	405	403	203	421	419
Grp Sat Flow(s),veh/h/ln	1781	1777	1408	1781	1777	1407	647	1777	1767	1781	1777	1769
Q Serve(g_s), s	5.8	23.8	8.9	6.4	17.6	18.1	9.8	20.1	20.2	7.3	17.0	17.0
Cycle Q Clear(g_c), s	5.8	23.8	8.9	6.4	17.6	18.1	13.4	20.1	20.2	7.3	17.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.24
Lane Grp Cap(c), veh/h	260	972	385	231	991	393	320	766	762	378	966	962
V/C Ratio(X)	0.47	0.78	0.34	0.58	0.61	0.62	0.24	0.53	0.53	0.54	0.44	0.44
Avail Cap(c_a), veh/h	322	1111	440	314	1170	463	320	766	762	459	966	962
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)	0.91	0.91	0.91	0.91	0.91	0.91	0.85	0.85	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	29.7	40.3	34.9	31.0	37.5	37.7	24.4	25.1	25.1	18.1	16.4	16.4
Incr Delay (d2), s/veh	0.9	2.5	0.2	1.6	0.3	0.8	1.5	2.2	2.2	0.8	1.2	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(50%),veh/ln	2.6	10.8	3.1	2.9	7.8	6.2	1.6	8.8	8.8	3.0	7.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	42.9	35.1	32.5	37.8	38.6	25.9	27.3	27.4	18.8	17.6	17.6
LnGrp LOS	C	D	D	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		1016			978			886			1043	
Approach Delay, s/veh		40.4			37.3			27.2			17.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	38.0	13.5	56.8	12.4	37.3		70.2				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	15.0	36.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	7.8	20.1	9.3	22.2	8.4	25.8		19.0				
Green Ext Time (p_c), s	0.1	3.4	0.2	3.3	0.1	3.4		3.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	843	120	97	627	264	157
Future Volume (veh/h)	843	120	97	627	264	157
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.90	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	958	136	107	689	287	171
Peak Hour Factor	0.88	0.88	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2200	312	371	2541	339	530
Arrive On Green	0.71	0.71	0.71	0.71	0.19	0.19
Sat Flow, veh/h	3171	437	511	3647	1781	2790
Grp Volume(v), veh/h	553	541	107	689	287	171
Grp Sat Flow(s),veh/h/ln	1777	1737	511	1777	1781	1395
Q Serve(g_s), s	12.9	12.9	11.0	6.9	15.6	5.3
Cycle Q Clear(g_c), s	12.9	12.9	23.9	6.9	15.6	5.3
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1270	1242	371	2541	339	530
V/C Ratio(X)	0.44	0.44	0.29	0.27	0.85	0.32
Avail Cap(c_a), veh/h	1270	1242	371	2541	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.9	5.9	10.8	5.0	39.1	34.9
Incr Delay (d2), s/veh	0.6	0.6	2.0	0.3	5.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.2	1.4	2.3	7.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.5	6.5	12.8	5.3	45.0	35.3
LnGrp LOS	A	A	B	A	D	D
Approach Vol, veh/h	1094			796	458	
Approach Delay, s/veh	6.5			6.3	41.4	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.5		23.5		76.5
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		25.9		17.6		14.9
Green Ext Time (p_c), s		9.8		1.5		5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	115	45	44	56	55	48	752	20	57	779	58
Future Volume (veh/h)	56	115	45	44	56	55	48	752	20	57	779	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	151	59	51	64	63	53	826	22	63	856	64
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	291	99	184	217	168	350	1789	48	377	1691	126
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	299	1009	343	309	751	581	604	3531	94	645	3337	250
Grp Volume(v), veh/h	284	0	0	178	0	0	53	416	432	63	456	464
Grp Sat Flow(s),veh/h/ln	1651	0	0	1641	0	0	604	1777	1848	645	1777	1810
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	3.1	7.4	7.4	3.4	8.3	8.3
Cycle Q Clear(g_c), s	6.9	0.0	0.0	3.9	0.0	0.0	11.4	7.4	7.4	10.8	8.3	8.3
Prop In Lane	0.26		0.21	0.29		0.35	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	569	0	0	568	0	0	350	900	936	377	900	917
V/C Ratio(X)	0.50	0.00	0.00	0.31	0.00	0.00	0.15	0.46	0.46	0.17	0.51	0.51
Avail Cap(c_a), veh/h	1677	0	0	1613	0	0	811	2255	2345	869	2255	2297
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	13.8	0.0	0.0	11.8	7.8	7.8	11.2	8.0	8.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.3	0.5	0.5	0.3	0.6	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(50%),veh/ln	2.4	0.0	0.0	1.4	0.0	0.0	0.4	2.1	2.2	0.4	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	0.0	0.0	14.1	0.0	0.0	12.1	8.3	8.3	11.5	8.6	8.6
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		284			178			901			983	
Approach Delay, s/veh		15.4			14.1			8.5			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.7		19.1		29.7		19.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		13.4		8.9		12.8		5.9				
Green Ext Time (p_c), s		10.5		2.0		12.0		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1133	114	98	500	81	52	494	44	155	690	140
Future Volume (veh/h)	126	1133	114	98	500	81	52	494	44	155	690	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	1205	121	101	515	84	57	537	48	180	802	163
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	1352	135	243	1258	204	138	1209	108	264	1073	218
Arrive On Green	0.09	0.42	0.42	0.08	0.41	0.41	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	3247	325	1781	3040	493	581	3289	293	824	2919	593
Grp Volume(v), veh/h	134	658	668	101	300	299	57	289	296	180	488	477
Grp Sat Flow(s),veh/h/ln	1781	1777	1796	1781	1777	1756	581	1777	1805	824	1777	1736
Q Serve(g_s), s	4.6	39.0	39.4	3.4	13.5	13.7	10.8	14.0	14.1	24.0	27.2	27.2
Cycle Q Clear(g_c), s	4.6	39.0	39.4	3.4	13.5	13.7	38.0	14.0	14.1	38.1	27.2	27.2
Prop In Lane	1.00		0.18	1.00		0.28	1.00		0.16	1.00		0.34
Lane Grp Cap(c), veh/h	456	740	747	243	735	727	138	653	663	264	653	638
V/C Ratio(X)	0.29	0.89	0.89	0.42	0.41	0.41	0.41	0.44	0.45	0.68	0.75	0.75
Avail Cap(c_a), veh/h	458	805	813	249	805	795	146	680	690	277	680	664
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	30.8	30.9	23.8	23.5	23.5	47.9	27.2	27.2	41.6	31.4	31.4
Incr Delay (d2), s/veh	0.3	11.4	11.8	0.8	0.4	0.4	3.4	0.8	0.8	5.0	3.8	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(50%),veh/ln	1.9	18.3	18.8	1.4	5.6	5.6	1.7	6.0	6.1	5.2	12.1	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	42.1	42.6	24.6	23.9	23.9	51.3	28.0	28.0	46.6	35.2	35.2
LnGrp LOS	B	D	D	C	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1460			700			642			1145	
Approach Delay, s/veh		40.0			24.0			30.1			37.0	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	52.6		47.3	13.6	52.8		47.3				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	51.5		43.5	10.0	51.5		43.5				
Max Q Clear Time (g_c+I1), s	6.6	15.7		40.0	5.4	41.4		40.1				
Green Ext Time (p_c), s	0.1	3.9		1.8	0.1	6.0		1.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	34.7	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	119	64	85	43	13	33	555	8	14	834	28
Future Volume (veh/h)	53	119	64	85	43	13	33	555	8	14	834	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	143	77	97	49	15	36	603	9	15	916	31
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	261	122	333	152	37	331	1715	26	458	1677	57
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	254	965	454	765	564	137	591	3582	53	805	3502	119
Grp Volume(v), veh/h	284	0	0	161	0	0	36	299	313	15	465	482
Grp Sat Flow(s),veh/h/ln	1673	0	0	1466	0	0	591	1777	1858	805	1777	1843
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	2.1	4.8	4.8	0.5	8.5	8.5
Cycle Q Clear(g_c), s	6.7	0.0	0.0	3.7	0.0	0.0	10.5	4.8	4.8	5.4	8.5	8.5
Prop In Lane	0.23		0.27	0.60		0.09	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	548	0	0	522	0	0	331	851	890	458	851	883
V/C Ratio(X)	0.52	0.00	0.00	0.31	0.00	0.00	0.11	0.35	0.35	0.03	0.55	0.55
Avail Cap(c_a), veh/h	1710	0	0	1481	0	0	867	2465	2578	1189	2465	2557
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	13.5	0.0	0.0	12.1	7.5	7.5	9.2	8.4	8.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	0.2	0.4	0.3	0.0	0.8	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(50%),veh/ln	2.3	0.0	0.0	1.2	0.0	0.0	0.2	1.3	1.4	0.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.3	0.0	0.0	13.8	0.0	0.0	12.3	7.8	7.8	9.2	9.2	9.2
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		284			161			648			962	
Approach Delay, s/veh		15.3			13.8			8.1			9.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.4	18.4	27.4	18.4
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	63.5	45.0	63.5	45.0
Max Q Clear Time (g_c+I1), s	12.5	8.7	10.5	5.7
Green Ext Time (p_c), s	6.8	1.9	11.5	1.1

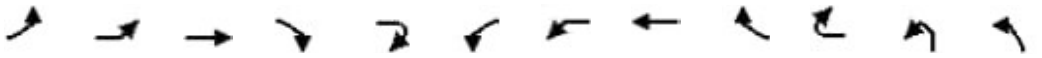
Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	898	3	110	318	18	143	0	56	74	54	15
Future Volume (veh/h)	5	898	3	110	318	18	143	0	56	74	54	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1044	3	125	361	20	155	0	61	86	63	17
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	23	1428	4	220	1723	95	0	0	0	186	136	37
Arrive On Green	0.01	0.39	0.39	0.12	0.50	0.50	0.00	0.00	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1781	3635	10	1781	3420	189		0		928	680	183
Grp Volume(v), veh/h	6	510	537	125	187	194		0.0		166	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1831				1791	0	0
Q Serve(g_s), s	0.2	13.5	13.5	3.6	3.2	3.2				4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.5	13.5	3.6	3.2	3.2				4.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10				0.52		0.10
Lane Grp Cap(c), veh/h	23	698	734	220	895	923				359	0	0
V/C Ratio(X)	0.26	0.73	0.73	0.57	0.21	0.21				0.46	0.00	0.00
Avail Cap(c_a), veh/h	258	870	915	268	895	923				390	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	14.3	14.3	22.8	7.6	7.6				19.4	0.0	0.0
Incr Delay (d2), s/veh	6.0	2.9	2.8	2.3	0.2	0.2				0.9	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	4.7	4.9	1.6	1.0	1.1				1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	17.2	17.0	25.1	7.7	7.8				20.3	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				C		
Approach Vol, veh/h		1053			506						166	
Approach Delay, s/veh		17.2			12.0						20.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	11.5	27.5		16.2	5.4	33.6						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	8.3	27.0		12.0	8.0	27.3						
Max Q Clear Time (g_c+I1), s	5.6	15.5		6.5	2.2	5.2						
Green Ext Time (p_c), s	0.1	6.2		0.4	0.0	3.1						

Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	18	9	157	776	69	333	17	135	7	6	40	262
Future Volume (vph)	18	9	157	776	69	333	17	135	7	6	40	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95				0.97
Frpb, ped/bikes			1.00	1.00	0.97		1.00	0.99				1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00				1.00
Frt			1.00	0.85	0.85		1.00	0.99				1.00
Flt Protected			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (prot)			1849	3610	1542		1770	3446				3433
Flt Permitted			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (perm)			1849	3610	1542		1770	3446				3433
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.99	0.99
Adj. Flow (vph)	20	10	173	853	76	374	19	152	8	7	40	265
RTOR Reduction (vph)	0	0	0	0	62	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	203	853	14	0	393	165	0	0	0	305
Confl. Peds. (#/hr)	25	19							25	19		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	Prot
Protected Phases		4	4			3	3	3			5 8	5 8
Permitted Phases	4			4	4							
Actuated Green, G (s)			30.0	30.0	30.0		16.0	16.0				43.0
Effective Green, g (s)			30.0	30.0	30.0		16.0	16.0				36.5
Actuated g/C Ratio			0.19	0.19	0.19		0.10	0.10				0.23
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				
Lane Grp Cap (vph)			343	669	286		175	340				774
v/s Ratio Prot			0.11				c0.22	0.05				0.09
v/s Ratio Perm				c0.24	0.01							
v/c Ratio			0.59	1.28	0.05		2.25	0.49				0.39
Uniform Delay, d1			60.2	65.9	54.1		72.9	69.0				53.2
Progression Factor			1.00	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2			2.7	135.2	0.1		578.5	1.5				0.1
Delay (s)			63.0	201.0	54.2		651.4	70.4				53.3
Level of Service			E	F	D		F	E				D
Approach Delay (s/veh)			166.4					478.1				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay (s/veh)	128.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	161.7	Sum of lost time (s)	35.0
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBT	NBR	NBR2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	594	282	507	9	897	13	30	245	22
Future Volume (vph)	594	282	507	9	897	13	30	245	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91			1.00	1.00
Frpb, ped/bikes	1.00	0.98	0.98	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
Frt	0.99	0.85	0.85	1.00	0.99			0.87	0.87
Flt Protected	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3364	1419	1559	1770	5040			1611	1554
Flt Permitted	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)	3364	1419	1559	1770	5040			1611	1554
Peak-hour factor, PHF	0.99	0.99	0.99	0.83	0.83	0.83	0.83	0.88	0.97
Adj. Flow (vph)	600	285	512	11	1081	16	36	278	23
RTOR Reduction (vph)	0	0	270	0	2	0	0	0	17
Lane Group Flow (vph)	629	256	242	11	1131	0	0	278	6
Confl. Peds. (#/hr)		1	1	1		9	9		19
Confl. Bikes (#/hr)		2	2			6	6		2
Turn Type	NA	Perm	Perm	Prot	NA			pt+ov	Perm
Protected Phases	2			1	6			5 8	
Permitted Phases		2	2						6
Actuated Green, G (s)	54.6	54.6	54.6	5.1	44.2			43.0	44.2
Effective Green, g (s)	54.6	54.6	54.6	5.1	44.2			36.5	44.2
Actuated g/C Ratio	0.34	0.34	0.34	0.03	0.27			0.23	0.27
Clearance Time (s)	7.0	7.0	7.0	6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5	4.5	2.0	4.5				4.5
Lane Grp Cap (vph)	1135	479	526	55	1377			363	424
v/s Ratio Prot	0.19			0.01	c0.22			c0.17	
v/s Ratio Perm		0.18	0.16						0.00
v/c Ratio	0.55	0.53	0.46	0.20	0.82			0.77	0.01
Uniform Delay, d1	43.6	43.3	42.0	76.3	55.0			58.6	42.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	1.8	1.1	0.7	4.5			8.4	0.0
Delay (s)	44.5	45.1	43.1	77.0	59.5			67.0	42.9
Level of Service	D	D	D	E	E			E	D
Approach Delay (s/veh)	45.7				59.7				
Approach LOS	D				E				

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	16	22	378	5	62
Future Vol, veh/h	145	16	22	378	5	62
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	74	74	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	21	30	511	6	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	767	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	370	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1362	-	359	843
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.42	10.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	99	-
HCM Lane V/C Ratio	0.105	-	-	0.022	-
HCM Control Delay (s/veh)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	50	546	67	190	553
Future Vol, veh/h	21	50	546	67	190	553
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	78	78	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	63	700	86	207	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1763	749	0	0	792	0
Stage 1	749	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	93	412	-	-	829	-
Stage 1	467	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	410	-	-	824	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	62.41	0	2.77
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	460	-
HCM Lane V/C Ratio	-	-	0.61	0.251	-
HCM Control Delay (s/veh)	-	-	62.4	10.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	3.2	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	134	12	34	40	187	10	1139	52	242	1241	212
Future Volume (veh/h)	258	134	12	34	40	187	10	1139	52	242	1241	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	172	15	52	62	288	11	1309	60	257	1320	226
Peak Hour Factor	0.78	0.78	0.78	0.65	0.65	0.65	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	98	9	93	111	431	130	1931	88	175	1690	286
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	538	280	24	169	319	1233	335	3459	158	397	3026	512
Grp Volume(v), veh/h	518	0	0	402	0	0	11	671	698	257	769	777
Grp Sat Flow(s),veh/h/ln	843	0	0	1720	0	0	335	1777	1841	397	1777	1761
Q Serve(g_s), s	17.9	0.0	0.0	0.0	0.0	0.0	3.2	32.2	32.3	34.7	40.4	41.9
Cycle Q Clear(g_c), s	42.0	0.0	0.0	24.1	0.0	0.0	45.1	32.2	32.3	67.0	40.4	41.9
Prop In Lane	0.64		0.03	0.13		0.72	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	344	0	0	636	0	0	130	992	1028	175	992	983
V/C Ratio(X)	1.51	0.00	0.00	0.63	0.00	0.00	0.08	0.68	0.68	1.47	0.77	0.79
Avail Cap(c_a), veh/h	344	0	0	636	0	0	130	992	1028	175	992	983
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	33.3	0.0	0.0	38.8	18.8	18.8	48.6	20.6	21.0
Incr Delay (d2), s/veh	242.0	0.0	0.0	2.0	0.0	0.0	0.3	1.9	1.8	240.6	3.9	4.4
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(50%),veh/ln	33.6	0.0	0.0	10.2	0.0	0.0	0.3	13.3	13.8	17.0	17.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	287.5	0.0	0.0	35.3	0.0	0.0	39.1	20.7	20.7	289.3	24.5	25.4
LnGrp LOS	F			D			D	C	C	F	C	C
Approach Vol, veh/h		518			402			1380			1803	
Approach Delay, s/veh		287.5			35.3			20.8			62.6	
Approach LOS		F			D			C			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	73.0	47.0	73.0	47.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	67.0	42.0	67.0	42.0
Max Q Clear Time (g_c+I1), s	47.1	44.0	69.0	26.1
Green Ext Time (p_c), s	10.1	0.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	74.3
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	46	10	209	53	49
Future Vol, veh/h	382	46	10	209	53	49
Conflicting Peds, #/hr	0	3	3	0	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	62	62	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	429	52	16	337	79	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	484	0	829	462
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1079	-	340	600
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1076	-	334	596
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	18.22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	1076	-
HCM Lane V/C Ratio	0.36	-	-	0.015	-
HCM Control Delay (s/veh)	18.2	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	6	229	0	2	5	80	448	2	6	547	62
Future Volume (vph)	166	6	229	0	2	5	80	448	2	6	547	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.90		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1552			1674		1770	1861		1770	1830	
Flt Permitted	0.95	1.00			1.00		0.29	1.00		0.32	1.00	
Satd. Flow (perm)	1770	1552			1674		534	1861		588	1830	
Peak-hour factor, PHF	0.84	0.84	0.84	0.58	0.58	0.58	0.71	0.71	0.71	0.90	0.90	0.90
Adj. Flow (vph)	198	7	273	0	3	9	113	631	3	7	608	69
RTOR Reduction (vph)	0	221	0	0	9	0	0	0	0	0	3	0
Lane Group Flow (vph)	198	59	0	0	3	0	113	634	0	7	674	0
Confl. Peds. (#/hr)	2		1									
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA			NA		Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	13.0	13.0			1.1		40.6	40.6		40.6	40.6	
Effective Green, g (s)	13.0	13.0			1.1		40.6	40.6		40.6	40.6	
Actuated g/C Ratio	0.19	0.19			0.02		0.59	0.59		0.59	0.59	
Clearance Time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	333	292			26		314	1096		346	1078	
v/s Ratio Prot	c0.11	0.04			c0.00			0.34			c0.37	
v/s Ratio Perm							0.21			0.01		
v/c Ratio	0.59	0.20			0.12		0.36	0.58		0.02	0.63	
Uniform Delay, d1	25.5	23.6			33.4		7.4	8.8		5.9	9.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.3			2.1		1.0	0.9		0.0	1.3	
Delay (s)	28.4	23.9			35.5		8.3	9.7		5.9	10.5	
Level of Service	C	C			D		A	A		A	B	
Approach Delay (s/veh)		25.8			35.5			9.5			10.5	
Approach LOS		C			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	68.9	Sum of lost time (s)	14.2
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	13.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	178	125	39	131	150	119
Future Vol, veh/h	178	125	39	131	150	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	82	82	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	187	48	160	179	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	504	249	320	0	-	0
Stage 1	249	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	527	789	1240	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	505	789	1240	-	-	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.89	1.84	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	413	-	593	-	-
HCM Lane V/C Ratio	0.038	-	0.762	-	-
HCM Control Delay (s/veh)	8	0	27.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	6.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Future Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	1096	1	1	1145	20	15	2	5	120	0	259
Peak Hour Factor	0.98	0.98	0.98	0.89	0.89	0.89	0.60	0.60	0.60	0.70	0.70	0.70
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	301	2033	2	322	1977	35	179	33	29	451	0	363
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	474	3586	3	502	3487	61	292	143	128	1406	0	1581
Grp Volume(v), veh/h	50	535	562	1	570	595	22	0	0	120	0	259
Grp Sat Flow(s),veh/h/ln	474	1749	1840	502	1735	1813	563	0	0	1406	0	1581
Q Serve(g_s), s	4.1	10.3	10.3	0.1	11.5	11.5	0.1	0.0	0.0	0.0	0.0	8.2
Cycle Q Clear(g_c), s	15.6	10.3	10.3	10.4	11.5	11.5	8.3	0.0	0.0	4.0	0.0	8.2
Prop In Lane	1.00		0.00	1.00		0.03	0.68		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	301	992	1043	322	984	1028	241	0	0	451	0	363
V/C Ratio(X)	0.17	0.54	0.54	0.00	0.58	0.58	0.09	0.00	0.00	0.27	0.00	0.71
Avail Cap(c_a), veh/h	479	1647	1733	510	1634	1708	623	0	0	881	0	847
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	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	7.3	7.3	10.5	7.6	7.6	16.8	0.0	0.0	17.6	0.0	19.2
Incr Delay (d2), s/veh	0.4	0.7	0.6	0.0	0.8	0.7	0.2	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.4	2.6	2.7	0.0	2.9	3.0	0.2	0.0	0.0	1.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	8.0	7.9	10.6	8.3	8.3	16.9	0.0	0.0	17.9	0.0	21.8
LnGrp LOS	B	A	A	B	A	A	B			B		C
Approach Vol, veh/h		1147			1166			22			379	
Approach Delay, s/veh		8.2			8.3			16.9			20.6	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.7		17.4		36.7		17.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		51.0		29.0		51.0		29.0				
Max Q Clear Time (g_c+I1), s		13.5		10.3		17.6		10.2				
Green Ext Time (p_c), s		13.7		0.1		13.1		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	936	23	55	665	182	44	786	50	299	698	310
Future Volume (veh/h)	189	936	23	55	665	182	44	786	50	299	698	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	985	24	65	782	214	46	819	52	308	720	320
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	6	6	6	2	2	2	2	2	2
Cap, veh/h	175	1251	30	82	815	223	59	925	407	267	1339	747
Arrive On Green	0.10	0.36	0.36	0.05	0.31	0.31	0.03	0.26	0.26	0.15	0.38	0.38
Sat Flow, veh/h	1753	3489	85	1725	2659	728	1781	3554	1563	1781	3554	1562
Grp Volume(v), veh/h	199	494	515	65	506	490	46	819	52	308	720	320
Grp Sat Flow(s),veh/h/ln	1753	1749	1825	1725	1721	1666	1781	1777	1563	1781	1777	1562
Q Serve(g_s), s	12.0	30.3	30.3	4.5	34.7	34.7	3.1	26.6	3.1	18.0	19.0	16.2
Cycle Q Clear(g_c), s	12.0	30.3	30.3	4.5	34.7	34.7	3.1	26.6	3.1	18.0	19.0	16.2
Prop In Lane	1.00		0.05	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	627	655	82	527	511	59	925	407	267	1339	747
V/C Ratio(X)	1.14	0.79	0.79	0.79	0.96	0.96	0.78	0.89	0.13	1.15	0.54	0.43
Avail Cap(c_a), veh/h	175	627	655	101	527	511	119	977	430	267	1339	747
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	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	34.4	34.4	56.5	40.9	40.9	57.6	42.7	34.0	51.0	29.2	20.6
Incr Delay (d2), s/veh	109.0	9.6	9.3	25.9	28.6	29.2	19.2	9.8	0.2	102.7	0.6	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(50%),veh/ln	10.5	14.1	14.6	2.5	18.4	17.9	1.7	12.6	1.2	15.5	8.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	163.0	44.0	43.7	82.4	69.5	70.1	76.7	52.5	34.2	153.7	29.8	21.2
LnGrp LOS	F	D	D	F	E	E	E	D	C	F	C	C
Approach Vol, veh/h		1208			1061			917			1348	
Approach Delay, s/veh		63.5			70.6			52.7			56.1	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	49.0	23.0	37.2	17.0	42.8	9.0	51.2
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	40.0	18.0	33.0	12.0	35.0	8.0	43.0
Max Q Clear Time (g_c+I1), s	6.5	32.3	20.0	28.6	14.0	36.7	5.1	21.0
Green Ext Time (p_c), s	0.0	4.5	0.0	2.6	0.0	0.0	0.0	8.5

Intersection Summary	
HCM 7th Control Delay, s/veh	60.7
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1269	5	36	798	12	48	47	263	26	16	56
Future Volume (veh/h)	11	1269	5	36	798	12	48	47	263	26	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1365	5	40	877	13	56	55	309	39	24	85
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.85	0.85	0.85	0.66	0.66	0.66
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	2	2	2
Cap, veh/h	30	1656	6	71	1704	25	362	67	374	139	99	351
Arrive On Green	0.02	0.47	0.47	0.04	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1739	3545	13	1725	3470	51	1283	242	1361	1017	361	1278
Grp Volume(v), veh/h	12	668	702	40	435	455	56	0	364	39	0	109
Grp Sat Flow(s),veh/h/ln	1739	1735	1823	1725	1721	1800	1283	0	1603	1017	0	1639
Q Serve(g_s), s	0.6	31.5	31.5	2.2	16.3	16.3	3.4	0.0	20.1	3.5	0.0	4.9
Cycle Q Clear(g_c), s	0.6	31.5	31.5	2.2	16.3	16.3	8.2	0.0	20.1	23.7	0.0	4.9
Prop In Lane	1.00		0.01	1.00		0.03	1.00		0.85	1.00		0.78
Lane Grp Cap(c), veh/h	30	810	852	71	845	884	362	0	440	139	0	450
V/C Ratio(X)	0.40	0.82	0.82	0.56	0.51	0.51	0.15	0.00	0.83	0.28	0.00	0.24
Avail Cap(c_a), veh/h	368	918	965	365	910	953	417	0	509	182	0	520
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.0	21.8	21.8	44.5	16.4	16.4	29.8	0.0	32.2	43.3	0.0	26.6
Incr Delay (d2), s/veh	3.2	6.0	5.8	2.6	0.7	0.7	0.2	0.0	9.6	1.1	0.0	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(50%),veh/ln	0.3	12.9	13.5	0.9	6.0	6.3	1.0	0.0	8.8	0.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.2	27.8	27.6	47.0	17.1	17.0	30.0	0.0	41.8	44.4	0.0	26.9
LnGrp LOS	D	C	C	D	B	B	C		D	D		C
Approach Vol, veh/h		1382			930			420			148	
Approach Delay, s/veh		27.9			18.3			40.2			31.5	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	53.9		33.0	9.9	51.6		33.0				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.6	18.3		25.7	4.2	33.5		22.1				
Green Ext Time (p_c), s	0.0	8.9		0.2	0.0	10.6		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.8									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1389	43	47	737	102	24	84	44	262	206	80
Future Volume (veh/h)	142	1389	43	47	737	102	24	84	44	262	206	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1561	48	48	752	104	35	122	64	301	237	92
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98	0.69	0.69	0.69	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	190	1593	49	60	1178	163	44	129	616	56	0	617
Arrive On Green	0.11	0.46	0.46	0.07	0.77	0.77	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1753	3461	106	1739	3049	422	0	328	1561	0	0	1562
Grp Volume(v), veh/h	160	787	822	48	428	428	157	0	64	538	0	92
Grp Sat Flow(s),veh/h/ln	1753	1749	1819	1739	1735	1736	328	0	1561	0	0	1562
Q Serve(g_s), s	9.0	44.1	44.6	2.7	11.1	11.1	0.0	0.0	2.6	0.0	0.0	3.8
Cycle Q Clear(g_c), s	9.0	44.1	44.6	2.7	11.1	11.1	39.5	0.0	2.6	39.5	0.0	3.8
Prop In Lane	1.00		0.06	1.00		0.24	0.22		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	190	805	837	60	670	671	174	0	616	56	0	617
V/C Ratio(X)	0.84	0.98	0.98	0.79	0.64	0.64	0.90	0.00	0.10	9.58	0.00	0.15
Avail Cap(c_a), veh/h	210	805	837	70	670	671	174	0	616	56	0	617
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	26.5	26.6	46.2	8.2	8.2	28.3	0.0	19.1	50.0	0.0	19.4
Incr Delay (d2), s/veh	23.4	26.7	27.1	33.7	4.3	4.3	42.2	0.0	0.1	3897.8	0.0	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(50%),veh/ln	5.0	22.6	23.8	1.7	3.2	3.2	4.6	0.0	0.9	62.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	53.2	53.7	79.9	12.5	12.5	70.5	0.0	19.2	3947.8	0.0	19.6
LnGrp LOS	E	D	D	E	B	B	E		B	F		B
Approach Vol, veh/h		1769			904			221			630	
Approach Delay, s/veh		54.7			16.1			55.6			3374.1	
Approach LOS		D			B			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	43.1		43.0	6.5	50.5		43.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	12.0	37.5		39.5	4.0	45.5		39.5				
Max Q Clear Time (g_c+I1), s	11.0	13.1		41.5	4.7	46.6		41.5				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			638.3									
HCM 7th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1646	32	0	725	201	34	60	40	109	53	89
Future Volume (veh/h)	0	1646	32	0	725	201	34	60	40	109	53	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1841	1841	0	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1751	34	0	763	212	49	86	57	124	60	101
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.70	0.70	0.70	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	4	0	7	7	2	2	2	2	2	2
Cap, veh/h	0	2554	49	0	1909	530	144	240	172	225	115	210
Arrive On Green	0.00	1.00	1.00	0.00	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	0	3601	68	0	2713	729	447	1219	873	801	581	1066
Grp Volume(v), veh/h	0	871	914	0	496	479	92	0	100	144	0	141
Grp Sat Flow(s),veh/h/ln	0	1749	1828	0	1706	1646	1000	0	1539	962	0	1486
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	5.6	10.2	0.0	8.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	5.6	15.8	0.0	8.4
Prop In Lane	0.00		0.04	0.00		0.44	0.54		0.57	0.86		0.72
Lane Grp Cap(c), veh/h	0	1273	1331	0	1242	1198	253	0	304	257	0	293
V/C Ratio(X)	0.00	0.68	0.69	0.00	0.40	0.40	0.36	0.00	0.33	0.56	0.00	0.48
Avail Cap(c_a), veh/h	0	1273	1331	0	1242	1198	329	0	385	325	0	371
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.19	0.19	0.00	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	37.6	0.0	34.5	40.8	0.0	35.6
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.7	0.8	0.9	0.0	0.6	2.7	0.0	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(50%),veh/ln	0.0	0.2	0.2	0.0	0.3	0.3	2.1	0.0	2.2	3.6	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.6	0.6	0.0	0.7	0.8	38.5	0.0	35.1	43.5	0.0	37.3
LnGrp LOS		A	A		A	A	D		D	D		D
Approach Vol, veh/h		1785			975			192			285	
Approach Delay, s/veh		0.6			0.8			36.7			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.3		22.7		77.3		22.7				
Change Period (Y+Rc), s		4.5		3.0		4.5		3.0				
Max Green Setting (Gmax), s		67.5		25.0		67.5		25.0				
Max Q Clear Time (g_c+I1), s		2.0		14.0		2.0		17.8				
Green Ext Time (p_c), s		11.9		0.8		35.7		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.3									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1370	193	129	678	77	73	375	127	127	543	66
Future Volume (veh/h)	193	1370	193	129	678	77	73	375	127	127	543	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	1473	208	137	721	82	80	412	140	153	654	80
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	243	1504	209	154	1349	153	148	755	254	204	922	113
Arrive On Green	0.05	0.16	0.16	0.18	0.88	0.88	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1767	3101	432	1711	3083	350	721	2603	874	852	3178	388
Grp Volume(v), veh/h	208	828	853	137	399	404	80	280	272	153	365	369
Grp Sat Flow(s),veh/h/ln	1767	1763	1770	1711	1706	1727	721	1777	1701	852	1777	1789
Q Serve(g_s), s	11.7	46.7	48.1	7.8	5.5	5.5	10.6	13.3	13.5	15.5	18.4	18.4
Cycle Q Clear(g_c), s	11.7	46.7	48.1	7.8	5.5	5.5	29.0	13.3	13.5	29.0	18.4	18.4
Prop In Lane	1.00		0.24	1.00		0.20	1.00		0.51	1.00		0.22
Lane Grp Cap(c), veh/h	243	855	858	154	747	755	148	515	493	204	515	519
V/C Ratio(X)	0.86	0.97	0.99	0.89	0.53	0.53	0.54	0.54	0.55	0.75	0.71	0.71
Avail Cap(c_a), veh/h	371	855	858	154	747	755	148	515	493	204	515	519
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	41.2	41.8	40.5	3.9	3.9	45.0	29.9	30.0	43.3	31.7	31.7
Incr Delay (d2), s/veh	5.4	19.3	24.1	39.1	2.5	2.5	2.2	0.7	0.8	12.9	3.8	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(50%),veh/ln	5.8	26.3	28.3	4.6	1.7	1.7	2.0	5.5	5.4	4.5	8.1	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	60.6	66.0	79.6	6.4	6.4	47.1	30.6	30.8	56.2	35.6	35.6
LnGrp LOS	D	E	E	E	A	A	D	C	C	E	D	D
Approach Vol, veh/h		1889			940			632			887	
Approach Delay, s/veh		62.1			17.1			32.8			39.2	
Approach LOS		E			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	48.3		33.0	14.0	53.0		33.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	21.0	36.5		29.0	9.0	48.5		29.0				
Max Q Clear Time (g_c+I1), s	13.7	7.5		31.0	9.8	50.1		31.0				
Green Ext Time (p_c), s	0.1	7.6		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			43.4									
HCM 7th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1647	84	0	826	95	29	24	31	50	46	41
Future Volume (veh/h)	0	1647	84	0	826	95	29	24	31	50	46	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1856	1856	0	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1851	94	0	898	103	36	30	38	64	59	53
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	0	3	3	0	7	7	2	2	2	2	2	2
Cap, veh/h	0	2693	136	0	2426	278	103	85	80	119	89	68
Arrive On Green	0.00	1.00	1.00	0.00	0.79	0.79	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	0	3507	172	0	3167	353	398	621	587	511	649	500
Grp Volume(v), veh/h	0	948	997	0	498	503	104	0	0	176	0	0
Grp Sat Flow(s),veh/h/ln	0	1763	1824	0	1706	1723	1605	0	0	1660	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	8.7	8.7	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	8.7	8.7	5.7	0.0	0.0	10.0	0.0	0.0
Prop In Lane	0.00		0.09	0.00		0.20	0.35		0.37	0.36		0.30
Lane Grp Cap(c), veh/h	0	1390	1438	0	1346	1359	267	0	0	275	0	0
V/C Ratio(X)	0.00	0.68	0.69	0.00	0.37	0.37	0.39	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	0	1390	1438	0	1346	1359	424	0	0	436	0	0
HCM Platoon Ratio	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.10	0.10	0.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	3.2	3.2	39.7	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.0	0.8	0.8	0.9	0.0	0.0	2.5	0.0	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(50%),veh/ln	0.0	0.1	0.1	0.0	2.1	2.1	2.4	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.3	0.3	0.0	3.9	3.9	40.6	0.0	0.0	43.9	0.0	0.0
LnGrp LOS		A	A		A	A	D			D		
Approach Vol, veh/h		1945			1001			104			176	
Approach Delay, s/veh		0.3			3.9			40.6			43.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	83.4	16.6	83.4	16.6
Change Period (Y+Rc), s	4.5	3.0	4.5	3.0
Max Green Setting (Gmax), s	68.5	24.0	68.5	24.0
Max Q Clear Time (g_c+I1), s	10.7	7.7	2.0	12.0
Green Ext Time (p_c), s	12.1	0.5	42.4	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	5.1
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1492	15	4	889	293	11	54	84	299	64	94
Future Volume (vph)	120	1492	15	4	889	293	11	54	84	299	64	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	5077		1769	4855		1770	1679		1681	1714	1552
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1770	5077		1769	4855		1770	1679		1681	1714	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	128	1587	16	4	956	315	12	59	91	336	72	106
RTOR Reduction (vph)	0	1	0	0	50	0	0	56	0	0	0	87
Lane Group Flow (vph)	128	1602	0	4	1221	0	12	94	0	202	206	19
Confl. Peds. (#/hr)	5		1	1		5	7					7
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	11.2	51.7		0.8	41.3		9.9	9.9		17.6	17.6	17.6
Effective Green, g (s)	11.2	51.7		0.8	41.3		9.9	9.9		17.6	17.6	17.6
Actuated g/C Ratio	0.11	0.52		0.01	0.41		0.10	0.10		0.18	0.18	0.18
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	198	2624		14	2005		175	166		295	301	273
v/s Ratio Prot	c0.07	c0.32		0.00	0.25		0.01	c0.06		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.65	0.61		0.29	0.61		0.07	0.57		0.68	0.68	0.07
Uniform Delay, d1	42.5	17.0		49.3	23.0		40.9	43.0		38.6	38.6	34.4
Progression Factor	0.83	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.4	0.4		8.0	1.4		0.2	4.4		5.9	5.8	0.1
Delay (s)	39.5	17.4		57.3	24.4		41.0	47.4		44.5	44.4	34.4
Level of Service	D	B		E	C		D	D		D	D	C
Approach Delay (s/veh)		19.1			24.5			46.9			42.4	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.6%	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)	103	26	212	56	40	13	426	365	31	33	980	46
Future Volume (vph)	103	26	212	56	40	13	426	365	31	33	980	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1791	1561	1770	1782		1770	5020		1770	5045	
Flt Permitted		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1791	1561	1770	1782		1770	5020		1770	5045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92
Adj. Flow (vph)	112	28	230	72	51	17	439	376	32	36	1065	50
RTOR Reduction (vph)	0	0	199	0	13	0	0	6	0	0	5	0
Lane Group Flow (vph)	0	140	31	72	55	0	439	402	0	36	1110	0
Confl. Peds. (#/hr)	9		1	1		9	4		2	2		4
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Effective Green, g (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Actuated g/C Ratio		0.13	0.13	0.08	0.08		0.30	0.57		0.05	0.32	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		240	209	132	133		533	2853		88	1597	
v/s Ratio Prot		c0.08		c0.04	0.03		c0.25	0.08		0.02	c0.22	
v/s Ratio Perm			0.02									
v/c Ratio		0.58	0.15	0.55	0.41		0.82	0.14		0.41	0.70	
Uniform Delay, d1		48.8	45.9	53.5	53.0		38.9	12.2		55.3	35.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.0	0.2	3.6	1.5		10.4	0.1		2.2	2.5	
Delay (s)		51.8	46.1	57.1	54.5		49.3	12.3		57.5	38.4	
Level of Service		D	D	E	D		D	B		E	D	
Approach Delay (s/veh)		48.3			55.9			31.5			39.0	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
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)	0	1043	416	257	1067	0	0	0	0	157	0	14
Future Volume (veh/h)	0	1043	416	257	1067	0	0	0	0	157	0	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1134	0	279	1160	0				171	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1937		314	3951	0				379	0	
Arrive On Green	0.00	0.55	0.00	0.18	0.77	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	1134	0	279	1160	0				171	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1937		314	3951	0				379	0	
V/C Ratio(X)	0.00	0.59		0.89	0.29	0.00				0.45	0.00	
Avail Cap(c_a), veh/h	0	1937		342	3951	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.7	0.0	36.2	3.0	0.0				37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	22.2	0.2	0.0				2.3	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	7.4	0.0	7.8	1.5	0.0				1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.0	0.0	58.4	3.2	0.0				39.9	0.0	0.0
LnGrp LOS		B		E	A					D		
Approach Vol, veh/h		1134			1439						171	
Approach Delay, s/veh		15.0			13.9						39.9	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	75.0	15.0	20.6	54.5
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	8.0	6.2	15.8	21.2
Green Ext Time (p_c), s	15.7	1.4	0.1	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	0	206	228	221	209	151	696	0	0	718	67
Future Volume (vph)	43	0	206	228	221	209	151	696	0	0	718	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		0.99	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3277		1760	3539			5008	
Flt Permitted	0.13		1.00		0.98		0.32	1.00			1.00	
Satd. Flow (perm)	233		1583		3277		596	3539			5008	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.80	0.80	0.80	0.97	0.97	0.97
Adj. Flow (vph)	46	0	222	271	263	249	189	870	0	0	740	69
RTOR Reduction (vph)	0	0	163	0	45	0	0	0	0	0	10	0
Lane Group Flow (vph)	46	0	59	0	738	0	189	870	0	0	799	0
Confl. Peds. (#/hr)	16					16	12		4	4		12
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	31.9		31.9		31.9		77.6	77.6			77.6	
Effective Green, g (s)	31.9		31.9		31.9		77.6	77.6			77.6	
Actuated g/C Ratio	0.27		0.27		0.27		0.65	0.65			0.65	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	61		420		871		385	2288			3238	
v/s Ratio Prot								0.25			0.16	
v/s Ratio Perm	0.20		0.04		0.23		c0.32					
v/c Ratio	0.75		0.14		0.85		0.49	0.38			0.25	
Uniform Delay, d1	40.4		33.6		41.7		11.0	9.9			8.9	
Progression Factor	1.00		1.00		1.00		0.76	0.65			1.00	
Incremental Delay, d2	38.8		0.1		7.6		4.1	0.4			0.2	
Delay (s)	79.3		33.7		49.3		12.4	6.9			9.1	
Level of Service	E		C		D		B	A			A	
Approach Delay (s/veh)		41.5			49.3			7.9			9.1	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	316	703	0	1331	550	0
Future Volume (veh/h)	316	703	0	1331	550	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	376	837	0	1496	611	0
Peak Hour Factor	0.84	0.84	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	546	972	0	3094	2154	0
Arrive On Green	0.31	0.31	0.00	0.61	0.61	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	376	837	0	1496	611	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	22.3	29.9	0.0	19.6	9.8	0.0
Cycle Q Clear(g_c), s	22.3	29.9	0.0	19.6	9.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	546	972	0	3094	2154	0
V/C Ratio(X)	0.69	0.86	0.00	0.48	0.28	0.00
Avail Cap(c_a), veh/h	785	1397	0	3094	2154	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.69	1.00	0.00
Uniform Delay (d), s/veh	36.6	39.2	0.0	13.2	11.2	0.0
Incr Delay (d2), s/veh	1.6	4.0	0.0	0.4	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	11.8	0.0	7.2	3.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	38.1	43.2	0.0	13.5	11.6	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1213			1496	611	
Approach Delay, s/veh	41.7			13.5	11.6	
Approach LOS	D			B	B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	78.1	41.9	78.1
Change Period (Y+Rc), s	5.4	5.1	5.4
Max Green Setting (Gmax), s	56.6	52.9	56.6
Max Q Clear Time (g_c+I1), s	21.6	31.9	11.8
Green Ext Time (p_c), s	23.8	4.9	9.2

Intersection Summary	
HCM 7th Control Delay, s/veh	23.5
HCM 7th LOS	C

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)	52	390	73	37	416	83	90	211	72	49	149	87
Future Volume (veh/h)	52	390	73	37	416	83	90	211	72	49	149	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.98	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	73	549	103	42	467	93	95	222	76	77	233	136
Peak Hour Factor	0.71	0.71	0.71	0.89	0.89	0.89	0.95	0.95	0.95	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	658	124	149	608	121	264	689	229	298	576	323
Arrive On Green	0.11	0.43	0.43	0.08	0.40	0.40	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1781	1529	287	1781	1508	300	1006	2609	866	1072	2183	1222
Grp Volume(v), veh/h	73	0	652	42	0	560	95	149	149	77	188	181
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1809	1006	1777	1699	1072	1777	1628
Q Serve(g_s), s	3.0	0.0	25.2	1.7	0.0	21.1	6.8	5.3	5.6	4.9	6.9	7.3
Cycle Q Clear(g_c), s	3.0	0.0	25.2	1.7	0.0	21.1	14.1	5.3	5.6	10.5	6.9	7.3
Prop In Lane	1.00		0.16	1.00		0.17	1.00		0.51	1.00		0.75
Lane Grp Cap(c), veh/h	198	0	782	149	0	729	264	469	448	298	469	430
V/C Ratio(X)	0.37	0.00	0.83	0.28	0.00	0.77	0.36	0.32	0.33	0.26	0.40	0.42
Avail Cap(c_a), veh/h	248	0	1230	248	0	1225	482	855	817	531	855	783
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	0.0	20.0	33.9	0.0	20.4	29.9	23.4	23.5	27.7	23.9	24.1
Incr Delay (d2), s/veh	0.4	0.0	3.8	0.4	0.0	2.5	0.3	0.1	0.2	0.6	0.8	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(50%),veh/ln	1.3	0.0	10.4	0.8	0.0	8.8	1.6	2.2	2.2	1.3	2.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	0.0	23.8	34.3	0.0	22.8	30.2	23.5	23.6	28.3	24.7	25.0
LnGrp LOS	C		C	C		C	C	C	C	C	C	C
Approach Vol, veh/h		725			602			393			446	
Approach Delay, s/veh		24.7			23.6			25.2			25.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	38.4		26.9	11.6	40.5		26.9				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	5.0	23.1		12.5	3.7	27.2		16.1				
Green Ext Time (p_c), s	0.0	6.0		3.8	0.0	6.8		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh	24.7	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	432	23	20	402	10	61	13	29	10	10	29
Future Volume (veh/h)	34	432	23	20	402	10	61	13	29	10	10	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	547	29	22	452	11	82	18	39	15	15	43
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.74	0.74	0.74	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	767	41	85	730	18	262	68	80	124	97	182
Arrive On Green	0.08	0.44	0.44	0.05	0.40	0.40	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1759	93	1781	1817	44	726	356	422	158	509	956
Grp Volume(v), veh/h	43	0	576	22	0	463	139	0	0	73	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1852	1781	0	1862	1504	0	0	1623	0	0
Q Serve(g_s), s	1.0	0.0	11.7	0.5	0.0	9.1	1.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	11.7	0.5	0.0	9.1	3.6	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.59		0.28	0.21		0.59
Lane Grp Cap(c), veh/h	147	0	808	85	0	748	410	0	0	403	0	0
V/C Ratio(X)	0.29	0.00	0.71	0.26	0.00	0.62	0.34	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	483	0	2331	483	0	2343	1214	0	0	1276	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.9	0.0	10.6	21.1	0.0	11.0	16.5	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.6	0.0	1.2	0.5	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.4	0.0	3.8	0.2	0.0	3.2	1.2	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	0.0	12.3	21.7	0.0	12.2	17.0	0.0	0.0	16.0	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		619			485			139			73	
Approach Delay, s/veh		12.9			12.6			17.0			16.0	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	23.5		14.3	6.7	25.1		14.3				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	58.0		34.5	12.5	58.0		34.5				
Max Q Clear Time (g_c+I1), s	3.0	11.1		3.7	2.5	13.7		5.6				
Green Ext Time (p_c), s	0.0	5.0		0.4	0.0	6.4		0.8				

Intersection Summary		
HCM 7th Control Delay, s/veh		13.4
HCM 7th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	430	63	22	384	11	46	2	12	26	11	12
Future Volume (vph)	19	430	63	22	384	11	46	2	12	26	11	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.97	
Satd. Flow (prot)	1770	1819		1770	1853			1735			1744	
Flt Permitted	0.95	1.00		0.95	1.00			0.82			0.83	
Satd. Flow (perm)	1770	1819		1770	1853			1470			1486	
Peak-hour factor, PHF	0.79	0.79	0.79	0.84	0.84	0.84	0.88	0.88	0.88	0.64	0.64	0.64
Adj. Flow (vph)	24	544	80	26	457	13	52	2	14	41	17	19
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	24	620	0	26	469	0	0	68	0	0	77	0
Confl. Peds. (#/hr)	9		15	15		9	1		1	1		1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	20.1	49.5		11.6	36.5			8.1			8.1	
Effective Green, g (s)	20.1	49.5		11.6	36.5			8.1			8.1	
Actuated g/C Ratio	0.24	0.59		0.14	0.43			0.10			0.10	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	422	1069		243	803			141			142	
v/s Ratio Prot	0.01	c0.34		0.01	c0.25							
v/s Ratio Perm								0.05			c0.05	
v/c Ratio	0.06	0.58		0.11	0.58			0.48			0.54	
Uniform Delay, d1	24.7	10.9		31.8	18.1			36.1			36.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.5		0.1	1.3			2.6			4.2	
Delay (s)	24.8	11.4		31.8	19.4			38.7			40.5	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.9			20.0			38.7			40.5	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	19.5
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
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)	77	349	42	40	267	152	101	405	132	130	357	56
Future Volume (veh/h)	77	349	42	40	267	152	101	405	132	130	357	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.94	0.99		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	91	411	49	43	290	165	138	555	181	159	435	68
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.73	0.73	0.73	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	584	70	161	368	209	375	1005	420	321	1005	420
Arrive On Green	0.11	0.36	0.36	0.09	0.33	0.33	0.09	0.28	0.28	0.09	0.28	0.28
Sat Flow, veh/h	1781	1635	195	1781	1103	627	1781	3554	1485	1781	3554	1485
Grp Volume(v), veh/h	91	0	460	43	0	455	138	555	181	159	435	68
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1730	1781	1777	1485	1781	1777	1485
Q Serve(g_s), s	5.6	0.0	25.2	2.6	0.0	27.7	6.2	15.5	11.6	7.2	11.7	4.0
Cycle Q Clear(g_c), s	5.6	0.0	25.2	2.6	0.0	27.7	6.2	15.5	11.6	7.2	11.7	4.0
Prop In Lane	1.00		0.11	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	0	653	161	0	577	375	1005	420	321	1005	420
V/C Ratio(X)	0.45	0.00	0.70	0.27	0.00	0.79	0.37	0.55	0.43	0.49	0.43	0.16
Avail Cap(c_a), veh/h	214	0	695	214	0	657	377	1222	511	323	1222	511
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.3	0.0	32.2	49.5	0.0	35.2	25.9	35.5	34.2	26.9	34.2	31.4
Incr Delay (d2), s/veh	0.6	0.0	3.4	0.3	0.0	6.3	0.2	0.8	1.2	0.4	0.5	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(50%),veh/ln	2.5	0.0	11.5	1.2	0.0	12.6	2.6	6.7	4.2	3.0	5.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.8	0.0	35.6	49.8	0.0	41.4	26.1	36.4	35.4	27.3	34.7	31.7
LnGrp LOS	D		D	D		D	C	D	D	C	C	C
Approach Vol, veh/h		551			498			874			662	
Approach Delay, s/veh		37.8			42.2			34.5			32.6	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	44.9	14.5	39.5	15.0	47.6	14.5	39.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.3	10.1	40.1	14.0	44.3	10.1	40.1
Max Q Clear Time (g_c+I1), s	7.6	29.7	8.2	13.7	4.6	27.2	9.2	17.5
Green Ext Time (p_c), s	0.0	3.5	0.0	5.0	0.0	3.6	0.0	7.0

Intersection Summary	
HCM 7th Control Delay, s/veh	36.2
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	441	90	121	465	92	71
Future Volume (vph)	441	90	121	465	92	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.97		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3432		1770	1863	1690	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3432		1770	1863	1690	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.74	0.74
Adj. Flow (vph)	580	118	159	612	124	96
RTOR Reduction (vph)	20	0	0	0	0	0
Lane Group Flow (vph)	678	0	159	612	220	0
Confl. Peds. (#/hr)		6	6			17
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	6		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	18.5		9.1	32.6	15.6	
Effective Green, g (s)	18.5		9.1	32.6	15.6	
Actuated g/C Ratio	0.32		0.16	0.56	0.27	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1081		274	1034	449	
v/s Ratio Prot	0.20		0.09	c0.33	c0.13	
v/s Ratio Perm						
v/c Ratio	0.63		0.58	0.59	0.49	
Uniform Delay, d1	17.2		23.0	8.6	18.2	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.3		2.0	1.1	0.8	
Delay (s)	18.5		25.0	9.7	19.0	
Level of Service	B		C	A	B	
Approach Delay (s/veh)	18.5			12.9	19.0	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	58.7	Sum of lost time (s)	15.5
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	337	430	58	265	90	89	246	32	51	26	255	274
Future Volume (vph)	337	430	58	265	90	89	246	32	51	26	255	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.99				1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.99	1.00
Frt	1.00	0.85		0.97		1.00	0.96				1.00	0.96
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1767		1757	1780				1759	1770
Flt Permitted	1.00	1.00		1.00		0.14	1.00				0.22	1.00
Satd. Flow (perm)	1863	1583		1767		262	1780				400	1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.90	0.90	0.80	0.80	0.80	0.80	0.81	0.81	0.81
Adj. Flow (vph)	416	531	72	294	100	111	308	40	64	32	315	338
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	9
Lane Group Flow (vph)	416	555	0	394	0	111	407	0	0	0	347	455
Confl. Peds. (#/hr)		12	15		14	19		7	7	7	7	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.1	52.2		39.8		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.1	46.2		39.8		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.38		0.33		0.28	0.28				0.28	0.28
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	262	601		578		73	499				112	496
v/s Ratio Prot	c0.22	0.35		c0.22			0.23					0.26
v/s Ratio Perm						0.42					c0.87	
v/c Ratio	1.59	0.92		0.68		1.52	0.82				3.10	0.92
Uniform Delay, d1	52.2	36.0		35.4		43.7	40.8				43.7	42.3
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	281.9	20.3		3.6		292.0	10.9				967.4	22.3
Delay (s)	334.1	56.3		39.0		335.7	51.7				1011.1	64.6
Level of Service	F	E		D		F	D				F	E
Approach Delay (s/veh)	169.7			39.0			111.9					469.6
Approach LOS	F			D			F					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	232.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.93		
Actuated Cycle Length (s)	121.5	Sum of lost time (s)	25.0
Intersection Capacity Utilization	108.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	102	546	477	50
Future Volume (vph)	102	546	477	50
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.96		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.98		
Satd. Flow (prot)		3139		
Flt Permitted		0.98		
Satd. Flow (perm)		3139		
Peak-hour factor, PHF	0.81	0.92	0.92	0.92
Adj. Flow (vph)	126	593	518	54
RTOR Reduction (vph)	0	98	0	0
Lane Group Flow (vph)	0	1067	0	0
Confl. Peds. (#/hr)	19	19	13	13
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		29.1		
Effective Green, g (s)		29.1		
Actuated g/C Ratio		0.24		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		751		
v/s Ratio Prot		c0.34		
v/s Ratio Perm				
v/c Ratio		1.42		
Uniform Delay, d1		46.2		
Progression Factor		1.00		
Incremental Delay, d2		197.1		
Delay (s)		243.3		
Level of Service		F		
Approach Delay (s/veh)		243.3		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	96	13	104	138	271	30	921	47	107	1012	134
Future Volume (veh/h)	139	96	13	104	138	271	30	921	47	107	1012	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.96	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	172	119	16	124	164	0	36	1110	57	120	1137	151
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	465	63	189	511		142	1666	85	146	1218	511
Arrive On Green	0.12	0.29	0.29	0.11	0.27	0.00	0.08	0.34	0.34	0.08	0.34	0.34
Sat Flow, veh/h	1781	1600	215	1781	1870	1585	1781	4963	255	1781	3554	1491
Grp Volume(v), veh/h	172	0	135	124	164	0	36	761	406	120	1137	151
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	1870	1585	1781	1702	1813	1781	1777	1491
Q Serve(g_s), s	10.6	0.0	6.4	7.6	7.9	0.0	2.1	21.7	21.7	7.5	35.0	8.4
Cycle Q Clear(g_c), s	10.6	0.0	6.4	7.6	7.9	0.0	2.1	21.7	21.7	7.5	35.0	8.4
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	220	0	528	189	511		142	1142	609	146	1218	511
V/C Ratio(X)	0.78	0.00	0.26	0.66	0.32		0.25	0.67	0.67	0.82	0.93	0.30
Avail Cap(c_a), veh/h	220	0	561	252	612		142	1142	609	179	1240	520
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.1	0.0	30.8	48.6	32.8	0.0	48.9	32.2	32.2	51.1	36.0	27.2
Incr Delay (d2), s/veh	15.0	0.0	0.4	1.4	0.5	0.0	0.3	2.0	3.7	17.9	12.7	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(50%),veh/ln	5.6	0.0	2.9	3.4	3.6	0.0	1.0	9.0	9.9	4.0	16.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	63.1	0.0	31.1	50.0	33.3	0.0	49.3	34.2	35.9	69.0	48.7	27.5
LnGrp LOS	E		C	D	C		D	C	D	E	D	C
Approach Vol, veh/h		307			288			1203			1408	
Approach Delay, s/veh		49.1			40.5			35.2			48.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	43.0	18.0	38.4	13.0	43.8	20.0	36.4
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	11.4	36.6	16.0	35.0	9.0	39.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	9.5	23.7	9.6	8.4	4.1	37.0	12.6	9.9
Green Ext Time (p_c), s	0.0	9.0	0.0	1.0	0.0	1.8	0.0	1.2

Intersection Summary	
HCM 7th Control Delay, s/veh	42.7
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	171	30	60	268	7	182	4	33	8	3	7
Future Volume (veh/h)	17	171	30	60	268	7	182	4	33	8	3	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	204	36	66	295	8	294	6	53	9	3	8
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.62	0.62	0.62	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	512	991	172	542	1157	31	605	21	74	365	144	229
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1071	3024	524	1134	3531	96	1163	62	216	586	422	672
Grp Volume(v), veh/h	20	118	122	66	148	155	353	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1071	1777	1771	1134	1777	1850	1441	0	0	1680	0	0
Q Serve(g_s), s	0.4	1.5	1.6	1.4	1.9	2.0	6.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.4	1.5	1.6	3.0	1.9	2.0	6.7	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.05	0.83		0.15	0.45		0.40
Lane Grp Cap(c), veh/h	512	582	580	542	582	606	700	0	0	738	0	0
V/C Ratio(X)	0.04	0.20	0.21	0.12	0.25	0.26	0.50	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	820	1092	1089	868	1092	1137	1565	0	0	1642	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.7	7.7	7.7	8.8	7.8	7.8	9.1	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.3	0.3	0.6	0.0	0.0	0.0	0.0	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(50%),veh/ln	0.1	0.4	0.4	0.3	0.5	0.5	1.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.7	7.7	7.8	8.9	8.1	8.1	9.6	0.0	0.0	7.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		260			369			353			20	
Approach Delay, s/veh		7.8			8.3			9.6			7.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		15.8		15.9		15.8				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		5.0		8.7		4.4		2.2				
Green Ext Time (p_c), s		2.3		2.2		0.7		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	314	149	171	516	238	88	715	81	161	915	26
Future Volume (veh/h)	60	314	149	171	516	238	88	715	81	161	915	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	392	186	201	607	280	100	812	92	166	943	27
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	132	694	324	230	824	380	155	1334	150	195	1095	31
Arrive On Green	0.07	0.30	0.30	0.13	0.35	0.35	0.09	0.29	0.29	0.11	0.31	0.31
Sat Flow, veh/h	1781	2323	1084	1781	2327	1073	1781	4620	519	1781	3521	101
Grp Volume(v), veh/h	75	298	280	201	463	424	100	597	307	166	476	494
Grp Sat Flow(s),veh/h/ln	1781	1777	1630	1781	1777	1623	1781	1702	1735	1781	1777	1845
Q Serve(g_s), s	4.4	15.5	15.9	12.1	24.9	24.9	5.9	16.5	16.7	10.0	27.5	27.5
Cycle Q Clear(g_c), s	4.4	15.5	15.9	12.1	24.9	24.9	5.9	16.5	16.7	10.0	27.5	27.5
Prop In Lane	1.00		0.67	1.00		0.66	1.00		0.30	1.00		0.05
Lane Grp Cap(c), veh/h	132	531	487	230	629	574	155	983	501	195	553	574
V/C Ratio(X)	0.57	0.56	0.57	0.87	0.74	0.74	0.64	0.61	0.61	0.85	0.86	0.86
Avail Cap(c_a), veh/h	194	618	567	253	677	618	168	1060	540	220	605	628
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	32.3	32.4	46.7	30.8	30.8	48.2	33.5	33.6	47.8	35.4	35.4
Incr Delay (d2), s/veh	1.4	1.3	1.5	23.9	4.6	5.1	5.2	1.3	2.6	22.0	12.0	11.6
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(50%),veh/ln	2.0	6.7	6.3	6.8	11.1	10.3	2.8	6.9	7.3	5.6	13.4	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	33.6	33.9	70.6	35.5	35.9	53.4	34.8	36.1	69.7	47.4	47.0
LnGrp LOS	D	C	C	E	D	D	D	C	D	E	D	D
Approach Vol, veh/h		653			1088			1004			1136	
Approach Delay, s/veh		35.7			42.1			37.0			50.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	36.5	18.6	37.7	14.0	39.0	12.6	43.7
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	13.5	34.0	15.5	38.0	10.3	37.2	11.9	41.6
Max Q Clear Time (g_c+I1), s	12.0	18.7	14.1	17.9	7.9	29.5	6.4	26.9
Green Ext Time (p_c), s	0.0	7.6	0.0	4.8	0.0	4.4	0.0	7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	42.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	465	27	82	790	19	51	70	54	18	81	17
Future Volume (veh/h)	16	465	27	82	790	19	51	70	54	18	81	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	18	522	30	94	908	22	75	103	79	19	84	18
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.68	0.68	0.68	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	369	1727	99	523	1792	43	196	206	130	129	358	68
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	601	3415	196	854	3543	86	335	790	499	122	1369	261
Grp Volume(v), veh/h	18	271	281	94	455	475	257	0	0	121	0	0
Grp Sat Flow(s),veh/h/ln	601	1777	1834	854	1777	1852	1624	0	0	1752	0	0
Q Serve(g_s), s	0.9	3.8	3.8	3.1	7.3	7.3	2.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	8.2	3.8	3.8	6.9	7.3	7.3	5.7	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.29		0.31	0.16		0.15
Lane Grp Cap(c), veh/h	369	899	928	523	899	937	533	0	0	555	0	0
V/C Ratio(X)	0.05	0.30	0.30	0.18	0.51	0.51	0.48	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	934	2568	2651	1326	2568	2677	1880	0	0	1992	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.8	6.2	6.2	8.2	7.0	7.0	13.8	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.6	0.6	0.7	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	0.9	0.9	0.4	1.9	1.9	1.9	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	6.3	6.3	8.4	7.7	7.7	14.4	0.0	0.0	12.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B			B		
Approach Vol, veh/h		570			1024			257			121	
Approach Delay, s/veh		6.4			7.7			14.4			12.8	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.7		16.2		26.7		16.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		9.3		7.7		10.2		4.3				
Green Ext Time (p_c), s		12.3		1.8		2.3		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	91	56	58	109	57	66	819	30	90	1019	98
Future Volume (veh/h)	88	91	56	58	109	57	66	819	30	90	1019	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.93	0.97		0.94	1.00		0.93	1.00		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	116	120	74	83	156	81	72	890	33	102	1158	111
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	206	111	158	284	132	212	1902	71	319	1776	170
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	440	610	329	311	840	390	437	3484	129	604	3253	311
Grp Volume(v), veh/h	310	0	0	320	0	0	72	454	469	102	631	638
Grp Sat Flow(s),veh/h/ln	1380	0	0	1542	0	0	437	1777	1836	604	1777	1788
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	12.0	13.4	13.4	10.6	21.5	21.6
Cycle Q Clear(g_c), s	16.9	0.0	0.0	14.6	0.0	0.0	33.6	13.4	13.4	24.0	21.5	21.6
Prop In Lane	0.37		0.24	0.26		0.25	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	523	0	0	573	0	0	212	970	1002	319	970	976
V/C Ratio(X)	0.59	0.00	0.00	0.56	0.00	0.00	0.34	0.47	0.47	0.32	0.65	0.65
Avail Cap(c_a), veh/h	772	0	0	841	0	0	310	1368	1413	455	1368	1376
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	0.0	0.0	23.4	0.0	0.0	25.6	11.9	11.9	19.2	13.7	13.7
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.9	0.0	0.0	1.3	0.5	0.5	0.8	1.1	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(50%),veh/ln	5.3	0.0	0.0	5.3	0.0	0.0	1.3	4.8	5.0	1.5	7.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.1	0.0	0.0	24.2	0.0	0.0	26.9	12.4	12.4	20.0	14.8	14.8
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		310			320			995			1371	
Approach Delay, s/veh		25.1			24.2			13.4			15.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.8		33.9		51.8		33.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		35.6		18.9		26.0		16.6				
Green Ext Time (p_c), s		11.2		2.2		18.8		2.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.6									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	51	21	75	30	150	15	816	31	84	963	79
Future Volume (veh/h)	68	51	21	75	30	150	15	816	31	84	963	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.96		0.95	1.00		0.91	0.99		0.91
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	61	25	97	39	195	16	897	34	99	1133	93
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	182	65	182	89	303	226	1869	71	317	1773	145
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	564	542	193	365	265	903	455	3477	132	598	3298	270
Grp Volume(v), veh/h	168	0	0	331	0	0	16	458	473	99	610	616
Grp Sat Flow(s),veh/h/ln	1300	0	0	1533	0	0	455	1777	1832	598	1777	1792
Q Serve(g_s), s	0.0	0.0	0.0	6.0	0.0	0.0	2.0	12.6	12.6	9.7	19.0	19.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	13.6	0.0	0.0	21.1	12.6	12.6	22.3	19.0	19.0
Prop In Lane	0.49		0.15	0.29		0.59	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	504	0	0	573	0	0	226	955	985	317	955	963
V/C Ratio(X)	0.33	0.00	0.00	0.58	0.00	0.00	0.07	0.48	0.48	0.31	0.64	0.64
Avail Cap(c_a), veh/h	847	0	0	939	0	0	352	1448	1493	483	1448	1460
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	21.7	0.0	0.0	20.2	11.3	11.3	18.3	12.8	12.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.9	0.0	0.0	0.2	0.5	0.5	0.8	1.0	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(50%),veh/ln	2.3	0.0	0.0	5.0	0.0	0.0	0.2	4.5	4.6	1.3	6.8	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	0.0	0.0	22.6	0.0	0.0	20.4	11.9	11.8	19.1	13.8	13.8
LnGrp LOS	B			C			C	B	B	B	B	B
Approach Vol, veh/h		168			331			947			1325	
Approach Delay, s/veh		20.0			22.6			12.0			14.2	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	47.2	31.3	47.2	31.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	64.0	46.0	64.0	46.0
Max Q Clear Time (g_c+I1), s	23.1	9.6	24.3	15.6
Green Ext Time (p_c), s	10.9	1.2	17.9	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	14.8
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	69	69	51	64	91	70	702	54	64	818	124
Future Volume (veh/h)	104	69	69	51	64	91	70	702	54	64	818	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.92	0.96		0.94	1.00		0.95	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	80	80	67	84	120	80	807	62	72	919	139
Peak Hour Factor	0.86	0.86	0.86	0.76	0.76	0.76	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	263	172	146	167	208	251	253	1689	130	317	1558	236
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	541	478	405	297	577	695	533	3330	256	635	3071	464
Grp Volume(v), veh/h	281	0	0	271	0	0	80	431	438	72	532	526
Grp Sat Flow(s),veh/h/ln	1424	0	0	1570	0	0	533	1777	1808	635	1777	1758
Q Serve(g_s), s	2.0	0.0	0.0	0.0	0.0	0.0	9.4	11.9	11.9	6.3	15.9	15.9
Cycle Q Clear(g_c), s	11.2	0.0	0.0	9.2	0.0	0.0	25.3	11.9	11.9	18.2	15.9	15.9
Prop In Lane	0.43		0.28	0.25		0.44	1.00		0.14	1.00		0.26
Lane Grp Cap(c), veh/h	581	0	0	625	0	0	253	902	918	317	902	892
V/C Ratio(X)	0.48	0.00	0.00	0.43	0.00	0.00	0.32	0.48	0.48	0.23	0.59	0.59
Avail Cap(c_a), veh/h	922	0	0	993	0	0	434	1505	1532	533	1505	1489
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	0.0	18.4	0.0	0.0	22.0	12.1	12.1	18.0	13.1	13.1
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	1.0	0.6	0.6	0.5	0.9	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(50%),veh/ln	3.7	0.0	0.0	3.5	0.0	0.0	1.2	4.3	4.3	0.9	5.7	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	0.0	18.9	0.0	0.0	23.0	12.7	12.7	18.5	14.0	14.0
LnGrp LOS	B			B			C	B	B	B	B	B
Approach Vol, veh/h		281			271			949			1130	
Approach Delay, s/veh		19.5			18.9			13.5			14.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.3		32.2		43.3		32.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		27.3		13.2		20.2		11.2				
Green Ext Time (p_c), s		11.0		2.1		14.6		2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	62	59	44	55	62	27	651	39	57	855	77
Future Volume (veh/h)	82	62	59	44	55	62	27	651	39	57	855	77
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	0.95		0.79	0.97		0.85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	70	67	52	65	74	30	731	44	61	910	82
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	256	190	152	180	221	209	280	1163	70	368	1640	148
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.35	0.35	0.35	0.08	0.51	0.51
Sat Flow, veh/h	525	558	445	322	647	613	542	3347	201	1781	3242	292
Grp Volume(v), veh/h	230	0	0	191	0	0	30	388	387	61	499	493
Grp Sat Flow(s),veh/h/ln	1527	0	0	1582	0	0	542	1777	1771	1781	1777	1757
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	2.6	11.9	11.9	1.3	12.6	12.6
Cycle Q Clear(g_c), s	6.7	0.0	0.0	5.4	0.0	0.0	4.9	11.9	11.9	1.3	12.6	12.6
Prop In Lane	0.40		0.29	0.27		0.39	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	599	0	0	610	0	0	280	617	615	368	899	889
V/C Ratio(X)	0.38	0.00	0.00	0.31	0.00	0.00	0.11	0.63	0.63	0.17	0.55	0.55
Avail Cap(c_a), veh/h	1034	0	0	1065	0	0	531	1440	1435	494	1847	1827
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	16.0	0.0	0.0	16.3	17.8	17.8	11.5	11.1	11.1
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.3	0.0	0.0	0.2	1.5	1.5	0.2	0.8	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(50%),veh/ln	2.5	0.0	0.0	2.0	0.0	0.0	0.3	4.6	4.6	0.4	4.3	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.7	0.0	0.0	16.3	0.0	0.0	16.6	19.3	19.3	11.7	11.9	11.9
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		230			191			805			1053	
Approach Delay, s/veh		16.7			16.3			19.2			11.9	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.4	27.7		27.3		38.1		27.3				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	10.0	53.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s	3.3	13.9		7.4		14.6		8.7				
Green Ext Time (p_c), s	0.0	8.8		1.3		12.3		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	609	12	18	630	37	14	58	29	33	51	34
Future Volume (veh/h)	18	609	12	18	630	37	14	58	29	33	51	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	734	14	19	663	39	17	69	35	47	73	49
Peak Hour Factor	0.83	0.83	0.83	0.95	0.95	0.95	0.84	0.84	0.84	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	2496	47	75	2392	139	62	175	79	101	133	77
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	57	3351	63	50	3211	187	128	1092	497	343	829	479
Grp Volume(v), veh/h	396	0	374	375	0	346	121	0	0	169	0	0
Grp Sat Flow(s),veh/h/ln	1783	0	1688	1789	0	1659	1717	0	0	1651	0	0
Q Serve(g_s), s	0.0	0.0	7.3	0.0	0.0	6.7	0.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear(g_c), s	6.9	0.0	7.3	6.4	0.0	6.7	6.2	0.0	0.0	9.2	0.0	0.0
Prop In Lane	0.06		0.04	0.05		0.11	0.14		0.29	0.28		0.29
Lane Grp Cap(c), veh/h	1366	0	1257	1370	0	1236	316	0	0	310	0	0
V/C Ratio(X)	0.29	0.00	0.30	0.27	0.00	0.28	0.38	0.00	0.00	0.54	0.00	0.00
Avail Cap(c_a), veh/h	1366	0	1257	1370	0	1236	513	0	0	498	0	0
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	1.00	0.66	0.00	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.1	0.0	4.2	4.1	0.0	4.1	37.9	0.0	0.0	39.0	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.6	0.3	0.0	0.4	0.8	0.0	0.0	1.5	0.0	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(50%),veh/ln	2.4	0.0	2.3	2.1	0.0	2.0	2.7	0.0	0.0	4.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.7	0.0	4.8	4.4	0.0	4.5	38.7	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		770			721			121			169	
Approach Delay, s/veh		4.7			4.4			38.7			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		79.0		21.0		79.0		21.0				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		8.7		8.2		9.3		11.2				
Green Ext Time (p_c), s		8.2		0.6		9.4		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh		10.3										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	351	49	139	456	136	48	506	71	159	662	95
Future Volume (veh/h)	136	351	49	139	456	136	48	506	71	159	662	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.92	0.97		0.92	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	418	58	149	490	146	52	544	76	185	770	110
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	310	911	374	340	892	365	313	1395	194	451	1715	245
Arrive On Green	0.08	0.26	0.26	0.08	0.25	0.25	0.45	0.45	0.45	0.07	0.55	0.55
Sat Flow, veh/h	1781	3554	1461	1781	3554	1454	625	3111	433	1781	3102	443
Grp Volume(v), veh/h	162	418	58	149	490	146	52	310	310	185	441	439
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1781	1777	1454	625	1777	1767	1781	1777	1768
Q Serve(g_s), s	8.0	11.9	3.7	7.3	14.4	10.0	6.5	14.0	14.1	6.4	17.7	17.7
Cycle Q Clear(g_c), s	8.0	11.9	3.7	7.3	14.4	10.0	11.6	14.0	14.1	6.4	17.7	17.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.25
Lane Grp Cap(c), veh/h	310	911	374	340	892	365	313	797	792	451	983	978
V/C Ratio(X)	0.52	0.46	0.15	0.44	0.55	0.40	0.17	0.39	0.39	0.41	0.45	0.45
Avail Cap(c_a), veh/h	340	1111	457	408	1170	479	313	797	792	502	983	978
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)	0.96	0.96	0.96	0.97	0.97	0.97	0.97	0.97	0.97	0.83	0.83	0.83
Uniform Delay (d), s/veh	30.3	37.6	34.6	30.1	39.0	37.4	23.1	22.1	22.1	15.8	15.9	15.9
Incr Delay (d2), s/veh	1.0	0.1	0.1	0.6	0.2	0.3	1.1	1.4	1.4	0.4	1.2	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(50%),veh/ln	3.6	5.3	1.3	3.3	6.4	3.6	1.0	6.0	6.1	2.6	7.3	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	37.7	34.6	30.7	39.2	37.7	24.2	23.5	23.6	16.2	17.2	17.2
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		638			785			672			1065	
Approach Delay, s/veh		35.8			37.3			23.6			17.0	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	34.6	12.5	58.8	13.4	35.2		71.4				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	12.0	39.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	10.0	16.4	8.4	16.1	9.3	13.9		19.7				
Green Ext Time (p_c), s	0.1	2.7	0.1	2.7	0.1	2.1		3.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.2
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	509	91	101	578	120	138
Future Volume (veh/h)	509	91	101	578	120	138
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	566	101	112	642	132	152
Peak Hour Factor	0.90	0.90	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2400	426	649	2856	181	283
Arrive On Green	0.80	0.80	0.80	0.80	0.10	0.10
Sat Flow, veh/h	3080	531	761	3647	1781	2790
Grp Volume(v), veh/h	336	331	112	642	132	152
Grp Sat Flow(s),veh/h/ln	1777	1740	761	1777	1781	1395
Q Serve(g_s), s	4.6	4.6	4.2	4.3	7.2	5.2
Cycle Q Clear(g_c), s	4.6	4.6	8.8	4.3	7.2	5.2
Prop In Lane		0.30	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1428	1398	649	2856	181	283
V/C Ratio(X)	0.24	0.24	0.17	0.22	0.73	0.54
Avail Cap(c_a), veh/h	1428	1398	649	2856	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.4	2.4	3.5	2.4	43.6	42.7
Incr Delay (d2), s/veh	0.3	0.3	0.6	0.2	5.6	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	0.6	1.2	3.4	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.7	2.7	4.0	2.5	49.2	44.3
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	667			754	284	
Approach Delay, s/veh	2.7			2.8	46.6	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		85.4		14.6		85.4
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		10.8		9.2		6.6
Green Ext Time (p_c), s		9.4		1.0		2.9

Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	31	31	24	30	34	18	564	6	32	765	26
Future Volume (veh/h)	28	31	31	24	30	34	18	564	6	32	765	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	40	40	30	38	43	19	594	6	34	823	28
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.95	0.95	0.95	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	173	126	180	171	143	423	1816	18	526	1765	60
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	295	774	562	246	762	638	645	3603	36	813	3501	119
Grp Volume(v), veh/h	116	0	0	111	0	0	19	293	307	34	418	433
Grp Sat Flow(s),veh/h/ln	1631	0	0	1647	0	0	645	1777	1862	813	1777	1843
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	3.6	3.6	1.0	5.6	5.6
Cycle Q Clear(g_c), s	2.0	0.0	0.0	1.9	0.0	0.0	6.3	3.6	3.6	4.6	5.6	5.6
Prop In Lane	0.31		0.34	0.27		0.39	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	493	0	0	493	0	0	423	896	939	526	896	929
V/C Ratio(X)	0.24	0.00	0.00	0.23	0.00	0.00	0.04	0.33	0.33	0.06	0.47	0.47
Avail Cap(c_a), veh/h	1924	0	0	1941	0	0	1291	3288	3446	1621	3288	3411
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	11.8	0.0	0.0	8.0	5.4	5.4	6.8	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.3	0.3	0.1	0.5	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(50%),veh/ln	0.7	0.0	0.0	0.6	0.0	0.0	0.1	0.8	0.8	0.1	1.2	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.1	0.0	0.0	12.1	0.0	0.0	8.0	5.7	5.7	6.8	6.4	6.4
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		116			111			619			885	
Approach Delay, s/veh		12.1			12.1			5.8			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		23.5		13.2		23.5		13.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		68.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s		8.3		4.0		7.6		3.9				
Green Ext Time (p_c), s		6.3		0.7		10.2		0.7				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	433	71	82	564	54	43	413	33	89	818	150
Future Volume (veh/h)	148	433	71	82	564	54	43	413	33	89	818	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	168	492	81	92	634	61	48	464	37	98	899	165
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	379	980	160	411	1024	98	164	1384	110	363	1239	227
Arrive On Green	0.11	0.32	0.32	0.10	0.31	0.31	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1781	3036	497	1781	3261	313	528	3322	264	886	2974	546
Grp Volume(v), veh/h	168	287	286	92	345	350	48	247	254	98	537	527
Grp Sat Flow(s),veh/h/ln	1781	1777	1756	1781	1777	1797	528	1777	1809	886	1777	1743
Q Serve(g_s), s	5.6	12.0	12.2	3.0	15.3	15.3	7.7	8.7	8.8	7.8	23.3	23.4
Cycle Q Clear(g_c), s	5.6	12.0	12.2	3.0	15.3	15.3	31.1	8.7	8.8	16.6	23.3	23.4
Prop In Lane	1.00		0.28	1.00		0.17	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	379	574	567	411	558	565	164	740	754	363	740	726
V/C Ratio(X)	0.44	0.50	0.50	0.22	0.62	0.62	0.29	0.33	0.34	0.27	0.73	0.73
Avail Cap(c_a), veh/h	439	799	789	430	741	750	250	1030	1048	507	1030	1010
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	25.2	25.3	17.6	26.9	27.0	35.5	18.3	18.3	23.9	22.5	22.5
Incr Delay (d2), s/veh	0.6	0.7	0.7	0.2	1.1	1.1	1.7	0.5	0.4	0.1	0.8	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(50%),veh/ln	2.2	5.0	5.0	1.2	6.4	6.5	1.0	3.5	3.6	1.6	9.3	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.3	25.9	26.0	17.8	28.1	28.1	37.2	18.7	18.7	24.1	23.3	23.3
LnGrp LOS	B	C	C	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		741			787			549			1162	
Approach Delay, s/veh		24.4			26.9			20.3			23.4	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	34.5		44.0	13.1	35.3		44.0				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	13.0	38.5		53.5	10.0	41.5		53.5				
Max Q Clear Time (g_c+I1), s	7.6	17.3		33.1	5.0	14.2		25.4				
Green Ext Time (p_c), s	0.1	4.2		5.4	0.1	3.6		5.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			24.0									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	36	41	90	62	24	19	387	1	13	694	32
Future Volume (veh/h)	44	36	41	90	62	24	19	387	1	13	694	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.98	1.00		0.97	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	56	46	53	112	78	30	22	440	1	14	763	35
Peak Hour Factor	0.78	0.78	0.78	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	201	175	339	218	68	332	1509	3	479	1432	66
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	422	618	541	664	673	211	679	3637	8	943	3454	158
Grp Volume(v), veh/h	155	0	0	220	0	0	22	215	226	14	392	406
Grp Sat Flow(s),veh/h/ln	1581	0	0	1548	0	0	679	1777	1869	943	1777	1835
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	1.1	3.6	3.6	0.4	7.3	7.3
Cycle Q Clear(g_c), s	2.9	0.0	0.0	4.4	0.0	0.0	8.4	3.6	3.6	4.0	7.3	7.3
Prop In Lane	0.36		0.34	0.51		0.14	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	624	0	0	625	0	0	332	737	775	479	737	761
V/C Ratio(X)	0.25	0.00	0.00	0.35	0.00	0.00	0.07	0.29	0.29	0.03	0.53	0.53
Avail Cap(c_a), veh/h	1770	0	0	1755	0	0	982	2438	2564	1381	2438	2518
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	0.0	11.5	0.0	0.0	12.9	8.6	8.6	9.9	9.7	9.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.3	0.0	0.0	0.1	0.3	0.3	0.0	0.9	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(50%),veh/ln	0.9	0.0	0.0	1.4	0.0	0.0	0.1	1.1	1.1	0.1	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.0	0.0	11.8	0.0	0.0	13.0	8.9	8.9	10.0	10.5	10.5
LnGrp LOS	B			B			B	A	A	A	B	B
Approach Vol, veh/h		155			220			463			812	
Approach Delay, s/veh		11.3			11.8			9.1			10.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	23.8	20.3	23.8	20.3
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	60.5	48.0	60.5	48.0
Max Q Clear Time (g_c+I1), s	10.4	4.9	9.3	6.4
Green Ext Time (p_c), s	4.4	1.0	8.9	1.5

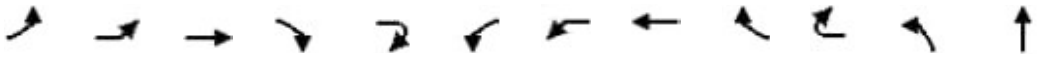
Intersection Summary	
HCM 7th Control Delay, s/veh	10.4
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	534	6	181	362	7	112	0	82	19	59	23
Future Volume (veh/h)	6	534	6	181	362	7	112	0	82	19	59	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	621	7	193	385	7	137	0	100	31	95	37
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.82	0.82	0.82	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	27	988	11	283	1494	27	0	0	0	77	237	92
Arrive On Green	0.01	0.27	0.27	0.16	0.42	0.42	0.00	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1781	3598	41	1781	3569	65		0		339	1038	404
Grp Volume(v), veh/h	7	307	321	193	191	201		0.0		163	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1857				1780	0	0
Q Serve(g_s), s	0.2	7.0	7.0	4.7	3.2	3.2				3.6	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.0	7.0	4.7	3.2	3.2				3.6	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03				0.19		0.23
Lane Grp Cap(c), veh/h	27	488	511	283	744	777				406	0	0
V/C Ratio(X)	0.26	0.63	0.63	0.68	0.26	0.26				0.40	0.00	0.00
Avail Cap(c_a), veh/h	313	802	840	553	1041	1088				467	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	22.4	14.7	14.7	18.3	8.7	8.7				15.1	0.0	0.0
Incr Delay (d2), s/veh	5.2	1.9	1.8	2.9	0.3	0.2				0.6	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	2.4	2.5	1.9	1.0	1.1				1.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	27.6	16.6	16.5	21.2	9.0	9.0				15.8	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		635			585						163	
Approach Delay, s/veh		16.6			13.0						15.8	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	12.0	18.5		15.6	5.4	25.1						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	14.3	20.8		12.1	8.1	27.0						
Max Q Clear Time (g_c+I1), s	6.7	9.0		5.6	2.2	5.2						
Green Ext Time (p_c), s	0.3	3.7		0.4	0.0	3.2						

Intersection Summary												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	73	27	108	319	108	339	39	266	8	2	235	362
Future Volume (vph)	73	27	108	319	108	339	39	266	8	2	235	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0			7.0	7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95			0.97	0.91
Frpb, ped/bikes			1.00	1.00	0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt			1.00	0.85	0.85		1.00	0.99			1.00	0.98
Flt Protected			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)			1819	3610	1541		1770	3511			3433	3308
Flt Permitted			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)			1819	3610	1541		1770	3511			3433	3308
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.94	0.94
Adj. Flow (vph)	83	31	123	362	123	390	45	306	9	2	250	385
RTOR Reduction (vph)	0	0	0	0	103	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	237	363	20	0	435	317	0	0	250	443
Confl. Peds. (#/hr)	14	13							14	13		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	NA
Protected Phases		4	4			3	3	3			5 8	2
Permitted Phases	4			4	4							
Actuated Green, G (s)			23.0	23.0	23.0		16.3	16.3			35.5	51.0
Effective Green, g (s)			23.0	23.0	23.0		16.3	16.3			29.0	51.0
Actuated g/C Ratio			0.16	0.16	0.16		0.12	0.12			0.21	0.36
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				4.5
Lane Grp Cap (vph)			297	589	251		204	406			707	1198
v/s Ratio Prot			c0.13				c0.25	0.09			0.07	0.13
v/s Ratio Perm				0.10	0.01							
v/c Ratio			0.80	0.62	0.08		2.13	0.78			0.35	0.37
Uniform Delay, d1			56.7	54.8	49.9		62.3	60.5			47.9	33.1
Progression Factor			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2			13.8	1.9	0.1		525.7	9.9			0.1	0.3
Delay (s)			70.5	56.7	50.1		587.9	70.4			48.0	33.4
Level of Service			E	E	D		F	E			D	C
Approach Delay (s/veh)			60.1					369.8				36.1
Approach LOS			E					F				D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	112.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	140.8	Sum of lost time (s)	35.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	235	247	3	6	698	33	77	121	15
Future Volume (vph)	235	247	3	6	698	33	77	121	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	1.00		1.00	0.91			1.00	1.00
Frpb, ped/bikes	0.96	0.96		1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00
Frt	0.85	0.85		1.00	0.98			0.87	0.87
Flt Protected	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1388	1525		1770	4955			1611	1568
Flt Permitted	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1388	1525		1770	4955			1611	1568
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.76	0.76
Adj. Flow (vph)	250	263	3	6	727	34	80	159	20
RTOR Reduction (vph)	0	168	0	0	8	0	0	0	15
Lane Group Flow (vph)	192	95	0	9	833	0	0	159	5
Confl. Peds. (#/hr)	13	13	13	13		9	9		13
Confl. Bikes (#/hr)	2	2				6	6		2
Turn Type	Perm	Perm	Prot	Prot	NA			pt+ov	Perm
Protected Phases			1	1	6			5 8	
Permitted Phases	2	2							6
Actuated Green, G (s)	51.0	51.0		2.2	37.5			35.5	37.5
Effective Green, g (s)	51.0	51.0		2.2	37.5			29.0	37.5
Actuated g/C Ratio	0.36	0.36		0.02	0.27			0.21	0.27
Clearance Time (s)	7.0	7.0		6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5		2.0	4.5				4.5
Lane Grp Cap (vph)	502	552		27	1319			331	417
v/s Ratio Prot				0.01	c0.17			c0.10	
v/s Ratio Perm	0.14	0.06							0.00
v/c Ratio	0.38	0.17		0.33	0.63			0.48	0.01
Uniform Delay, d1	33.2	30.5		68.6	45.6			49.3	38.0
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.8	0.3		2.6	1.2			0.4	0.0
Delay (s)	34.1	30.8		71.2	46.8			49.7	38.0
Level of Service	C	C		E	D			D	D
Approach Delay (s/veh)					47.1				
Approach LOS					D				

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	8	16	93	5	46
Future Vol, veh/h	134	8	16	93	5	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	78	78	81	81
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	181	11	21	119	6	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	192	0	347	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1370	-	650	856
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1370	-	640	856
Mov Cap-2 Maneuver	-	-	-	-	640	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	855	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.13	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	828	-	-	264	-
HCM Lane V/C Ratio	0.076	-	-	0.015	-
HCM Control Delay (s/veh)	9.7	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	5.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	102	254	39	104	390
Future Vol, veh/h	67	102	254	39	104	390
Conflicting Peds, #/hr	1	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	85	85	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	136	299	46	116	433

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	990	326	0	0	348	0
Stage 1	325	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	273	715	-	-	1211	-
Stage 1	732	-	-	-	-	-
Stage 2	511	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	713	-	-	1208	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	730	-	-	-	-	-
Stage 2	446	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	25.23	0	1.75
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	379	-
HCM Lane V/C Ratio	-	-	0.566	0.096	-
HCM Control Delay (s/veh)	-	-	25.2	8.3	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	3.4	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	10	20	37	73	198	20	654	20	192	1056	223
Future Volume (veh/h)	82	10	20	37	73	198	20	654	20	192	1056	223
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	11	22	51	100	271	22	727	22	218	1200	253
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	35	45	95	145	338	171	1914	58	394	1582	330
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	539	111	143	137	458	1068	366	3521	107	712	2910	607
Grp Volume(v), veh/h	122	0	0	422	0	0	22	367	382	218	728	725
Grp Sat Flow(s),veh/h/ln	793	0	0	1664	0	0	366	1777	1850	712	1777	1740
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	0.0	3.9	9.3	9.4	20.0	24.9	25.7
Cycle Q Clear(g_c), s	11.6	0.0	0.0	18.0	0.0	0.0	29.6	9.3	9.4	29.4	24.9	25.7
Prop In Lane	0.73		0.18	0.12		0.64	1.00		0.06	1.00		0.35
Lane Grp Cap(c), veh/h	330	0	0	578	0	0	171	966	1006	394	966	946
V/C Ratio(X)	0.37	0.00	0.00	0.73	0.00	0.00	0.13	0.38	0.38	0.55	0.75	0.77
Avail Cap(c_a), veh/h	833	0	0	1294	0	0	200	1106	1152	450	1106	1083
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.8	0.0	0.0	24.5	0.0	0.0	25.6	10.3	10.3	18.8	13.9	14.1
Incr Delay (d2), s/veh	0.7	0.0	0.0	1.8	0.0	0.0	0.3	0.2	0.2	1.2	2.6	2.9
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(50%),veh/ln	1.8	0.0	0.0	7.0	0.0	0.0	0.3	3.3	3.5	3.2	9.4	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	0.0	26.3	0.0	0.0	26.0	10.6	10.6	20.0	16.5	17.0
LnGrp LOS	C			C			C	B	B	B	B	B
Approach Vol, veh/h		122			422			771			1671	
Approach Delay, s/veh		22.5			26.3			11.0			17.2	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		48.8		29.9		48.8		29.9				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		49.0		60.0		49.0		60.0				
Max Q Clear Time (g_c+I1), s		31.6		13.6		31.4		20.0				
Green Ext Time (p_c), s		4.8		1.0		11.4		3.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.1									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	52	18	278	30	12
Future Vol, veh/h	170	52	18	278	30	12
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	75	75	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	215	66	24	371	38	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	281	0	670	248
Stage 1	-	-	-	-	248	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1282	-	422	791
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	662	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1282	-	413	791
Mov Cap-2 Maneuver	-	-	-	-	413	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	648	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	13.46
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	479	-	-	1282	-
HCM Lane V/C Ratio	0.111	-	-	0.019	-
HCM Control Delay (s/veh)	13.5	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	0	118	0	0	0	164	279	2	2	336	129
Future Volume (vph)	38	0	118	0	0	0	164	279	2	2	336	129
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98					1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00					1.00	1.00		1.00	1.00	
Frt	1.00	0.85					1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1548					1769	1861		1770	1774	
Flt Permitted	0.95	1.00					0.45	1.00		0.58	1.00	
Satd. Flow (perm)	1770	1548					838	1861		1076	1774	
Peak-hour factor, PHF	0.76	0.76	0.76	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	50	0	155	0	0	0	174	297	2	2	365	140
RTOR Reduction (vph)	0	129	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	50	26	0	0	0	0	174	299	0	2	495	0
Confl. Peds. (#/hr)	4						1					1
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	7.1	7.1					26.0	26.0		26.0	26.0	
Effective Green, g (s)	7.1	7.1					26.0	26.0		26.0	26.0	
Actuated g/C Ratio	0.17	0.17					0.61	0.61		0.61	0.61	
Clearance Time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0					4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	294	257					510	1133		655	1080	
v/s Ratio Prot	c0.03	0.02						0.16			c0.28	
v/s Ratio Perm							0.21			0.00		
v/c Ratio	0.17	0.10					0.34	0.26		0.00	0.46	
Uniform Delay, d1	15.3	15.1					4.1	3.9		3.3	4.5	
Progression Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2					0.5	0.2		0.0	0.4	
Delay (s)	15.5	15.3					4.7	4.1		3.3	5.0	
Level of Service	B	B					A	A		A	A	
Approach Delay (s/veh)		15.3			0.0			4.3			4.9	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	42.7	Sum of lost time (s)	14.2
Intersection Capacity Utilization	54.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	28	69	123	105	83
Future Vol, veh/h	16	28	69	123	105	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	84	84	82	82
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	20	35	82	146	128	101

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	489	179	229	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	534	859	1339	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	499	859	1339	-	-	-
Mov Cap-2 Maneuver	499	-	-	-	-	-
Stage 1	791	-	-	-	-	-
Stage 2	739	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.76	2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	647	-	680	-	-
HCM Lane V/C Ratio	0.061	-	0.082	-	-
HCM Control Delay (s/veh)	7.9	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	772	0	1	1154	74	3	0	2	21	0	86
Future Volume (veh/h)	105	772	0	1	1154	74	3	0	2	21	0	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	113	830	0	1	1228	79	7	0	5	28	0	116
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.42	0.42	0.42	0.74	0.74	0.74
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	373	3176	0	524	3020	194	169	30	49	356	0	187
Arrive On Green	0.63	0.63	0.00	0.63	0.63	0.63	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	414	5191	0	645	4779	307	330	250	415	1409	0	1581
Grp Volume(v), veh/h	113	830	0	1	854	453	12	0	0	28	0	116
Grp Sat Flow(s),veh/h/ln	414	1675	0	645	1662	1763	995	0	0	1409	0	1581
Q Serve(g_s), s	8.2	3.2	0.0	0.0	5.6	5.6	0.0	0.0	0.0	0.0	0.0	3.1
Cycle Q Clear(g_c), s	13.8	3.2	0.0	3.2	5.6	5.6	3.1	0.0	0.0	0.6	0.0	3.1
Prop In Lane	1.00		0.00	1.00		0.17	0.58		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	373	3176	0	524	2100	1114	247	0	0	356	0	187
V/C Ratio(X)	0.30	0.26	0.00	0.00	0.41	0.41	0.05	0.00	0.00	0.08	0.00	0.62
Avail Cap(c_a), veh/h	582	5711	0	850	3777	2004	1029	0	0	1150	0	1078
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	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.4	3.6	0.0	4.3	4.0	4.0	17.3	0.0	0.0	17.4	0.0	18.5
Incr Delay (d2), s/veh	0.6	0.1	0.0	0.0	0.2	0.3	0.1	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.5	0.4	0.0	0.0	0.7	0.8	0.1	0.0	0.0	0.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.1	3.6	0.0	4.3	4.2	4.4	17.3	0.0	0.0	17.5	0.0	21.8
LnGrp LOS	A	A		A	A	A	B			B		C
Approach Vol, veh/h		943			1308			12			144	
Approach Delay, s/veh		4.2			4.2			17.3			21.0	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.8		10.2		33.8		10.2				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		7.6		5.1		15.8		5.1				
Green Ext Time (p_c), s		16.5		0.0		12.0		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh		5.3										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	579	34	52	970	117	56	472	13	125	760	212
Future Volume (veh/h)	139	579	34	52	970	117	56	472	13	125	760	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	156	651	38	54	1010	122	60	502	14	140	854	238
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	182	2165	126	69	1717	207	77	902	395	133	1013	607
Arrive On Green	0.10	0.45	0.45	0.04	0.38	0.38	0.04	0.26	0.26	0.08	0.29	0.29
Sat Flow, veh/h	1753	4857	282	1739	4499	542	1767	3526	1543	1767	3526	1542
Grp Volume(v), veh/h	156	448	241	54	745	387	60	502	14	140	854	238
Grp Sat Flow(s),veh/h/ln	1753	1675	1789	1739	1662	1718	1767	1763	1543	1767	1763	1542
Q Serve(g_s), s	10.5	10.3	10.4	3.7	21.5	21.5	4.0	14.8	0.8	9.0	27.3	13.3
Cycle Q Clear(g_c), s	10.5	10.3	10.4	3.7	21.5	21.5	4.0	14.8	0.8	9.0	27.3	13.3
Prop In Lane	1.00		0.16	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	1494	798	69	1268	656	77	902	395	133	1013	607
V/C Ratio(X)	0.86	0.30	0.30	0.78	0.59	0.59	0.78	0.56	0.04	1.06	0.84	0.39
Avail Cap(c_a), veh/h	205	1494	798	203	1268	656	133	1116	489	133	1116	652
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	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.9	21.3	21.3	57.1	29.6	29.6	56.8	38.7	33.5	55.5	40.2	26.3
Incr Delay (d2), s/veh	26.1	0.5	1.0	14.8	1.7	3.4	15.3	0.8	0.1	94.0	5.9	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(50%),veh/ln	5.9	4.0	4.4	1.9	8.6	9.2	2.1	6.4	0.3	7.4	12.3	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.0	21.8	22.3	71.9	31.3	33.0	72.1	39.5	33.6	149.5	46.2	26.9
LnGrp LOS	E	C	C	E	C	C	E	D	C	F	D	C
Approach Vol, veh/h		845			1186			576			1232	
Approach Delay, s/veh		32.5			33.7			42.8			54.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	59.5	14.0	36.7	17.5	51.8	10.2	40.5
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	38.0	14.0	37.0	9.0	38.0
Max Q Clear Time (g_c+I1), s	5.7	12.4	11.0	16.8	12.5	23.5	6.0	29.3
Green Ext Time (p_c), s	0.0	6.1	0.0	4.4	0.1	7.6	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	41.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	637	48	137	1112	12	10	43	132	6	31	17
Future Volume (veh/h)	32	637	48	137	1112	12	10	43	132	6	31	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	732	55	143	1158	12	11	49	152	7	37	20
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	2	2	2	2	2	2
Cap, veh/h	79	1725	129	182	2159	22	331	73	227	202	211	114
Arrive On Green	0.05	0.37	0.37	0.11	0.43	0.43	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1725	4683	350	1725	5044	52	1339	395	1226	1177	1139	616
Grp Volume(v), veh/h	37	514	273	143	757	413	11	0	201	7	0	57
Grp Sat Flow(s),veh/h/ln	1725	1648	1737	1725	1648	1800	1339	0	1621	1177	0	1755
Q Serve(g_s), s	1.3	7.0	7.1	4.9	10.3	10.3	0.4	0.0	6.9	0.3	0.0	1.6
Cycle Q Clear(g_c), s	1.3	7.0	7.1	4.9	10.3	10.3	2.1	0.0	6.9	7.3	0.0	1.6
Prop In Lane	1.00		0.20	1.00		0.03	1.00		0.76	1.00		0.35
Lane Grp Cap(c), veh/h	79	1214	640	182	1411	771	331	0	301	202	0	325
V/C Ratio(X)	0.47	0.42	0.43	0.78	0.54	0.54	0.03	0.00	0.67	0.03	0.00	0.18
Avail Cap(c_a), veh/h	573	2737	1442	573	2737	1495	750	0	808	570	0	874
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.0	14.2	14.3	26.3	12.8	12.8	21.5	0.0	22.8	26.2	0.0	20.6
Incr Delay (d2), s/veh	1.6	0.3	0.6	2.8	0.5	0.8	0.0	0.0	2.6	0.1	0.0	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(50%),veh/ln	0.5	2.3	2.5	1.9	3.1	3.5	0.1	0.0	2.7	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.6	14.6	14.9	29.1	13.2	13.6	21.6	0.0	25.4	26.3	0.0	20.9
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		824			1313			212			64	
Approach Delay, s/veh		15.3			15.1			25.2			21.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	33.3		18.2	12.4	29.7		18.2				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	12.3		9.3	6.9	9.1		8.9				
Green Ext Time (p_c), s	0.0	13.5		0.2	0.1	8.2		1.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	16.2	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	628	36	78	1165	139	21	103	32	142	141	83
Future Volume (veh/h)	119	628	36	78	1165	139	21	103	32	142	141	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	706	40	89	1324	158	25	121	38	160	158	93
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	5	5	5	2	2	2	2	2	2
Cap, veh/h	162	1965	856	111	2434	290	42	165	396	54	0	396
Arrive On Green	0.09	0.57	0.57	0.13	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1725	3441	1499	1739	4499	537	0	645	1552	0	0	1554
Grp Volume(v), veh/h	134	706	40	89	978	504	146	0	38	318	0	93
Grp Sat Flow(s),veh/h/ln	1725	1721	1499	1739	1662	1713	645	0	1552	0	0	1554
Q Serve(g_s), s	7.6	11.1	1.2	5.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0	4.7
Cycle Q Clear(g_c), s	7.6	11.1	1.2	5.0	0.0	0.0	25.5	0.0	1.9	25.5	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.31	0.17		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	162	1965	856	111	1798	926	207	0	396	54	0	396
V/C Ratio(X)	0.83	0.36	0.05	0.80	0.54	0.54	0.71	0.00	0.10	5.88	0.00	0.23
Avail Cap(c_a), veh/h	172	1965	856	174	1798	926	207	0	396	54	0	396
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	11.6	9.5	43.0	0.0	0.0	31.5	0.0	28.4	50.0	0.0	29.5
Incr Delay (d2), s/veh	25.7	0.5	0.1	5.6	1.1	2.1	10.5	0.0	0.1	2233.8	0.0	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(50%),veh/ln	4.3	3.9	0.4	2.1	0.3	0.5	3.4	0.0	0.7	34.9	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	70.2	12.1	9.6	48.6	1.1	2.1	42.0	0.0	28.6	2283.8	0.0	29.8
LnGrp LOS	E	B	A	D	A	A	D		C	F		C
Approach Vol, veh/h		880			1571			184			411	
Approach Delay, s/veh		20.8			4.1			39.2			1773.8	
Approach LOS		C			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	58.6		29.0	9.4	61.6		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	10.0	53.5		25.5	10.0	53.5		25.5				
Max Q Clear Time (g_c+I1), s	9.6	2.0		27.5	7.0	13.1		27.5				
Green Ext Time (p_c), s	0.0	21.5		0.0	0.0	8.0		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		249.8	
HCM 7th LOS		F	



Lane Configurations												
Traffic Volume (veh/h)	75	662	25	34	1239	82	14	44	22	63	55	100
Future Volume (veh/h)	75	662	25	34	1239	82	14	44	22	63	55	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	697	26	37	1347	89	16	51	25	81	71	128
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	7	7	7	4	4	4	2	2	2	2	2	2
Cap, veh/h	100	3470	129	46	3284	217	89	244	120	159	113	216
Arrive On Green	0.12	1.00	1.00	0.05	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1711	4852	180	1753	4808	318	259	1590	784	673	736	1404
Grp Volume(v), veh/h	79	469	254	37	939	497	42	0	50	151	0	129
Grp Sat Flow(s),veh/h/ln	1711	1635	1763	1753	1675	1775	1076	0	1557	1393	0	1420
Q Serve(g_s), s	4.5	0.0	0.0	2.1	0.0	0.0	0.2	0.0	2.8	8.0	0.0	8.5
Cycle Q Clear(g_c), s	4.5	0.0	0.0	2.1	0.0	0.0	8.6	0.0	2.8	10.8	0.0	8.5
Prop In Lane	1.00		0.10	1.00		0.18	0.38		0.50	0.54		0.99
Lane Grp Cap(c), veh/h	100	2338	1261	46	2289	1213	215	0	239	269	0	218
V/C Ratio(X)	0.79	0.20	0.20	0.80	0.41	0.41	0.20	0.00	0.21	0.56	0.00	0.59
Avail Cap(c_a), veh/h	171	2338	1261	175	2289	1213	409	0	436	462	0	398
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.93	0.93	0.93	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	0.0	0.0	47.1	0.0	0.0	36.8	0.0	37.0	40.8	0.0	39.4
Incr Delay (d2), s/veh	16.7	0.2	0.3	9.5	0.5	0.9	0.4	0.0	0.4	2.6	0.0	3.6
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(50%),veh/ln	2.2	0.1	0.1	1.0	0.1	0.3	0.9	0.0	1.1	3.7	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	60.3	0.2	0.3	56.6	0.5	0.9	37.2	0.0	37.4	43.4	0.0	43.1
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		802			1473			92			280	
Approach Delay, s/veh		6.2			2.0			37.3			43.2	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	72.8		18.4	5.6	76.0		18.4				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	6.5	2.0		10.6	4.1	2.0		12.8				
Green Ext Time (p_c), s	0.1	20.0		0.4	0.0	7.5		2.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	8.8	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	553	99	112	1254	98	66	302	54	74	323	91
Future Volume (veh/h)	73	553	99	112	1254	98	66	302	54	74	323	91
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.95	0.98		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	84	636	114	124	1393	109	77	351	63	90	394	111
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.86	0.86	0.86	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	4	4	4	5	5	5	2	2	2
Cap, veh/h	105	2118	374	151	2502	196	201	808	143	240	748	208
Arrive On Green	0.12	1.00	1.00	0.17	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1725	4216	744	1753	4746	371	856	2919	517	950	2704	750
Grp Volume(v), veh/h	84	495	255	124	983	519	77	207	207	90	257	248
Grp Sat Flow(s),veh/h/ln	1725	1648	1664	1753	1675	1767	856	1735	1701	950	1777	1677
Q Serve(g_s), s	4.7	0.0	0.0	6.8	0.0	0.0	8.4	9.8	10.0	8.6	12.2	12.6
Cycle Q Clear(g_c), s	4.7	0.0	0.0	6.8	0.0	0.0	21.0	9.8	10.0	18.7	12.2	12.6
Prop In Lane	1.00		0.45	1.00		0.21	1.00		0.30	1.00		0.45
Lane Grp Cap(c), veh/h	105	1656	836	151	1766	932	201	480	471	240	492	464
V/C Ratio(X)	0.80	0.30	0.30	0.82	0.56	0.56	0.38	0.43	0.44	0.38	0.52	0.53
Avail Cap(c_a), veh/h	276	1656	836	280	1766	932	230	538	527	271	551	520
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	0.0	0.0	40.7	0.0	0.0	39.6	29.7	29.8	37.5	30.6	30.7
Incr Delay (d2), s/veh	5.0	0.5	0.9	3.8	1.1	2.1	0.4	0.2	0.2	0.4	0.3	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(50%),veh/ln	2.0	0.1	0.2	2.8	0.3	0.5	1.7	4.0	4.0	2.0	5.1	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.3	0.5	0.9	44.4	1.1	2.1	40.0	29.9	30.0	37.8	30.9	31.1
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		834			1626			491			595	
Approach Delay, s/veh		5.4			4.7			31.5			32.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	57.2		31.7	13.6	54.7		31.7				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	6.7	2.0		23.0	8.8	2.0		20.7				
Green Ext Time (p_c), s	0.0	19.0		1.2	0.0	7.7		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.2									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	676	29	14	1328	34	55	64	34	65	61	65
Future Volume (veh/h)	25	676	29	14	1328	34	55	64	34	65	61	65
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	704	30	16	1509	39	85	98	52	89	84	89
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.65	0.65	0.65	0.73	0.73	0.73
Percent Heavy Veh, %	8	8	8	4	4	4	2	2	2	2	2	2
Cap, veh/h	35	3141	133	25	3274	85	139	146	67	138	118	107
Arrive On Green	0.04	1.00	1.00	0.03	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1697	4783	203	1753	5034	130	400	654	299	400	527	477
Grp Volume(v), veh/h	26	476	258	16	1004	544	235	0	0	262	0	0
Grp Sat Flow(s),veh/h/ln	1697	1621	1744	1753	1675	1814	1353	0	0	1404	0	0
Q Serve(g_s), s	1.5	0.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	0.0	0.9	0.0	0.0	16.7	0.0	0.0	18.1	0.0	0.0
Prop In Lane	1.00		0.12	1.00		0.07	0.36		0.22	0.34		0.34
Lane Grp Cap(c), veh/h	35	2129	1145	25	2179	1180	352	0	0	363	0	0
V/C Ratio(X)	0.74	0.22	0.22	0.64	0.46	0.46	0.67	0.00	0.00	0.72	0.00	0.00
Avail Cap(c_a), veh/h	170	2129	1145	175	2179	1180	421	0	0	431	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.67	0.67	0.67	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.7	0.0	0.0	48.3	0.0	0.0	36.1	0.0	0.0	36.9	0.0	0.0
Incr Delay (d2), s/veh	10.5	0.2	0.4	6.4	0.5	0.9	3.1	0.0	0.0	4.8	0.0	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(50%),veh/ln	0.7	0.1	0.1	0.4	0.1	0.3	5.7	0.0	0.0	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.2	0.4	54.7	0.5	0.9	39.2	0.0	0.0	41.6	0.0	0.0
LnGrp LOS	E	A	A	D	A	A	D			D		
Approach Vol, veh/h		760			1564			235			262	
Approach Delay, s/veh		2.3			1.2			39.2			41.6	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	69.5		25.4	4.4	70.2		25.4				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	52.5		27.0	10.0	52.5		27.0				
Max Q Clear Time (g_c+I1), s	3.5	2.0		18.7	2.9	2.0		20.1				
Green Ext Time (p_c), s	0.0	22.6		0.9	0.0	7.7		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.4									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	770	4	2	1335	177	15	72	83	256	67	78
Future Volume (vph)	24	770	4	2	1335	177	15	72	83	256	67	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	26	837	4	2	1435	190	21	99	114	305	80	93
RTOR Reduction (vph)	0	1	0	0	12	0	0	42	0	0	0	77
Lane Group Flow (vph)	26	840	0	2	1613	0	21	171	0	189	196	16
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	3.2	47.3		1.1	45.2		14.7	14.7		16.9	16.9	16.9
Effective Green, g (s)	3.2	47.3		1.1	45.2		14.7	14.7		16.9	16.9	16.9
Actuated g/C Ratio	0.03	0.47		0.01	0.45		0.15	0.15		0.17	0.17	0.17
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	53	2291		18	2145		260	250		284	290	263
v/s Ratio Prot	c0.02	0.17		0.00	c0.34		0.01	c0.10		0.11	c0.11	
v/s Ratio Perm												0.01
v/c Ratio	0.49	0.37		0.11	0.75		0.08	0.68		0.67	0.68	0.06
Uniform Delay, d1	47.6	16.8		49.0	22.7		36.8	40.5		38.9	39.0	34.9
Progression Factor	0.74	1.20		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.0	0.4		2.0	2.5		0.1	7.5		5.2	5.6	0.1
Delay (s)	40.0	20.6		51.0	25.2		37.0	48.0		44.1	44.5	34.9
Level of Service	D	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		21.2			25.3			47.0			42.5	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
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)	131	4	234	22	25	8	508	631	19	4	304	29
Future Volume (vph)	131	4	234	22	25	8	508	631	19	4	304	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777	1562	1770	1789		1770	5060		1770	5009	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1777	1562	1770	1789		1770	5060		1770	5009	
Peak-hour factor, PHF	0.82	0.82	0.82	0.70	0.70	0.70	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	160	5	285	31	36	11	558	693	21	5	345	33
RTOR Reduction (vph)	0	0	236	0	10	0	0	2	0	0	13	0
Lane Group Flow (vph)	0	165	49	31	37	0	558	712	0	5	365	0
Confl. Peds. (#/hr)	4		1	1		4	2		4	4		2
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		20.5	20.5	8.1	8.1		54.3	68.7		2.0	16.4	
Effective Green, g (s)		20.5	20.5	8.1	8.1		54.3	68.7		2.0	16.4	
Actuated g/C Ratio		0.17	0.17	0.07	0.07		0.45	0.57		0.02	0.14	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		303	266	119	120		800	2896		29	684	
v/s Ratio Prot		c0.09		0.02	c0.02		c0.32	0.14		0.00	c0.07	
v/s Ratio Perm			0.03									
v/c Ratio		0.54	0.18	0.26	0.31		0.70	0.25		0.17	0.53	
Uniform Delay, d1		45.5	42.6	53.1	53.3		26.3	12.8		58.2	48.2	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.6	0.2	0.9	1.1		2.9	0.2		2.1	3.0	
Delay (s)		47.1	42.8	54.0	54.3		29.1	13.0		60.2	51.2	
Level of Service		D	D	D	D		C	B		E	D	
Approach Delay (s/veh)		44.4			54.2			20.1			51.3	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		
Description: CL=120/120 Off=16/12			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	591	183	100	1091	0	0	0	0	654	0	78
Future Volume (veh/h)	0	591	183	100	1091	0	0	0	0	654	0	78
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	642	0	109	1186	0				711	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1645		185	3160	0				914	0	
Arrive On Green	0.00	0.46	0.00	0.10	0.62	0.00				0.26	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	642	0	109	1186	0				711	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	10.7	0.0	5.3	10.4	0.0				17.1	0.0	0.0
Cycle Q Clear(g_c), s	0.0	10.7	0.0	5.3	10.4	0.0				17.1	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1645		185	3160	0				914	0	
V/C Ratio(X)	0.00	0.39		0.59	0.38	0.00				0.78	0.00	
Avail Cap(c_a), veh/h	0	1645		342	3160	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	15.8	0.0	38.5	8.5	0.0				30.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	3.0	0.3	0.0				4.6	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	4.3	0.0	2.4	3.5	0.0				7.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	16.5	0.0	41.5	8.9	0.0				35.2	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		642			1295						711	
Approach Delay, s/veh		16.5			11.6						35.2	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	61.1	28.9	14.0	47.1
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	12.4	19.1	7.3	12.7
Green Ext Time (p_c), s	15.5	4.7	0.2	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.1
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	0	539	258	155	216	90	890	0	0	793	85
Future Volume (vph)	216	0	539	258	155	216	90	890	0	0	793	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	0.99		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1761		1583		3258		1763	3539			4995	
Flt Permitted	0.33		1.00		0.98		0.21	1.00			1.00	
Satd. Flow (perm)	612		1583		3258		381	3539			4995	
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	240	0	599	274	165	230	97	957	0	0	911	98
RTOR Reduction (vph)	0	0	87	0	38	0	0	0	0	0	18	0
Lane Group Flow (vph)	240	0	512	0	631	0	97	957	0	0	991	0
Confl. Peds. (#/hr)	11					11	14		5	5		14
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	58.5		58.5		58.5		51.0	51.0			51.0	
Effective Green, g (s)	58.5		58.5		58.5		51.0	51.0			51.0	
Actuated g/C Ratio	0.49		0.49		0.49		0.43	0.43			0.43	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	298		771		1588		161	1504			2122	
v/s Ratio Prot								c0.27			0.20	
v/s Ratio Perm	c0.39		0.32		0.19		0.25					
v/c Ratio	0.81		0.66		0.40		0.60	0.64			0.47	
Uniform Delay, d1	25.9		23.3		19.5		26.7	27.2			24.7	
Progression Factor	1.00		1.00		1.00		1.09	0.97			1.00	
Incremental Delay, d2	14.2		1.9		0.1		14.5	1.9			0.7	
Delay (s)	40.1		25.2		19.7		43.6	28.3			25.5	
Level of Service	D		C		B		D	C			C	
Approach Delay (s/veh)		29.5			19.7			29.7			25.5	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	429	530	0	1228	832	0
Future Volume (veh/h)	429	530	0	1228	832	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	372	752	0	1349	904	0
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	495	882	0	3239	2254	0
Arrive On Green	0.28	0.28	0.00	0.63	0.63	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	372	752	0	1349	904	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	22.9	26.9	0.0	15.8	15.0	0.0
Cycle Q Clear(g_c), s	22.9	26.9	0.0	15.8	15.0	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	495	882	0	3239	2254	0
V/C Ratio(X)	0.75	0.85	0.00	0.42	0.40	0.00
Avail Cap(c_a), veh/h	741	1318	0	3239	2254	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.73	1.00	0.00
Uniform Delay (d), s/veh	39.5	41.0	0.0	10.9	10.8	0.0
Incr Delay (d2), s/veh	2.4	3.7	0.0	0.3	0.5	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	10.7	0.0	5.6	5.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.9	44.7	0.0	11.2	11.3	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1124			1349	904	
Approach Delay, s/veh	43.7			11.2	11.3	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		81.5		38.5		81.5
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		59.6		49.9		59.6
Max Q Clear Time (g_c+I1), s		17.8		28.9		17.0
Green Ext Time (p_c), s		23.9		4.4		15.1

Intersection Summary	
HCM 7th Control Delay, s/veh	22.0
HCM 7th LOS	C

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)	58	484	81	31	308	42	106	320	56	61	287	44
Future Volume (veh/h)	58	484	81	31	308	42	106	320	56	61	287	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	499	84	36	354	48	113	340	60	64	302	46
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	193	623	105	141	596	81	298	815	142	276	835	126
Arrive On Green	0.11	0.40	0.40	0.08	0.37	0.37	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1557	262	1781	1607	218	1027	3019	527	980	3092	466
Grp Volume(v), veh/h	60	0	583	36	0	402	113	199	201	64	172	176
Grp Sat Flow(s),veh/h/ln	1781	0	1820	1781	0	1825	1027	1777	1769	980	1777	1780
Q Serve(g_s), s	2.2	0.0	19.7	1.3	0.0	12.4	7.0	6.4	6.5	4.0	5.5	5.6
Cycle Q Clear(g_c), s	2.2	0.0	19.7	1.3	0.0	12.4	12.6	6.4	6.5	10.6	5.5	5.6
Prop In Lane	1.00		0.14	1.00		0.12	1.00		0.30	1.00		0.26
Lane Grp Cap(c), veh/h	193	0	728	141	0	677	298	480	478	276	480	481
V/C Ratio(X)	0.31	0.00	0.80	0.26	0.00	0.59	0.38	0.41	0.42	0.23	0.36	0.37
Avail Cap(c_a), veh/h	281	0	1395	281	0	1399	580	968	963	545	968	970
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	18.5	30.2	0.0	17.7	25.7	20.9	21.0	25.3	20.6	20.6
Incr Delay (d2), s/veh	0.3	0.0	3.0	0.4	0.0	1.2	0.3	0.2	0.2	0.6	0.6	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(50%),veh/ln	0.9	0.0	7.9	0.6	0.0	5.0	1.7	2.5	2.6	0.9	2.2	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	0.0	21.4	30.5	0.0	18.9	26.0	21.1	21.2	25.9	21.2	21.3
LnGrp LOS	C		C	C		B	C	C	C	C	C	C
Approach Vol, veh/h		643			438			513			412	
Approach Delay, s/veh		22.2			19.9			22.2			22.0	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.6	32.4		24.8	10.5	34.4		24.8				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	4.2	14.4		12.6	3.3	21.7		14.6				
Green Ext Time (p_c), s	0.0	4.1		3.5	0.0	6.2		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			21.6									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	497	40	40	312	14	32	15	17	11	15	25
Future Volume (veh/h)	43	497	40	40	312	14	32	15	17	11	15	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	552	44	45	351	16	44	21	23	14	19	31
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	743	59	147	765	35	221	105	79	118	132	156
Arrive On Green	0.09	0.44	0.44	0.08	0.43	0.43	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1781	1708	136	1781	1774	81	601	531	400	173	671	793
Grp Volume(v), veh/h	48	0	596	45	0	367	88	0	0	64	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1855	1531	0	0	1637	0	0
Q Serve(g_s), s	1.3	0.0	14.2	1.3	0.0	7.4	0.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	14.2	1.3	0.0	7.4	2.3	0.0	0.0	1.7	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.50		0.26	0.22		0.48
Lane Grp Cap(c), veh/h	154	0	802	147	0	800	405	0	0	406	0	0
V/C Ratio(X)	0.31	0.00	0.74	0.31	0.00	0.46	0.22	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	423	0	2069	423	0	2081	1055	0	0	1099	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.6	0.0	12.4	22.7	0.0	10.6	17.8	0.0	0.0	17.6	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.0	0.4	0.0	0.6	0.3	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.5	0.0	5.0	0.5	0.0	2.6	0.8	0.0	0.0	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	23.0	0.0	14.4	23.1	0.0	11.2	18.1	0.0	0.0	17.8	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		644			412			88			64	
Approach Delay, s/veh		15.0			12.5			18.1			17.8	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	27.7		15.9	8.8	27.9		15.9				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	59.0		33.5	12.5	59.0		33.5				
Max Q Clear Time (g_c+I1), s	3.3	9.4		3.7	3.3	16.2		4.3				
Green Ext Time (p_c), s	0.0	3.7		0.3	0.0	6.7		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	14.5	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	504	26	10	355	23	13	13	6	21	7	12
Future Volume (vph)	22	504	26	10	355	23	13	13	6	21	7	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	1846		1770	1841			1771			1727	
Flt Permitted	0.95	1.00		0.95	1.00			0.84			0.81	
Satd. Flow (perm)	1770	1846		1770	1841			1519			1438	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.67	0.67	0.67
Adj. Flow (vph)	24	560	29	11	399	26	18	18	8	31	10	18
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	24	588	0	11	423	0	0	44	0	0	59	0
Confl. Peds. (#/hr)	10		9	9		10	3		1	1		3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	19.2	46.1		11.1	33.5			7.1			7.1	
Effective Green, g (s)	19.2	46.1		11.1	33.5			7.1			7.1	
Actuated g/C Ratio	0.24	0.58		0.14	0.42			0.09			0.09	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	428	1073		247	777			136			128	
v/s Ratio Prot	0.01	c0.32		0.01	c0.23							
v/s Ratio Perm								0.03			c0.04	
v/c Ratio	0.06	0.55		0.04	0.54			0.32			0.46	
Uniform Delay, d1	23.1	10.2		29.5	17.2			33.8			34.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.3		0.0	1.0			1.4			2.6	
Delay (s)	23.1	10.5		29.5	18.2			35.2			36.9	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.0			18.4			35.2			36.9	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	79.3	Sum of lost time (s)	19.5
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
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)	41	460	30	44	236	102	46	294	98	218	492	79
Future Volume (veh/h)	41	460	30	44	236	102	46	294	98	218	492	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	529	34	46	248	107	57	363	121	232	523	84
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	173	614	39	172	433	187	163	928	394	390	932	395
Arrive On Green	0.10	0.35	0.35	0.10	0.35	0.35	0.09	0.26	0.26	0.09	0.26	0.26
Sat Flow, veh/h	1781	1737	112	1781	1230	531	1781	3554	1507	1781	3554	1507
Grp Volume(v), veh/h	47	0	563	46	0	355	57	363	121	232	523	84
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1760	1781	1777	1507	1781	1777	1507
Q Serve(g_s), s	2.7	0.0	31.0	2.6	0.0	17.9	3.3	9.2	7.1	10.1	13.9	4.8
Cycle Q Clear(g_c), s	2.7	0.0	31.0	2.6	0.0	17.9	3.3	9.2	7.1	10.1	13.9	4.8
Prop In Lane	1.00		0.06	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	0	653	172	0	620	163	928	394	390	932	395
V/C Ratio(X)	0.27	0.00	0.86	0.27	0.00	0.57	0.35	0.39	0.31	0.59	0.56	0.21
Avail Cap(c_a), veh/h	228	0	751	228	0	715	163	1300	551	390	1304	553
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	32.9	45.8	0.0	28.7	46.6	33.2	32.4	27.1	34.9	31.5
Incr Delay (d2), s/veh	0.3	0.0	9.7	0.3	0.0	1.2	0.5	0.5	0.8	1.7	0.9	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(50%),veh/ln	1.2	0.0	15.1	1.2	0.0	7.7	1.4	3.9	0.1	4.5	6.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.1	0.0	42.6	46.1	0.0	29.9	47.1	33.7	33.2	28.9	35.8	32.0
LnGrp LOS	D		D	D		C	D	C	C	C	D	C
Approach Vol, veh/h		610			401			541			839	
Approach Delay, s/veh		42.9			31.8			35.0			33.5	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	44.5	14.5	35.2	15.0	44.6	14.6	35.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.4	10.0	40.1	14.0	44.4	10.1	40.0
Max Q Clear Time (g_c+I1), s	4.7	19.9	5.3	15.9	4.6	33.0	12.1	11.2
Green Ext Time (p_c), s	0.0	3.2	0.0	6.0	0.0	3.7	0.0	4.7

Intersection Summary	
HCM 7th Control Delay, s/veh	35.9
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	807	56	69	320	52	40
Future Volume (vph)	807	56	69	320	52	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.99		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3498		1770	1863	1688	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3498		1770	1863	1688	
Peak-hour factor, PHF	0.95	0.95	0.97	0.97	0.82	0.82
Adj. Flow (vph)	849	59	71	330	63	49
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	903	0	71	330	112	0
Confl. Peds. (#/hr)		7	7			21
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	27.1		6.4	38.5	11.3	
Effective Green, g (s)	27.1		6.4	38.5	11.3	
Actuated g/C Ratio	0.45		0.11	0.64	0.19	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1572		187	1189	316	
v/s Ratio Prot	c0.26		0.04	c0.18	c0.07	
v/s Ratio Perm						
v/c Ratio	0.57		0.38	0.28	0.35	
Uniform Delay, d1	12.3		25.1	4.8	21.3	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.6		0.5	0.2	0.7	
Delay (s)	12.9		25.6	5.0	22.0	
Level of Service	B		C	A	C	
Approach Delay (s/veh)	12.9			8.6	22.0	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	1127	70	270	124	63	195	30	41	77	646	238
Future Volume (vph)	500	1127	70	270	124	63	195	30	41	77	646	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.98				1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.97	1.00
Frt	1.00	0.85		0.96		1.00	0.96				1.00	0.98
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1744		1760	1749				1709	1813
Flt Permitted	1.00	1.00		1.00		0.37	1.00				0.32	1.00
Satd. Flow (perm)	1863	1583		1744		682	1749				577	1813
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.79	0.79	0.79	0.79	0.92	0.92	0.92
Adj. Flow (vph)	543	1225	76	300	138	80	247	38	52	84	702	259
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	4
Lane Group Flow (vph)	543	1253	0	438	0	80	332	0	0	0	786	302
Confl. Peds. (#/hr)		10	10		14	9		49	12	49	12	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.6	52.2		41.9		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.6	46.2		41.9		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.38		0.34		0.28	0.28				0.28	0.28
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	266	594		593		188	484				159	502
v/s Ratio Prot	0.29	c0.79		c0.25			0.19					0.17
v/s Ratio Perm						0.12					c1.36	
v/c Ratio	2.04	2.11		0.74		0.43	0.69				4.94	0.60
Uniform Delay, d1	52.8	38.4		35.8		36.5	39.7				44.5	38.6
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	481.5	504.9		5.1		2.7	4.7				1788.6	2.7
Delay (s)	534.3	543.3		40.9		39.1	44.4				1833.1	41.3
Level of Service	F	F		D		D	D				F	D
Approach Delay (s/veh)	540.6			40.9			43.4					1331.0
Approach LOS	F			D			D					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	557.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.86		
Actuated Cycle Length (s)	123.1	Sum of lost time (s)	25.0
Intersection Capacity Utilization	155.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	43	378	274	74
Future Volume (vph)	43	378	274	74
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.95		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.97		
Satd. Flow (prot)		3095		
Flt Permitted		0.97		
Satd. Flow (perm)		3095		
Peak-hour factor, PHF	0.92	0.96	0.96	0.96
Adj. Flow (vph)	47	394	285	77
RTOR Reduction (vph)	0	99	0	0
Lane Group Flow (vph)	0	657	0	0
Confl. Peds. (#/hr)	9	9	14	27
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		28.6		
Effective Green, g (s)		28.6		
Actuated g/C Ratio		0.23		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		719		
v/s Ratio Prot		0.21		
v/s Ratio Perm				
v/c Ratio		0.91		
Uniform Delay, d1		46.0		
Progression Factor		1.00		
Incremental Delay, d2		16.3		
Delay (s)		62.4		
Level of Service		E		
Approach Delay (s/veh)		62.4		
Approach LOS		E		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	179	11	96	97	122	23	954	67	166	1104	92
Future Volume (veh/h)	152	179	11	96	97	122	23	954	67	166	1104	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		1.00	1.00		0.97	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	211	13	117	118	0	26	1060	74	180	1200	100
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	516	32	170	528		127	1576	110	206	1323	562
Arrive On Green	0.11	0.30	0.30	0.10	0.28	0.00	0.07	0.32	0.32	0.12	0.37	0.37
Sat Flow, veh/h	1781	1731	107	1781	1870	1585	1781	4862	339	1781	3554	1511
Grp Volume(v), veh/h	179	0	224	117	118	0	26	742	392	180	1200	100
Grp Sat Flow(s),veh/h/ln	1781	0	1838	1781	1870	1585	1781	1702	1797	1781	1777	1511
Q Serve(g_s), s	12.5	0.0	12.3	8.0	6.1	0.0	1.7	23.7	23.8	12.5	40.3	5.6
Cycle Q Clear(g_c), s	12.5	0.0	12.3	8.0	6.1	0.0	1.7	23.7	23.8	12.5	40.3	5.6
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	198	0	548	170	528		127	1103	582	206	1323	562
V/C Ratio(X)	0.90	0.00	0.41	0.69	0.22		0.20	0.67	0.67	0.87	0.91	0.18
Avail Cap(c_a), veh/h	198	0	548	226	550		127	1103	582	273	1397	594
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.3	0.0	35.3	55.2	34.6	0.0	55.1	36.8	36.8	54.8	37.5	26.6
Incr Delay (d2), s/veh	37.6	0.0	0.7	2.6	0.3	0.0	0.3	2.1	4.0	17.3	8.6	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(50%),veh/ln	7.6	0.0	5.6	3.7	2.8	0.0	0.8	10.1	11.0	6.6	18.7	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	92.9	0.0	36.0	57.7	34.9	0.0	55.4	38.9	40.8	72.1	46.1	26.7
LnGrp LOS	F		D	E	C		E	D	D	E	D	C
Approach Vol, veh/h		403			235			1160			1480	
Approach Delay, s/veh		61.3			46.3			39.9			47.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	45.8	18.0	43.1	13.0	51.9	20.0	41.1
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	19.3	38.7	16.0	35.0	9.0	49.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	14.5	25.8	10.0	14.3	3.7	42.3	14.5	8.1
Green Ext Time (p_c), s	0.1	8.8	0.0	1.6	0.0	4.6	0.0	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	46.6
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	388	38	52	228	4	72	2	43	9	3	14
Future Volume (veh/h)	2	388	38	52	228	4	72	2	43	9	3	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	426	42	59	259	5	84	2	50	15	5	24
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86	0.59	0.59	0.59
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1203	118	506	1313	25	401	52	144	250	109	226
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1110	3266	320	922	3564	69	750	199	552	304	420	869
Grp Volume(v), veh/h	2	231	237	59	129	135	136	0	0	44	0	0
Grp Sat Flow(s),veh/h/ln	1110	1777	1810	922	1777	1855	1500	0	0	1593	0	0
Q Serve(g_s), s	0.0	2.7	2.7	1.4	1.4	1.4	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	2.7	2.7	4.1	1.4	1.4	1.9	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.62		0.37	0.34		0.55
Lane Grp Cap(c), veh/h	608	655	667	506	655	684	596	0	0	585	0	0
V/C Ratio(X)	0.00	0.35	0.36	0.12	0.20	0.20	0.23	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	964	1225	1248	802	1225	1279	1758	0	0	1801	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.6	6.5	6.5	8.0	6.1	6.1	8.4	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.0	0.5	0.5	0.2	0.3	0.3	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.6	6.6	6.6	8.1	6.3	6.3	8.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		470			323			136			44	
Approach Delay, s/veh		6.6			6.6			8.6			8.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		12.4		15.9		12.4				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		6.1		3.9		4.7		2.6				
Green Ext Time (p_c), s		1.9		0.8		1.5		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	850	62	101	284	122	67	807	106	339	701	25
Future Volume (veh/h)	29	850	62	101	284	122	67	807	106	339	701	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	914	67	111	312	134	74	897	118	349	723	26
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	87	1059	78	136	828	346	138	1233	161	310	1287	46
Arrive On Green	0.05	0.32	0.32	0.08	0.34	0.34	0.08	0.27	0.27	0.17	0.37	0.37
Sat Flow, veh/h	1781	3348	245	1781	2409	1007	1781	4534	593	1781	3492	126
Grp Volume(v), veh/h	31	485	496	111	228	218	74	672	343	349	368	381
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1639	1781	1702	1723	1781	1777	1841
Q Serve(g_s), s	2.0	30.2	30.2	7.2	11.4	11.9	4.7	21.1	21.3	20.5	19.4	19.4
Cycle Q Clear(g_c), s	2.0	30.2	30.2	7.2	11.4	11.9	4.7	21.1	21.3	20.5	19.4	19.4
Prop In Lane	1.00		0.14	1.00		0.61	1.00		0.34	1.00		0.07
Lane Grp Cap(c), veh/h	87	562	575	136	611	564	138	926	468	310	655	679
V/C Ratio(X)	0.36	0.86	0.86	0.82	0.37	0.39	0.54	0.73	0.73	1.13	0.56	0.56
Avail Cap(c_a), veh/h	136	574	587	136	611	564	163	969	490	310	655	679
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	37.8	37.8	53.6	29.1	29.2	52.3	38.9	39.0	48.6	29.6	29.6
Incr Delay (d2), s/veh	0.9	13.1	12.8	28.9	0.6	0.7	1.2	3.1	6.2	89.2	1.4	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(50%),veh/ln	0.9	14.9	15.2	4.3	4.9	4.7	2.1	9.1	9.7	16.7	8.4	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.1	50.9	50.7	82.4	29.7	30.0	53.5	42.0	45.2	137.9	31.0	30.9
LnGrp LOS	E	D	D	F	C	C	D	D	D	F	C	C
Approach Vol, veh/h		1012			557			1089			1098	
Approach Delay, s/veh		50.9			40.3			43.8			64.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	37.0	13.5	42.2	13.6	48.4	10.2	45.5
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	20.5	33.5	9.0	38.0	10.8	43.2	9.0	38.0
Max Q Clear Time (g_c+I1), s	22.5	23.3	9.2	32.2	6.7	21.4	4.0	13.9
Green Ext Time (p_c), s	0.0	6.3	0.0	3.6	0.0	6.5	0.0	4.4

Intersection Summary	
HCM 7th Control Delay, s/veh	51.4
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	1243	30	40	467	11	14	55	97	28	53	6
Future Volume (veh/h)	16	1243	30	40	467	11	14	55	97	28	53	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1256	30	49	577	14	16	62	110	37	71	8
Peak Hour Factor	0.99	0.99	0.99	0.81	0.81	0.81	0.88	0.88	0.88	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	519	1907	46	272	1905	46	97	159	246	187	307	29
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	823	3546	85	429	3543	86	61	626	969	347	1211	115
Grp Volume(v), veh/h	16	629	657	49	289	302	188	0	0	116	0	0
Grp Sat Flow(s),veh/h/ln	823	1777	1854	429	1777	1852	1656	0	0	1673	0	0
Q Serve(g_s), s	0.5	12.1	12.2	4.4	4.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.8	12.1	12.2	16.6	4.3	4.3	4.5	0.0	0.0	2.4	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.05	0.09		0.59	0.32		0.07
Lane Grp Cap(c), veh/h	519	955	997	272	955	996	502	0	0	523	0	0
V/C Ratio(X)	0.03	0.66	0.66	0.18	0.30	0.30	0.37	0.00	0.00	0.22	0.00	0.00
Avail Cap(c_a), veh/h	1295	2631	2746	677	2631	2742	1412	0	0	1403	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.5	7.9	7.9	13.9	6.1	6.1	15.0	0.0	0.0	14.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.4	0.3	0.2	0.5	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	3.0	3.2	0.4	1.1	1.2	1.6	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.5	8.2	8.2	14.3	6.4	6.4	15.5	0.0	0.0	14.5	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B			B		
Approach Vol, veh/h		1302			640			188			116	
Approach Delay, s/veh		8.2			7.0			15.5			14.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.8		17.2		30.8		17.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		71.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s		18.6		6.5		14.2		4.4				
Green Ext Time (p_c), s		7.2		1.2		6.7		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	58	71	52	8	30	23	54	979	15	33	924	68
Future Volume (veh/h)	58	71	52	8	30	23	54	979	15	33	924	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	87	63	14	51	39	59	1076	16	35	983	72
Peak Hour Factor	0.82	0.82	0.82	0.59	0.59	0.59	0.91	0.91	0.91	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	195	115	97	242	159	338	2039	30	328	1905	139
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	369	778	457	93	966	635	534	3582	53	516	3346	245
Grp Volume(v), veh/h	221	0	0	104	0	0	59	534	558	35	522	533
Grp Sat Flow(s),veh/h/ln	1605	0	0	1694	0	0	534	1777	1858	516	1777	1814
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	4.2	10.3	10.3	2.5	10.0	10.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	2.6	0.0	0.0	14.2	10.3	10.3	12.8	10.0	10.0
Prop In Lane	0.32		0.29	0.13		0.37	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	488	0	0	499	0	0	338	1011	1058	328	1011	1033
V/C Ratio(X)	0.45	0.00	0.00	0.21	0.00	0.00	0.17	0.53	0.53	0.11	0.52	0.52
Avail Cap(c_a), veh/h	1326	0	0	1380	0	0	667	2109	2205	646	2109	2153
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	0.0	0.0	16.6	0.0	0.0	11.6	7.4	7.4	11.3	7.3	7.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.3	0.6	0.6	0.2	0.6	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(50%),veh/ln	2.3	0.0	0.0	1.0	0.0	0.0	0.5	2.9	3.0	0.3	2.8	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.6	0.0	0.0	16.8	0.0	0.0	12.0	8.0	8.0	11.5	7.9	7.9
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		221			104			1151			1090	
Approach Delay, s/veh		18.6			16.8			8.2			8.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.7	19.0	36.7	19.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	66.0	44.0	66.0	44.0
Max Q Clear Time (g_c+I1), s	16.2	8.4	14.8	4.6
Green Ext Time (p_c), s	15.5	1.5	14.3	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	9.3
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	21	49	17	22	45	7	962	27	31	931	25
Future Volume (veh/h)	45	21	49	17	22	45	7	962	27	31	931	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	69	32	75	24	31	62	8	1069	30	32	960	26
Peak Hour Factor	0.65	0.65	0.65	0.72	0.72	0.72	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	122	202	138	173	266	311	1800	51	276	1802	49
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	476	384	639	198	546	839	569	3526	99	512	3530	96
Grp Volume(v), veh/h	176	0	0	117	0	0	8	539	560	32	483	503
Grp Sat Flow(s),veh/h/ln	1498	0	0	1583	0	0	569	1777	1848	512	1777	1848
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	0.6	12.4	12.4	2.7	10.6	10.6
Cycle Q Clear(g_c), s	4.8	0.0	0.0	3.0	0.0	0.0	11.2	12.4	12.4	15.1	10.6	10.6
Prop In Lane	0.39		0.43	0.21		0.53	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	562	0	0	577	0	0	311	907	943	276	907	944
V/C Ratio(X)	0.31	0.00	0.00	0.20	0.00	0.00	0.03	0.59	0.59	0.12	0.53	0.53
Avail Cap(c_a), veh/h	1255	0	0	1306	0	0	648	1961	2039	580	1961	2039
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	0.0	0.0	14.5	0.0	0.0	13.3	10.0	10.0	15.3	9.5	9.5
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.2	0.0	0.0	0.0	0.9	0.9	0.3	0.7	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(50%),veh/ln	1.6	0.0	0.0	1.1	0.0	0.0	0.1	3.9	4.1	0.3	3.3	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	0.0	0.0	14.7	0.0	0.0	13.3	10.9	10.8	15.5	10.2	10.2
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		176			117			1107			1018	
Approach Delay, s/veh		15.4			14.7			10.9			10.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	34.6	23.4	34.6	23.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	64.0	46.0	64.0	46.0
Max Q Clear Time (g_c+I1), s	14.4	6.8	17.1	5.0
Green Ext Time (p_c), s	14.2	1.2	12.5	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	117	49	33	36	43	51	878	46	55	887	72
Future Volume (veh/h)	76	117	49	33	36	43	51	878	46	55	887	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	83	127	53	45	49	58	58	998	52	58	934	76
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	271	97	181	194	183	317	1835	96	306	1775	144
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	376	914	326	347	653	617	557	3427	179	536	3314	270
Grp Volume(v), veh/h	263	0	0	152	0	0	58	517	533	58	501	509
Grp Sat Flow(s),veh/h/ln	1616	0	0	1618	0	0	557	1777	1828	536	1777	1807
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	4.5	11.4	11.4	4.7	10.9	10.9
Cycle Q Clear(g_c), s	7.7	0.0	0.0	4.0	0.0	0.0	15.3	11.4	11.4	16.1	10.9	10.9
Prop In Lane	0.32		0.20	0.30		0.38	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	559	0	0	558	0	0	317	951	979	306	951	968
V/C Ratio(X)	0.47	0.00	0.00	0.27	0.00	0.00	0.18	0.54	0.54	0.19	0.53	0.53
Avail Cap(c_a), veh/h	1250	0	0	1220	0	0	636	1969	2027	613	1969	2003
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	16.1	0.0	0.0	13.9	9.1	9.1	14.3	8.9	8.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.4	0.7	0.7	0.4	0.6	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(50%),veh/ln	2.8	0.0	0.0	1.5	0.0	0.0	0.5	3.5	3.6	0.5	3.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.0	0.0	0.0	16.4	0.0	0.0	14.3	9.8	9.7	14.8	9.6	9.6
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		263			152			1108			1068	
Approach Delay, s/veh		18.0			16.4			10.0			9.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.9		22.7		36.9		22.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		17.3		9.7		18.1		6.0				
Green Ext Time (p_c), s		14.5		1.8		13.8		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh		11.1										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	135	32	38	50	72	50	840	44	59	846	64
Future Volume (veh/h)	67	135	32	38	50	72	50	840	44	59	846	64
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	0.97		0.87	0.99		0.90
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	145	34	48	62	90	54	903	47	61	872	66
Peak Hour Factor	0.93	0.93	0.93	0.80	0.80	0.80	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	283	59	135	167	190	358	1449	75	387	1943	147
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.43	0.43	0.43	0.08	0.59	0.59
Sat Flow, veh/h	352	1094	226	252	644	733	580	3407	177	1781	3319	251
Grp Volume(v), veh/h	251	0	0	200	0	0	54	471	479	61	467	471
Grp Sat Flow(s),veh/h/ln	1672	0	0	1630	0	0	580	1777	1808	1781	1777	1793
Q Serve(g_s), s	1.6	0.0	0.0	0.0	0.0	0.0	3.8	13.3	13.3	1.1	9.5	9.5
Cycle Q Clear(g_c), s	7.9	0.0	0.0	6.2	0.0	0.0	3.8	13.3	13.3	1.1	9.5	9.5
Prop In Lane	0.29		0.14	0.24		0.45	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	505	0	0	492	0	0	358	756	769	387	1040	1050
V/C Ratio(X)	0.50	0.00	0.00	0.41	0.00	0.00	0.15	0.62	0.62	0.16	0.45	0.45
Avail Cap(c_a), veh/h	1054	0	0	1020	0	0	625	1574	1601	489	1960	1978
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.5	0.0	0.0	20.0	0.0	0.0	11.7	14.5	14.5	9.1	7.5	7.5
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	0.3	1.2	1.2	0.2	0.4	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(50%),veh/ln	3.1	0.0	0.0	2.4	0.0	0.0	0.5	4.8	4.9	0.3	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	0.0	0.0	20.5	0.0	0.0	12.0	15.7	15.6	9.3	7.9	7.9
LnGrp LOS	C			C			B	B	B	A	A	A
Approach Vol, veh/h		251			200			1004			999	
Approach Delay, s/veh		21.3			20.5			15.5			8.0	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.3	32.4		21.7		42.7		21.7				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	9.0	57.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s	3.1	15.3		8.2		11.5		9.9				
Green Ext Time (p_c), s	0.0	12.0		1.3		11.3		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.4									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	886	27	18	598	65	18	51	28	30	39	33
Future Volume (veh/h)	18	886	27	18	598	65	18	51	28	30	39	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.93	0.95		0.92	0.95		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	20	963	29	19	636	69	21	59	32	37	48	40
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	2383	71	71	2132	228	79	196	93	115	143	100
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	31	3366	100	47	3011	322	185	993	471	349	727	506
Grp Volume(v), veh/h	527	0	485	378	0	346	112	0	0	125	0	0
Grp Sat Flow(s),veh/h/ln	1822	0	1676	1763	0	1617	1648	0	0	1581	0	0
Q Serve(g_s), s	0.0	0.0	11.9	0.0	0.0	7.9	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	11.5	0.0	11.9	7.4	0.0	7.9	5.5	0.0	0.0	6.3	0.0	0.0
Prop In Lane	0.04		0.06	0.05		0.20	0.19		0.29	0.30		0.32
Lane Grp Cap(c), veh/h	1327	0	1186	1286	0	1145	368	0	0	358	0	0
V/C Ratio(X)	0.40	0.00	0.41	0.29	0.00	0.30	0.30	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	1327	0	1186	1286	0	1145	500	0	0	484	0	0
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	1.00	0.80	0.00	0.80	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	5.9	0.0	6.0	5.3	0.0	5.4	34.5	0.0	0.0	34.7	0.0	0.0
Incr Delay (d2), s/veh	0.9	0.0	1.0	0.5	0.0	0.5	0.5	0.0	0.0	0.6	0.0	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(50%),veh/ln	4.3	0.0	4.1	2.6	0.0	2.5	2.4	0.0	0.0	2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.8	0.0	7.0	5.8	0.0	6.0	34.9	0.0	0.0	35.3	0.0	0.0
LnGrp LOS	A		A	A		A	C			D		
Approach Vol, veh/h		1012			724			112			125	
Approach Delay, s/veh		6.9			5.9			34.9			35.3	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.3		24.7		75.3		24.7				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		9.9		7.5		13.9		8.3				
Green Ext Time (p_c), s		8.4		0.5		13.8		0.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	9.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	658	113	114	513	207	70	638	86	183	662	92
Future Volume (veh/h)	105	658	113	114	513	207	70	638	86	183	662	92
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.89	0.98		0.89	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	731	126	128	576	233	74	679	91	195	704	98
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	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	263	971	385	234	988	391	338	1368	183	391	1702	237
Arrive On Green	0.06	0.27	0.27	0.07	0.28	0.28	0.44	0.44	0.44	0.08	0.55	0.55
Sat Flow, veh/h	1781	3554	1408	1781	3554	1407	670	3127	418	1781	3113	433
Grp Volume(v), veh/h	117	731	126	128	576	233	74	385	385	195	402	400
Grp Sat Flow(s),veh/h/ln	1781	1777	1408	1781	1777	1407	670	1777	1768	1781	1777	1769
Q Serve(g_s), s	5.6	22.6	8.6	6.1	16.8	17.2	8.7	18.7	18.8	6.9	15.9	15.9
Cycle Q Clear(g_c), s	5.6	22.6	8.6	6.1	16.8	17.2	11.5	18.7	18.8	6.9	15.9	15.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.24
Lane Grp Cap(c), veh/h	263	971	385	234	988	391	338	777	774	391	971	967
V/C Ratio(X)	0.45	0.75	0.33	0.55	0.58	0.60	0.22	0.50	0.50	0.50	0.41	0.41
Avail Cap(c_a), veh/h	329	1111	440	321	1170	463	338	777	774	478	971	967
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)	0.92	0.92	0.92	0.92	0.92	0.92	0.86	0.86	0.86	0.88	0.88	0.88
Uniform Delay (d), s/veh	29.7	39.9	34.8	30.8	37.3	37.5	23.2	24.3	24.3	17.4	15.9	15.9
Incr Delay (d2), s/veh	0.8	1.9	0.2	1.4	0.2	0.5	1.3	1.9	2.0	0.6	1.1	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(50%),veh/ln	2.5	10.2	3.0	2.7	7.4	5.9	1.5	8.1	8.1	2.8	6.5	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.5	41.8	35.0	32.1	37.5	38.0	24.4	26.2	26.2	18.0	17.1	17.1
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		974			937			844			997	
Approach Delay, s/veh		39.6			36.9			26.1			17.3	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	37.9	13.1	57.5	12.1	37.3		70.6				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	15.0	36.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	7.6	19.2	8.9	20.8	8.1	24.6		17.9				
Green Ext Time (p_c), s	0.1	3.3	0.2	3.2	0.1	3.4		3.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	29.9
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	808	115	93	601	253	150
Future Volume (veh/h)	808	115	93	601	253	150
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.90	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	918	131	102	660	275	163
Peak Hour Factor	0.88	0.88	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2220	317	393	2566	326	511
Arrive On Green	0.72	0.72	0.72	0.72	0.18	0.18
Sat Flow, veh/h	3168	439	533	3647	1781	2790
Grp Volume(v), veh/h	530	519	102	660	275	163
Grp Sat Flow(s),veh/h/ln	1777	1737	533	1777	1781	1395
Q Serve(g_s), s	11.8	11.8	9.4	6.3	14.9	5.1
Cycle Q Clear(g_c), s	11.8	11.8	21.2	6.3	14.9	5.1
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1283	1254	393	2566	326	511
V/C Ratio(X)	0.41	0.41	0.26	0.26	0.84	0.32
Avail Cap(c_a), veh/h	1283	1254	393	2566	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	5.5	9.7	4.7	39.5	35.4
Incr Delay (d2), s/veh	0.6	0.6	1.6	0.2	5.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	3.8	1.2	2.1	7.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.1	6.1	11.3	5.0	45.4	35.8
LnGrp LOS	A	A	B	A	D	D
Approach Vol, veh/h	1049			762	438	
Approach Delay, s/veh	6.1			5.8	41.8	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		77.2		22.8		77.2
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		23.2		16.9		13.8
Green Ext Time (p_c), s		9.5		1.4		5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	13.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	110	43	42	54	53	46	718	19	55	744	56
Future Volume (veh/h)	54	110	43	42	54	53	46	718	19	55	744	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.99	0.99		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	145	57	48	62	61	51	789	21	60	818	62
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	183	292	99	183	219	167	364	1751	47	391	1653	125
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	293	1016	345	290	761	583	626	3531	94	668	3333	253
Grp Volume(v), veh/h	273	0	0	171	0	0	51	397	413	60	436	444
Grp Sat Flow(s),veh/h/ln	1654	0	0	1635	0	0	626	1777	1848	668	1777	1809
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	2.7	6.7	6.7	3.0	7.6	7.6
Cycle Q Clear(g_c), s	6.2	0.0	0.0	3.6	0.0	0.0	10.3	6.7	6.7	9.6	7.6	7.6
Prop In Lane	0.26		0.21	0.28		0.36	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	573	0	0	569	0	0	364	881	916	391	881	897
V/C Ratio(X)	0.48	0.00	0.00	0.30	0.00	0.00	0.14	0.45	0.45	0.15	0.49	0.49
Avail Cap(c_a), veh/h	1779	0	0	1711	0	0	896	2391	2487	958	2391	2435
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	0.0	13.0	0.0	0.0	11.2	7.5	7.5	10.7	7.8	7.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.2	0.5	0.5	0.3	0.6	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(50%),veh/ln	2.1	0.0	0.0	1.2	0.0	0.0	0.3	1.8	1.9	0.4	2.1	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	0.0	13.3	0.0	0.0	11.4	8.1	8.0	10.9	8.4	8.4
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		273			171			861			940	
Approach Delay, s/veh		14.5			13.3			8.2			8.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.8		18.2		27.8		18.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		12.3		8.2		11.6		5.6				
Green Ext Time (p_c), s		9.8		1.9		11.2		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	1086	109	94	479	77	50	472	42	148	660	133
Future Volume (veh/h)	120	1086	109	94	479	77	50	472	42	148	660	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	128	1155	116	97	494	79	54	513	46	172	767	155
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	472	1337	134	260	1246	198	148	1188	106	272	1056	213
Arrive On Green	0.09	0.41	0.41	0.09	0.41	0.41	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1781	3247	325	1781	3050	485	604	3288	294	844	2923	591
Grp Volume(v), veh/h	128	631	640	97	287	286	54	276	283	172	466	456
Grp Sat Flow(s),veh/h/ln	1781	1777	1795	1781	1777	1758	604	1777	1805	844	1777	1736
Q Serve(g_s), s	4.2	34.9	35.1	3.1	12.3	12.4	9.2	12.7	12.8	20.9	24.5	24.5
Cycle Q Clear(g_c), s	4.2	34.9	35.1	3.1	12.3	12.4	33.7	12.7	12.8	33.7	24.5	24.5
Prop In Lane	1.00		0.18	1.00		0.28	1.00		0.16	1.00		0.34
Lane Grp Cap(c), veh/h	472	731	739	260	726	718	148	642	652	272	642	628
V/C Ratio(X)	0.27	0.86	0.87	0.37	0.39	0.40	0.37	0.43	0.43	0.63	0.73	0.73
Avail Cap(c_a), veh/h	476	849	858	269	849	840	173	717	728	307	717	701
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	28.9	29.0	21.7	22.5	22.5	44.4	26.0	26.1	38.8	29.8	29.8
Incr Delay (d2), s/veh	0.2	8.2	8.3	0.7	0.3	0.4	2.6	0.8	0.8	2.1	2.6	2.7
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(50%),veh/ln	1.7	15.9	16.1	1.3	5.1	5.1	1.5	5.4	5.5	4.4	10.6	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.6	37.1	37.3	22.3	22.8	22.9	46.9	26.8	26.8	40.9	32.4	32.4
LnGrp LOS	B	D	D	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		1399			670			613			1094	
Approach Delay, s/veh		35.2			22.8			28.6			33.8	
Approach LOS		D			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.8	49.5		44.5	13.5	49.9		44.5				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	51.5		43.5	10.0	51.5		43.5				
Max Q Clear Time (g_c+I1), s	6.2	14.4		35.7	5.1	37.1		35.7				
Green Ext Time (p_c), s	0.1	3.7		3.3	0.1	7.2		3.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	31.5	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	114	61	81	41	12	32	532	8	13	799	26
Future Volume (veh/h)	50	114	61	81	41	12	32	532	8	13	799	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	137	73	92	47	14	35	578	9	14	878	29
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	166	263	122	343	158	37	343	1678	26	467	1644	54
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	245	979	454	787	590	139	613	3579	56	824	3505	116
Grp Volume(v), veh/h	270	0	0	153	0	0	35	287	300	14	445	462
Grp Sat Flow(s),veh/h/ln	1678	0	0	1516	0	0	613	1777	1858	824	1777	1844
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	1.9	4.5	4.5	0.5	7.8	7.8
Cycle Q Clear(g_c), s	6.0	0.0	0.0	3.1	0.0	0.0	9.6	4.5	4.5	5.0	7.8	7.8
Prop In Lane	0.22		0.27	0.60		0.09	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	551	0	0	538	0	0	343	833	871	467	833	865
V/C Ratio(X)	0.49	0.00	0.00	0.28	0.00	0.00	0.10	0.34	0.34	0.03	0.53	0.53
Avail Cap(c_a), veh/h	1792	0	0	1568	0	0	945	2578	2696	1276	2578	2676
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.8	0.0	0.0	12.8	0.0	0.0	11.7	7.4	7.4	8.9	8.2	8.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.2	0.3	0.3	0.0	0.8	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(50%),veh/ln	2.0	0.0	0.0	1.1	0.0	0.0	0.2	1.2	1.3	0.1	2.2	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.5	0.0	0.0	13.1	0.0	0.0	11.8	7.7	7.7	9.0	9.0	9.0
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		270			153			622			921	
Approach Delay, s/veh		14.5			13.1			7.9			9.0	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.0		17.7		26.0		17.7				
Change Period (Y+Rc), s		5.5		6.0		5.5		6.0				
Max Green Setting (Gmax), s		63.5		45.0		63.5		45.0				
Max Q Clear Time (g_c+I1), s		11.6		8.0		9.8		5.1				
Green Ext Time (p_c), s		6.4		1.8		10.8		1.0				

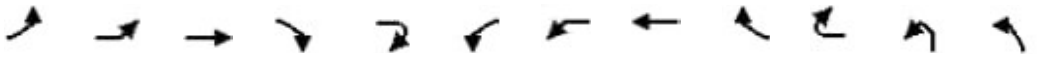
Intersection Summary												
HCM 7th Control Delay, s/veh			9.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	861	3	105	305	17	137	0	54	71	52	14
Future Volume (veh/h)	5	861	3	105	305	17	137	0	54	71	52	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1001	3	119	347	19	149	0	59	83	60	16
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	23	1402	4	220	1699	93	0	0	0	189	136	36
Arrive On Green	0.01	0.39	0.39	0.12	0.50	0.50	0.00	0.00	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1781	3634	11	1781	3422	187		0		935	676	180
Grp Volume(v), veh/h	6	489	515	119	179	187		0.0		159	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1832				1791	0	0
Q Serve(g_s), s	0.2	12.6	12.6	3.4	3.1	3.1				4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.2	12.6	12.6	3.4	3.1	3.1				4.2	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10				0.52		0.10
Lane Grp Cap(c), veh/h	23	686	721	220	882	909				362	0	0
V/C Ratio(X)	0.26	0.71	0.71	0.54	0.20	0.21				0.44	0.00	0.00
Avail Cap(c_a), veh/h	264	889	934	274	899	927				398	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	26.4	14.0	14.1	22.2	7.6	7.6				18.9	0.0	0.0
Incr Delay (d2), s/veh	6.0	2.4	2.3	2.1	0.2	0.2				0.8	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	4.3	4.5	1.4	1.0	1.0				1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.4	16.5	16.4	24.3	7.8	7.8				19.7	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		1010			485						159	
Approach Delay, s/veh		16.5			11.8						19.7	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	11.4	26.6		16.0	5.4	32.6						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	8.3	27.0		12.0	8.0	27.3						
Max Q Clear Time (g_c+I1), s	5.4	14.6		6.2	2.2	5.1						
Green Ext Time (p_c), s	0.1	6.2		0.4	0.0	3.0						

Intersection Summary			
HCM 7th Control Delay, s/veh		15.4	
HCM 7th LOS		B	



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	17	9	150	744	66	319	16	129	7	6	38	251
Future Volume (vph)	17	9	150	744	66	319	16	129	7	6	38	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95				0.97
Frpb, ped/bikes			1.00	1.00	0.97		1.00	0.99				1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00				1.00
Frt			1.00	0.85	0.85		1.00	0.99				1.00
Flt Protected			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (prot)			1849	3610	1542		1770	3442				3433
Flt Permitted			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (perm)			1849	3610	1542		1770	3442				3433
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.99	0.99
Adj. Flow (vph)	19	10	165	818	73	358	18	145	8	7	38	254
RTOR Reduction (vph)	0	0	0	0	59	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	194	818	14	0	376	158	0	0	0	292
Confl. Peds. (#/hr)	25	19							25	19		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	Prot
Protected Phases		4	4			3	3	3			5 8	5 8
Permitted Phases	4			4	4							
Actuated Green, G (s)			30.0	30.0	30.0		16.0	16.0				42.6
Effective Green, g (s)			30.0	30.0	30.0		16.0	16.0				36.1
Actuated g/C Ratio			0.19	0.19	0.19		0.10	0.10				0.22
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				
Lane Grp Cap (vph)			344	673	287		176	342				770
v/s Ratio Prot			0.10				c0.21	0.05				0.09
v/s Ratio Perm				c0.23	0.01							
v/c Ratio			0.56	1.22	0.05		2.14	0.46				0.38
Uniform Delay, d1			59.5	65.5	53.7		72.5	68.4				52.9
Progression Factor			1.00	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2			2.1	110.2	0.1		529.9	1.4				0.1
Delay (s)			61.6	175.7	53.8		602.4	69.7				53.0
Level of Service			E	F	D		F	E				D
Approach Delay (s/veh)			147.1					443.4				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay (s/veh)	119.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	160.9	Sum of lost time (s)	35.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBT	NBR	NBR2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	569	270	486	9	860	12	29	235	21
Future Volume (vph)	569	270	486	9	860	12	29	235	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91			1.00	1.00
Frpb, ped/bikes	1.00	0.98	0.98	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
Frt	0.99	0.85	0.85	1.00	0.99			0.87	0.87
Flt Protected	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3365	1419	1559	1770	5041			1611	1554
Flt Permitted	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)	3365	1419	1559	1770	5041			1611	1554
Peak-hour factor, PHF	0.99	0.99	0.99	0.83	0.83	0.83	0.83	0.88	0.97
Adj. Flow (vph)	575	273	491	11	1036	14	35	267	22
RTOR Reduction (vph)	0	0	270	0	2	0	0	0	16
Lane Group Flow (vph)	602	246	221	11	1083	0	0	267	6
Confl. Peds. (#/hr)		1	1	1		9	9		19
Confl. Bikes (#/hr)		2	2			6	6		2
Turn Type	NA	Perm	Perm	Prot	NA			pt+ov	Perm
Protected Phases	2			1	6			5 8	
Permitted Phases		2	2						6
Actuated Green, G (s)	54.2	54.2	54.2	5.1	43.8			42.6	43.8
Effective Green, g (s)	54.2	54.2	54.2	5.1	43.8			36.1	43.8
Actuated g/C Ratio	0.34	0.34	0.34	0.03	0.27			0.22	0.27
Clearance Time (s)	7.0	7.0	7.0	6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5	4.5	2.0	4.5				4.5
Lane Grp Cap (vph)	1133	477	525	56	1372			361	423
v/s Ratio Prot	0.18			0.01	c0.21			c0.17	
v/s Ratio Perm		0.17	0.14						0.00
v/c Ratio	0.53	0.52	0.42	0.20	0.79			0.74	0.01
Uniform Delay, d1	43.1	42.8	41.2	75.9	54.3			58.0	42.8
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.7	1.6	0.9	0.6	3.5			6.7	0.0
Delay (s)	43.8	44.4	42.2	76.5	57.7			64.7	42.8
Level of Service	D	D	D	E	E			E	D
Approach Delay (s/veh)	45.1				57.9				
Approach LOS	D				E				

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	129	15	21	345	5	55
Future Vol, veh/h	129	15	21	345	5	55
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	74	74	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	19	28	466	6	66

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	699	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1389	-	406	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	595	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	394	866
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	578	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.44	10.03
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	103	-
HCM Lane V/C Ratio	0.092	-	-	0.02	-
HCM Control Delay (s/veh)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	47	513	63	178	519
Future Vol, veh/h	20	47	513	63	178	519
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	78	78	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	59	658	81	193	564

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1655	704	0	0	744	0
Stage 1	704	-	-	-	-	-
Stage 2	951	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	108	437	-	-	863	-
Stage 1	490	-	-	-	-	-
Stage 2	375	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	434	-	-	858	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	252	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	43.65	0	2.66
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	174	460	-
HCM Lane V/C Ratio	-	-	0.482	0.225	-
HCM Control Delay (s/veh)	-	-	43.7	10.4	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.3	0.9	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	242	126	11	32	38	176	9	1069	49	227	1165	199
Future Volume (veh/h)	242	126	11	32	38	176	9	1069	49	227	1165	199
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	310	162	14	49	58	271	10	1229	56	241	1239	212
Peak Hour Factor	0.78	0.78	0.78	0.65	0.65	0.65	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	248	104	9	92	112	431	151	1932	88	195	1689	287
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	569	297	26	167	320	1232	367	3460	158	430	3025	513
Grp Volume(v), veh/h	486	0	0	378	0	0	10	631	654	241	724	727
Grp Sat Flow(s),veh/h/ln	892	0	0	1719	0	0	367	1777	1841	430	1777	1761
Q Serve(g_s), s	19.7	0.0	0.0	0.0	0.0	0.0	2.5	29.2	29.2	37.8	36.4	37.3
Cycle Q Clear(g_c), s	42.0	0.0	0.0	22.3	0.0	0.0	39.8	29.2	29.2	67.0	36.4	37.3
Prop In Lane	0.64		0.03	0.13		0.72	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	361	0	0	635	0	0	151	992	1028	195	992	983
V/C Ratio(X)	1.34	0.00	0.00	0.59	0.00	0.00	0.07	0.64	0.64	1.23	0.73	0.74
Avail Cap(c_a), veh/h	361	0	0	635	0	0	151	992	1028	195	992	983
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	0.0	0.0	32.7	0.0	0.0	34.9	18.1	18.2	46.9	19.7	19.9
Incr Delay (d2), s/veh	172.5	0.0	0.0	1.5	0.0	0.0	0.2	1.3	1.3	141.4	2.8	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(50%),veh/ln	28.3	0.0	0.0	9.4	0.0	0.0	0.2	11.9	12.4	13.6	15.2	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	217.7	0.0	0.0	34.2	0.0	0.0	35.1	19.5	19.5	188.3	22.5	22.9
LnGrp LOS	F			C			D	B	B	F	C	C
Approach Vol, veh/h		486			378			1295			1692	
Approach Delay, s/veh		217.7			34.2			19.6			46.3	
Approach LOS		F			C			B			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		73.0		47.0		73.0		47.0				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		67.0		42.0		67.0		42.0				
Max Q Clear Time (g_c+I1), s		41.8		44.0		69.0		24.3				
Green Ext Time (p_c), s		10.4		0.0		0.0		2.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			57.8									
HCM 7th LOS			E									

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	359	43	9	196	50	46
Future Vol, veh/h	359	43	9	196	50	46
Conflicting Peds, #/hr	0	3	3	0	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	62	62	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	403	48	15	316	75	69

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	455	0	778	435
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1106	-	365	621
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	715	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1103	-	359	617
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.36	16.74
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	449	-	-	1103	-
HCM Lane V/C Ratio	0.319	-	-	0.013	-
HCM Control Delay (s/veh)	16.7	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	6	215	0	2	5	75	421	2	6	514	58
Future Volume (vph)	156	6	215	0	2	5	75	421	2	6	514	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.90		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1553			1674		1770	1861		1770	1831	
Flt Permitted	0.95	1.00			1.00		0.30	1.00		0.33	1.00	
Satd. Flow (perm)	1770	1553			1674		553	1861		607	1831	
Peak-hour factor, PHF	0.84	0.84	0.84	0.58	0.58	0.58	0.71	0.71	0.71	0.90	0.90	0.90
Adj. Flow (vph)	186	7	256	0	3	9	106	593	3	7	571	64
RTOR Reduction (vph)	0	204	0	0	9	0	0	0	0	0	3	0
Lane Group Flow (vph)	186	59	0	0	3	0	106	596	0	7	632	0
Confl. Peds. (#/hr)	2		1									
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA			NA		Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	12.4	12.4			1.0		33.5	33.5		33.5	33.5	
Effective Green, g (s)	12.4	12.4			1.0		33.5	33.5		33.5	33.5	
Actuated g/C Ratio	0.20	0.20			0.02		0.55	0.55		0.55	0.55	
Clearance Time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	359	315			27		303	1020		332	1003	
v/s Ratio Prot	c0.11	0.04			c0.00			0.32			c0.35	
v/s Ratio Perm							0.19			0.01		
v/c Ratio	0.52	0.19			0.12		0.35	0.58		0.02	0.63	
Uniform Delay, d1	21.7	20.2			29.6		7.7	9.2		6.3	9.5	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.3	0.3			1.9		1.0	1.0		0.0	1.4	
Delay (s)	23.0	20.5			31.5		8.7	10.2		6.3	10.9	
Level of Service	C	C			C		A	B		A	B	
Approach Delay (s/veh)		21.5			31.5			10.0			10.9	
Approach LOS		C			C			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	61.1	Sum of lost time (s)	14.2
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	10

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	107	31	123	141	107
Future Vol, veh/h	167	107	31	123	141	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	82	82	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	249	160	38	150	168	127

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	457	232	295	0	-	0
Stage 1	232	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	561	808	1266	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	543	808	1266	-	-	-
Mov Cap-2 Maneuver	543	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	812	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	21.14	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	623	-	-
HCM Lane V/C Ratio	0.03	-	0.657	-	-
HCM Control Delay (s/veh)	7.9	0	21.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	4.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	1008	1	1	957	17	8	1	3	79	0	170
Future Volume (veh/h)	46	1008	1	1	957	17	8	1	3	79	0	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	47	1029	1	1	1075	18	13	2	5	113	0	243
Peak Hour Factor	0.98	0.98	0.98	0.89	0.89	0.94	0.60	0.60	0.60	0.70	0.70	0.70
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	360	2698	3	377	2627	44	211	44	40	494	0	367
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	508	5185	5	534	5047	84	331	190	174	1406	0	1581
Grp Volume(v), veh/h	47	665	365	1	708	385	20	0	0	113	0	243
Grp Sat Flow(s),veh/h/ln	508	1675	1840	534	1662	1808	695	0	0	1406	0	1581
Q Serve(g_s), s	2.8	5.3	5.3	0.0	5.8	5.8	0.1	0.0	0.0	0.0	0.0	6.2
Cycle Q Clear(g_c), s	8.5	5.3	5.3	5.3	5.8	5.8	6.3	0.0	0.0	2.9	0.0	6.2
Prop In Lane	1.00		0.00	1.00		0.05	0.65		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	360	1744	957	377	1729	941	295	0	0	494	0	367
V/C Ratio(X)	0.13	0.38	0.38	0.00	0.41	0.41	0.07	0.00	0.00	0.23	0.00	0.66
Avail Cap(c_a), veh/h	666	3765	2068	699	3735	2032	859	0	0	1115	0	1066
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	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.1	6.4	6.4	8.0	6.5	6.5	13.6	0.0	0.0	14.2	0.0	15.5
Incr Delay (d2), s/veh	0.2	0.2	0.4	0.0	0.2	0.4	0.1	0.0	0.0	0.2	0.0	2.0
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(50%),veh/ln	0.2	1.1	1.3	0.0	1.2	1.4	0.1	0.0	0.0	0.8	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.3	6.6	6.7	8.0	6.7	6.9	13.7	0.0	0.0	14.5	0.0	17.5
LnGrp LOS	A	A	A	A	A	A	B			B		B
Approach Vol, veh/h		1077			1094			20			356	
Approach Delay, s/veh		6.8			6.8			13.7			16.6	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.2		15.3		29.2		15.3				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		7.8		8.3		10.5		8.2				
Green Ext Time (p_c), s		12.7		0.1		12.6		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh		8.2										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	879	22	52	624	171	41	738	47	281	655	291
Future Volume (veh/h)	177	879	22	52	624	171	41	738	47	281	655	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	186	925	23	61	734	201	43	769	49	290	675	300
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	6	6	6	2	2	2	2	2	2
Cap, veh/h	205	1931	48	78	1202	325	56	936	412	223	1269	743
Arrive On Green	0.12	0.38	0.38	0.05	0.31	0.31	0.03	0.26	0.26	0.13	0.36	0.36
Sat Flow, veh/h	1753	5043	125	1725	3857	1043	1781	3554	1563	1781	3554	1562
Grp Volume(v), veh/h	186	614	334	61	626	309	43	769	49	290	675	300
Grp Sat Flow(s),veh/h/ln	1753	1675	1818	1725	1648	1604	1781	1777	1563	1781	1777	1562
Q Serve(g_s), s	12.6	16.6	16.7	4.2	19.4	19.7	2.9	24.4	2.9	15.0	18.1	15.0
Cycle Q Clear(g_c), s	12.6	16.6	16.7	4.2	19.4	19.7	2.9	24.4	2.9	15.0	18.1	15.0
Prop In Lane	1.00		0.07	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1283	696	78	1027	500	56	936	412	223	1269	743
V/C Ratio(X)	0.91	0.48	0.48	0.78	0.61	0.62	0.77	0.82	0.12	1.30	0.53	0.40
Avail Cap(c_a), veh/h	205	1283	696	201	1027	500	223	1125	495	223	1269	743
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	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.4	28.0	28.0	56.7	35.1	35.2	57.7	41.6	33.6	52.5	30.6	20.6
Incr Delay (d2), s/veh	38.8	1.3	2.4	14.8	2.6	5.4	20.0	4.7	0.2	164.8	0.6	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(50%),veh/ln	7.6	6.7	7.5	2.1	7.9	8.3	1.6	11.0	1.1	16.8	7.6	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	91.2	29.2	30.3	71.5	37.7	40.6	77.7	46.3	33.8	217.3	31.2	21.1
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	C	C
Approach Vol, veh/h		1134			996			861			1265	
Approach Delay, s/veh		39.7			40.7			47.1			71.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	52.0	20.0	37.6	19.0	43.4	8.7	48.9
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	31.0	15.0	38.0	14.0	31.0	15.0	38.0
Max Q Clear Time (g_c+I1), s	6.2	18.7	17.0	26.4	14.6	21.7	4.9	20.1
Green Ext Time (p_c), s	0.1	6.0	0.0	5.1	0.0	5.0	0.0	7.2

Intersection Summary	
HCM 7th Control Delay, s/veh	50.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	1192	5	33	749	11	45	44	247	24	15	53
Future Volume (veh/h)	10	1192	5	33	749	11	45	44	247	24	15	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	1282	5	36	823	12	53	52	291	36	23	80
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.85	0.85	0.85	0.66	0.66	0.66
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	2	2	2
Cap, veh/h	28	2134	8	73	2219	32	378	65	364	167	98	341
Arrive On Green	0.02	0.42	0.42	0.04	0.44	0.44	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1739	5125	20	1725	5019	73	1290	243	1360	1037	366	1273
Grp Volume(v), veh/h	11	831	456	36	540	295	53	0	343	36	0	103
Grp Sat Flow(s),veh/h/ln	1739	1662	1822	1725	1648	1796	1290	0	1603	1037	0	1639
Q Serve(g_s), s	0.5	14.6	14.6	1.5	8.2	8.2	2.5	0.0	14.9	2.5	0.0	3.7
Cycle Q Clear(g_c), s	0.5	14.6	14.6	1.5	8.2	8.2	6.2	0.0	14.9	17.4	0.0	3.7
Prop In Lane	1.00		0.01	1.00		0.04	1.00		0.85	1.00		0.78
Lane Grp Cap(c), veh/h	28	1384	758	73	1458	794	378	0	429	167	0	439
V/C Ratio(X)	0.39	0.60	0.60	0.49	0.37	0.37	0.14	0.00	0.80	0.22	0.00	0.23
Avail Cap(c_a), veh/h	465	2219	1217	461	2201	1199	550	0	642	305	0	657
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.5	17.0	17.0	35.1	13.9	13.9	23.8	0.0	25.5	33.7	0.0	21.4
Incr Delay (d2), s/veh	3.2	0.6	1.1	1.9	0.2	0.4	0.2	0.0	4.3	0.6	0.0	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(50%),veh/ln	0.2	5.0	5.6	0.6	2.7	3.0	0.8	0.0	5.9	0.6	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	39.6	17.6	18.1	37.0	14.2	14.3	24.0	0.0	29.9	34.3	0.0	21.7
LnGrp LOS	D	B	B	D	B	B	C		C	C		C
Approach Vol, veh/h		1298			871			396			139	
Approach Delay, s/veh		18.0			15.2			29.1			25.0	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	40.6		27.0	9.2	38.7		27.0				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.5	10.2		19.4	3.5	16.6		16.9				
Green Ext Time (p_c), s	0.0	8.8		0.5	0.0	14.6		2.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.1									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1304	40	28	691	95	23	79	41	245	193	75
Future Volume (veh/h)	133	1304	40	28	691	95	23	79	41	245	193	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	1465	45	29	705	97	33	114	59	282	222	86
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98	0.69	0.69	0.69	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	181	2143	934	38	2350	320	44	124	397	56	0	398
Arrive On Green	0.10	0.61	0.61	0.04	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1753	3497	1524	1739	4420	602	0	487	1558	0	0	1559
Grp Volume(v), veh/h	149	1465	45	29	528	274	147	0	59	504	0	86
Grp Sat Flow(s),veh/h/ln	1753	1749	1524	1739	1662	1699	487	0	1558	0	0	1559
Q Serve(g_s), s	8.3	27.9	1.2	1.6	0.0	0.0	0.0	0.0	2.9	0.0	0.0	4.3
Cycle Q Clear(g_c), s	8.3	27.9	1.2	1.6	0.0	0.0	25.5	0.0	2.9	25.5	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.35	0.22		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	181	2143	934	38	1766	903	168	0	397	56	0	398
V/C Ratio(X)	0.82	0.68	0.05	0.75	0.30	0.30	0.87	0.00	0.15	8.98	0.00	0.22
Avail Cap(c_a), veh/h	298	2143	934	296	1766	903	168	0	397	56	0	398
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.98	0.98	0.98	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.9	12.9	7.7	47.5	0.0	0.0	31.9	0.0	28.8	50.0	0.0	29.4
Incr Delay (d2), s/veh	8.9	1.8	0.1	10.3	0.4	0.8	36.2	0.0	0.2	3625.4	0.0	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(50%),veh/ln	4.0	9.9	0.4	0.8	0.1	0.2	4.5	0.0	1.1	57.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.8	14.7	7.8	57.8	0.4	0.8	68.1	0.0	29.0	3675.4	0.0	29.6
LnGrp LOS	D	B	A	E	A	A	E		C	F		C
Approach Vol, veh/h		1659			831			206			590	
Approach Delay, s/veh		17.9			2.6			56.9			3144.0	
Approach LOS		B			A			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	57.7		29.0	5.2	65.8		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	17.0	46.5		25.5	17.0	46.5		25.5				
Max Q Clear Time (g_c+I1), s	10.3	2.0		27.5	3.6	29.9		27.5				
Green Ext Time (p_c), s	0.2	8.6		0.0	0.0	11.8		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	577.8	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	1446	15	12	663	87	32	56	38	101	50	84
Future Volume (veh/h)	99	1446	15	12	663	87	32	56	38	101	50	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	1538	16	13	698	92	46	80	54	115	57	95
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.70	0.70	0.70	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	4	7	7	7	2	2	2	2	2	2
Cap, veh/h	130	3554	37	21	2761	360	142	232	168	219	112	204
Arrive On Green	0.15	1.00	1.00	0.02	1.00	1.00	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1753	5128	53	1711	4377	571	457	1224	886	806	591	1075
Grp Volume(v), veh/h	105	1005	549	13	520	270	86	0	94	136	0	131
Grp Sat Flow(s),veh/h/ln	1753	1675	1831	1711	1635	1678	1032	0	1536	988	0	1483
Q Serve(g_s), s	5.8	0.0	0.0	0.8	0.0	0.0	3.2	0.0	5.3	9.4	0.0	7.9
Cycle Q Clear(g_c), s	5.8	0.0	0.0	0.8	0.0	0.0	11.0	0.0	5.3	14.6	0.0	7.9
Prop In Lane	1.00		0.03	1.00		0.34	0.53		0.58	0.85		0.72
Lane Grp Cap(c), veh/h	130	2322	1269	21	2062	1059	251	0	292	254	0	282
V/C Ratio(X)	0.81	0.43	0.43	0.63	0.25	0.26	0.34	0.00	0.32	0.54	0.00	0.47
Avail Cap(c_a), veh/h	175	2322	1269	171	2062	1059	383	0	430	373	0	415
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.9	0.0	0.0	48.6	0.0	0.0	37.7	0.0	35.0	40.8	0.0	36.0
Incr Delay (d2), s/veh	14.0	0.4	0.7	10.4	0.3	0.6	0.8	0.0	0.6	2.5	0.0	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(50%),veh/ln	2.8	0.1	0.2	0.4	0.1	0.2	2.0	0.0	2.0	3.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.9	0.4	0.7	59.0	0.3	0.6	38.5	0.0	35.6	43.2	0.0	37.7
LnGrp LOS	E	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		1659			803			180			267	
Approach Delay, s/veh		4.0			1.3			37.0			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	67.6		22.0	4.2	73.8		22.0				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	7.8	2.0		13.0	2.8	2.0		16.6				
Green Ext Time (p_c), s	0.1	8.6		0.9	0.0	22.5		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.7									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	1286	179	92	637	72	67	350	117	113	501	55
Future Volume (veh/h)	83	1286	179	92	637	72	67	350	117	113	501	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	1383	192	98	678	77	74	385	129	136	604	66
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	112	2220	308	121	2243	252	177	783	259	228	964	105
Arrive On Green	0.13	0.99	0.99	0.14	1.00	1.00	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	1767	4486	623	1711	4464	502	765	2616	865	883	3223	351
Grp Volume(v), veh/h	89	1041	534	98	495	260	74	260	254	136	332	338
Grp Sat Flow(s),veh/h/ln	1767	1689	1732	1711	1635	1697	765	1777	1703	883	1777	1797
Q Serve(g_s), s	4.9	0.8	0.8	5.6	0.0	0.0	9.2	12.0	12.3	15.0	16.1	16.2
Cycle Q Clear(g_c), s	4.9	0.8	0.8	5.6	0.0	0.0	25.4	12.0	12.3	27.3	16.1	16.2
Prop In Lane	1.00		0.36	1.00		0.30	1.00		0.51	1.00		0.20
Lane Grp Cap(c), veh/h	112	1671	857	121	1643	852	177	532	510	228	532	538
V/C Ratio(X)	0.79	0.62	0.62	0.81	0.30	0.31	0.42	0.49	0.50	0.60	0.63	0.63
Avail Cap(c_a), veh/h	283	1671	857	274	1643	852	185	551	528	237	551	557
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.3	0.3	42.2	0.0	0.0	41.2	28.8	28.9	40.1	30.2	30.2
Incr Delay (d2), s/veh	4.4	1.6	3.1	4.6	0.5	0.9	0.6	0.3	0.3	2.5	1.5	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(50%),veh/ln	2.1	0.5	0.9	2.3	0.1	0.2	1.7	4.9	4.8	3.3	6.8	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	47.4	1.9	3.4	46.9	0.5	0.9	41.8	29.0	29.1	42.6	31.7	31.8
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		1664			853			588			806	
Approach Delay, s/veh		4.8			5.9			30.7			33.6	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	54.7		33.9	12.1	54.0		33.9				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	6.9	2.0		27.4	7.6	2.8		29.3				
Green Ext Time (p_c), s	0.0	7.7		0.9	0.0	20.0		0.6				

Intersection Summary			
HCM 7th Control Delay, s/veh		14.9	
HCM 7th LOS		B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1505	49	27	748	52	26	23	29	47	43	38
Future Volume (veh/h)	36	1505	49	27	748	52	26	23	29	47	43	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1691	55	29	813	57	32	28	36	60	55	49
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	50	3738	122	38	3436	240	98	84	81	115	86	65
Arrive On Green	0.06	1.00	1.00	0.04	1.00	1.00	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1767	5038	164	1711	4671	326	382	643	615	506	654	494
Grp Volume(v), veh/h	40	1133	613	29	568	302	96	0	0	164	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1825	1711	1635	1728	1640	0	0	1654	0	0
Q Serve(g_s), s	2.2	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	1.7	0.0	0.0	5.2	0.0	0.0	9.3	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.19	0.33		0.37	0.37		0.30
Lane Grp Cap(c), veh/h	50	2506	1354	38	2405	1271	263	0	0	266	0	0
V/C Ratio(X)	0.80	0.45	0.45	0.77	0.24	0.24	0.37	0.00	0.00	0.62	0.00	0.00
Avail Cap(c_a), veh/h	177	2506	1354	171	2405	1271	490	0	0	497	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	0.85	0.85	0.85	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	47.5	0.0	0.0	40.0	0.0	0.0	41.7	0.0	0.0
Incr Delay (d2), s/veh	7.6	0.4	0.8	9.7	0.2	0.4	0.9	0.0	0.0	2.3	0.0	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(50%),veh/ln	1.0	0.2	0.3	0.8	0.1	0.1	2.2	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	0.4	0.8	57.2	0.2	0.4	40.8	0.0	0.0	44.0	0.0	0.0
LnGrp LOS	D	A	A	E	A	A	D			D		
Approach Vol, veh/h		1786			899			96			164	
Approach Delay, s/veh		1.8			2.1			40.8			44.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.8	78.1		16.1	5.2	78.7		16.1				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	4.2	2.0		7.2	3.7	2.0		11.3				
Green Ext Time (p_c), s	0.0	9.7		0.5	0.0	26.8		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			5.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	1399	13	4	835	275	10	51	79	281	60	88
Future Volume (vph)	74	1399	13	4	835	275	10	51	79	281	60	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	5077		1770	4855		1770	1678		1681	1714	1552
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1770	5077		1770	4855		1770	1678		1681	1714	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	79	1488	14	4	898	296	11	55	86	316	67	99
RTOR Reduction (vph)	0	0	0	0	43	0	0	60	0	0	0	82
Lane Group Flow (vph)	79	1502	0	4	1151	0	11	81	0	190	193	17
Confl. Peds. (#/hr)	5		1	1		5	7					7
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	8.2	51.9		1.2	44.9		10.1	10.1		16.8	16.8	16.8
Effective Green, g (s)	8.2	51.9		1.2	44.9		10.1	10.1		16.8	16.8	16.8
Actuated g/C Ratio	0.08	0.52		0.01	0.45		0.10	0.10		0.17	0.17	0.17
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	145	2634		21	2179		178	169		282	287	260
v/s Ratio Prot	c0.04	c0.30		0.00	0.24		0.01	c0.05		c0.11	0.11	
v/s Ratio Perm												0.01
v/c Ratio	0.54	0.57		0.19	0.53		0.06	0.48		0.67	0.67	0.06
Uniform Delay, d1	44.1	16.4		48.9	19.9		40.7	42.5		39.0	39.0	35.0
Progression Factor	0.67	1.24		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.9	0.8		3.2	0.9		0.1	2.1		5.7	5.5	0.1
Delay (s)	32.5	21.1		52.1	20.8		40.8	44.6		44.7	44.6	35.1
Level of Service	C	C		D	C		D	D		D	D	D
Approach Delay (s/veh)		21.7			20.9			44.3			42.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	66.8%	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)	97	24	199	53	38	12	400	343	29	31	920	43
Future Volume (vph)	97	24	199	53	38	12	400	343	29	31	920	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1791	1561	1770	1787		1770	5020		1770	5045	
Flt Permitted		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1791	1561	1770	1787		1770	5020		1770	5045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92
Adj. Flow (vph)	105	26	216	68	49	15	412	354	30	34	1000	47
RTOR Reduction (vph)	0	0	189	0	12	0	0	5	0	0	5	0
Lane Group Flow (vph)	0	131	27	68	52	0	412	379	0	34	1042	0
Confl. Peds. (#/hr)	9		1	1		9	4		2	2		4
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		15.0	15.0	8.9	8.9		39.2	69.4		6.0	36.2	
Effective Green, g (s)		15.0	15.0	8.9	8.9		39.2	69.4		6.0	36.2	
Actuated g/C Ratio		0.13	0.13	0.07	0.07		0.33	0.58		0.05	0.30	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		223	195	131	132		578	2903		88	1521	
v/s Ratio Prot		c0.07		c0.04	0.03		c0.23	0.08		0.02	c0.21	
v/s Ratio Perm			0.02									
v/c Ratio		0.59	0.14	0.52	0.39		0.71	0.13		0.39	0.69	
Uniform Delay, d1		49.6	46.7	53.5	53.0		35.5	11.5		55.2	36.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.3	0.2	2.6	1.4		4.4	0.1		2.0	2.5	
Delay (s)		52.8	47.0	56.1	54.4		39.9	11.6		57.3	39.4	
Level of Service		D	D	E	D		D	B		E	D	
Approach Delay (s/veh)		49.2			55.3			26.2			40.0	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
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)	0	979	391	241	1002	0	0	0	0	147	0	13
Future Volume (veh/h)	0	979	391	241	1002	0	0	0	0	147	0	13
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1064	0	262	1089	0				160	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1970		299	3953	0				377	0	
Arrive On Green	0.00	0.55	0.00	0.17	0.77	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	1064	0	262	1089	0				160	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	17.1	0.0	12.9	5.5	0.0				3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	17.1	0.0	12.9	5.5	0.0				3.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1970		299	3953	0				377	0	
V/C Ratio(X)	0.00	0.54		0.88	0.28	0.00				0.42	0.00	
Avail Cap(c_a), veh/h	0	1970		342	3953	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	12.8	0.0	36.6	2.9	0.0				37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	20.0	0.2	0.0				2.1	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	6.6	0.0	7.2	1.3	0.0				1.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	13.8	0.0	56.6	3.1	0.0				39.5	0.0	0.0
LnGrp LOS		B		E	A					D		
Approach Vol, veh/h		1064			1351						160	
Approach Delay, s/veh		13.8			13.5						39.5	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	75.1	14.9	19.8	55.3
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	7.5	5.9	14.9	19.1
Green Ext Time (p_c), s	14.4	1.3	0.2	5.5

Intersection Summary	
HCM 7th Control Delay, s/veh	15.2
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	0	215	237	230	218	157	725	0	0	748	70
Future Volume (vph)	45	0	215	237	230	218	157	725	0	0	748	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3276		1761	3539			5007	
Flt Permitted	0.12		1.00		0.98		0.31	1.00			1.00	
Satd. Flow (perm)	222		1583		3276		569	3539			5007	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.80	0.80	0.80	0.97	0.97	0.97
Adj. Flow (vph)	48	0	231	282	274	260	196	906	0	0	771	72
RTOR Reduction (vph)	0	0	165	0	45	0	0	0	0	0	10	0
Lane Group Flow (vph)	48	0	66	0	771	0	196	906	0	0	833	0
Confl. Peds. (#/hr)	16					16	12		4	4		12
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	33.4		33.4		33.4		76.1	76.1			76.1	
Effective Green, g (s)	33.4		33.4		33.4		76.1	76.1			76.1	
Actuated g/C Ratio	0.28		0.28		0.28		0.63	0.63			0.63	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	61		440		911		360	2244			3175	
v/s Ratio Prot								0.26			0.17	
v/s Ratio Perm	0.22		0.04		0.24		c0.34					
v/c Ratio	0.79		0.15		0.85		0.54	0.40			0.26	
Uniform Delay, d1	40.0		32.6		40.9		12.3	10.8			9.6	
Progression Factor	1.00		1.00		1.00		0.77	0.66			1.00	
Incremental Delay, d2	46.2		0.1		7.2		5.3	0.5			0.2	
Delay (s)	86.2		32.7		48.1		14.8	7.7			9.8	
Level of Service	F		C		D		B	A			A	
Approach Delay (s/veh)		41.9			48.1			8.9			9.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	330	732	0	1386	573	0
Future Volume (veh/h)	330	732	0	1386	573	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	393	871	0	1557	637	0
Peak Hour Factor	0.84	0.84	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	566	1007	0	3037	2114	0
Arrive On Green	0.32	0.32	0.00	0.59	0.59	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	393	871	0	1557	637	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	23.2	31.0	0.0	21.3	10.6	0.0
Cycle Q Clear(g_c), s	23.2	31.0	0.0	21.3	10.6	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	566	1007	0	3037	2114	0
V/C Ratio(X)	0.69	0.86	0.00	0.51	0.30	0.00
Avail Cap(c_a), veh/h	785	1397	0	3037	2114	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.65	1.00	0.00
Uniform Delay (d), s/veh	35.8	38.5	0.0	14.2	12.0	0.0
Incr Delay (d2), s/veh	1.6	4.4	0.0	0.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	12.3	0.0	7.9	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.4	42.9	0.0	14.6	12.4	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1264			1557	637	
Approach Delay, s/veh	41.2			14.6	12.4	
Approach LOS	D			B	B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	76.8	43.2	76.8
Change Period (Y+Rc), s	5.4	5.1	5.4
Max Green Setting (Gmax), s	56.6	52.9	56.6
Max Q Clear Time (g_c+I1), s	23.3	33.0	12.6
Green Ext Time (p_c), s	23.9	5.1	9.6

Intersection Summary	
HCM 7th Control Delay, s/veh	23.9
HCM 7th LOS	C

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)	56	417	78	40	445	89	96	225	77	52	159	93
Future Volume (veh/h)	56	417	78	40	445	89	96	225	77	52	159	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	587	110	45	500	100	101	237	81	81	248	145
Peak Hour Factor	0.71	0.71	0.71	0.89	0.89	0.89	0.95	0.95	0.95	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	192	683	128	149	637	127	251	702	233	286	586	330
Arrive On Green	0.11	0.45	0.45	0.08	0.42	0.42	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1529	287	1781	1507	301	984	2609	867	1053	2179	1226
Grp Volume(v), veh/h	79	0	697	45	0	600	101	159	159	81	200	193
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1809	984	1777	1699	1053	1777	1628
Q Serve(g_s), s	3.6	0.0	30.1	2.1	0.0	25.0	8.3	6.3	6.6	5.9	8.1	8.5
Cycle Q Clear(g_c), s	3.6	0.0	30.1	2.1	0.0	25.0	16.8	6.3	6.6	12.4	8.1	8.5
Prop In Lane	1.00		0.16	1.00		0.17	1.00		0.51	1.00		0.75
Lane Grp Cap(c), veh/h	192	0	811	149	0	765	251	478	457	286	478	438
V/C Ratio(X)	0.41	0.00	0.86	0.30	0.00	0.78	0.40	0.33	0.35	0.28	0.42	0.44
Avail Cap(c_a), veh/h	225	0	1114	225	0	1110	415	774	740	462	774	709
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	21.7	37.5	0.0	21.7	33.4	25.6	25.7	30.7	26.3	26.4
Incr Delay (d2), s/veh	0.5	0.0	6.0	0.4	0.0	3.0	0.4	0.2	0.2	0.8	0.8	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(50%),veh/ln	1.6	0.0	13.0	0.9	0.0	10.6	2.0	2.6	2.6	1.5	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	0.0	27.6	38.0	0.0	24.8	33.8	25.7	25.9	31.5	27.1	27.4
LnGrp LOS	D		C	D		C	C	C	C	C	C	C
Approach Vol, veh/h		776			645			419			474	
Approach Delay, s/veh		28.6			25.7			27.7			28.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	43.4		29.5	12.3	45.4		29.5				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	5.6	27.0		14.4	4.1	32.1		18.8				
Green Ext Time (p_c), s	0.0	6.4		4.0	0.0	6.9		1.5				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.5
HCM 7th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	462	25	21	430	11	65	14	31	11	11	31
Future Volume (veh/h)	36	462	25	21	430	11	65	14	31	11	11	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	585	32	24	483	12	88	19	42	16	16	46
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.74	0.74	0.74	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	801	44	91	767	19	253	65	78	119	93	176
Arrive On Green	0.09	0.46	0.46	0.05	0.42	0.42	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	1755	96	1781	1816	45	734	350	425	161	504	956
Grp Volume(v), veh/h	46	0	617	24	0	495	149	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1861	1509	0	0	1621	0	0
Q Serve(g_s), s	1.2	0.0	13.2	0.6	0.0	10.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	13.2	0.6	0.0	10.2	4.1	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.59		0.28	0.21		0.59
Lane Grp Cap(c), veh/h	152	0	845	91	0	786	396	0	0	388	0	0
V/C Ratio(X)	0.30	0.00	0.73	0.26	0.00	0.63	0.38	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	457	0	2203	457	0	2215	1147	0	0	1206	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	10.8	22.2	0.0	11.1	17.8	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.6	0.0	1.2	0.6	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.5	0.0	4.3	0.3	0.0	3.6	1.4	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	0.0	12.5	22.8	0.0	12.3	18.4	0.0	0.0	17.2	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		663			519			149			78	
Approach Delay, s/veh		13.2			12.8			18.4			17.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	25.6		14.5	7.0	27.3		14.5				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	58.0		34.5	12.5	58.0		34.5				
Max Q Clear Time (g_c+I1), s	3.2	12.2		3.9	2.6	15.2		6.1				
Green Ext Time (p_c), s	0.0	5.4		0.4	0.0	7.0		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.8	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	460	67	24	410	12	49	2	13	28	12	13
Future Volume (vph)	20	460	67	24	410	12	49	2	13	28	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.97	
Satd. Flow (prot)	1770	1820		1770	1853			1735			1745	
Flt Permitted	0.95	1.00		0.95	1.00			0.80			0.84	
Satd. Flow (perm)	1770	1820		1770	1853			1435			1509	
Peak-hour factor, PHF	0.79	0.79	0.79	0.84	0.84	0.84	0.88	0.88	0.88	0.64	0.64	0.64
Adj. Flow (vph)	25	582	85	29	488	14	56	2	15	44	19	20
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	663	0	29	501	0	0	73	0	0	83	0
Confl. Peds. (#/hr)	9		15	15		9	1		1	1		1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	22.0	52.9		11.7	38.1			8.6			8.6	
Effective Green, g (s)	22.0	52.9		11.7	38.1			8.6			8.6	
Actuated g/C Ratio	0.25	0.60		0.13	0.43			0.10			0.10	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	441	1091		234	800			139			147	
v/s Ratio Prot	0.01	c0.36		0.02	c0.27							
v/s Ratio Perm								0.05			c0.06	
v/c Ratio	0.06	0.61		0.12	0.63			0.53			0.56	
Uniform Delay, d1	25.2	11.1		33.7	19.5			37.9			38.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.7		0.1	1.8			3.6			4.9	
Delay (s)	25.2	11.8		33.8	21.3			41.4			42.9	
Level of Service	C	B		C	C			D			D	
Approach Delay (s/veh)		12.3			21.9			41.4			42.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	19.5
Intersection Capacity Utilization	43.2%	ICU Level of Service	A
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)	82	374	45	43	285	162	108	433	141	139	381	60
Future Volume (veh/h)	82	374	45	43	285	162	108	433	141	139	381	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.94	0.99		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	440	53	47	310	176	148	593	193	170	465	73
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.73	0.73	0.73	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	584	70	165	372	211	362	1013	424	307	1013	424
Arrive On Green	0.11	0.36	0.36	0.09	0.34	0.34	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	1633	197	1781	1104	627	1781	3554	1486	1781	3554	1486
Grp Volume(v), veh/h	96	0	493	47	0	486	148	593	193	170	465	73
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1731	1781	1777	1486	1781	1777	1486
Q Serve(g_s), s	6.0	0.0	28.2	2.9	0.0	30.8	6.8	17.0	12.7	7.9	12.8	4.4
Cycle Q Clear(g_c), s	6.0	0.0	28.2	2.9	0.0	30.8	6.8	17.0	12.7	7.9	12.8	4.4
Prop In Lane	1.00		0.11	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	654	165	0	584	362	1013	424	307	1013	424
V/C Ratio(X)	0.48	0.00	0.75	0.28	0.00	0.83	0.41	0.59	0.46	0.55	0.46	0.17
Avail Cap(c_a), veh/h	210	0	681	210	0	645	363	1198	501	308	1198	501
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	0.0	33.6	50.3	0.0	36.3	26.6	36.5	34.9	27.8	35.0	32.0
Incr Delay (d2), s/veh	0.7	0.0	5.0	0.3	0.0	9.0	0.3	0.9	1.3	1.3	0.6	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(50%),veh/ln	2.7	0.0	13.1	1.3	0.0	14.3	2.8	7.3	4.6	3.4	5.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.1	0.0	38.6	50.6	0.0	45.3	26.9	37.4	36.2	29.1	35.5	32.3
LnGrp LOS	D		D	D		D	C	D	D	C	D	C
Approach Vol, veh/h		589			533			934			708	
Approach Delay, s/veh		40.5			45.8			35.5			33.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	46.1	14.5	40.4	15.5	48.5	14.5	40.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.3	10.1	40.1	14.0	44.3	10.1	40.1
Max Q Clear Time (g_c+I1), s	8.0	32.8	8.8	14.8	4.9	30.2	9.9	19.0
Green Ext Time (p_c), s	0.0	3.3	0.0	5.4	0.0	3.6	0.0	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	38.1
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	471	96	129	497	98	76
Future Volume (vph)	471	96	129	497	98	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.97		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3432		1770	1863	1689	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3432		1770	1863	1689	
Peak-hour factor, PHF	0.76	0.76	0.76	0.76	0.74	0.74
Adj. Flow (vph)	620	126	170	654	132	103
RTOR Reduction (vph)	20	0	0	0	0	0
Lane Group Flow (vph)	726	0	170	654	235	0
Confl. Peds. (#/hr)		6	6			17
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	6		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	19.6		9.2	33.8	16.0	
Effective Green, g (s)	19.6		9.2	33.8	16.0	
Actuated g/C Ratio	0.33		0.15	0.56	0.27	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1115		270	1044	448	
v/s Ratio Prot	0.21		0.10	c0.35	c0.14	
v/s Ratio Perm						
v/c Ratio	0.65		0.63	0.63	0.52	
Uniform Delay, d1	17.4		24.0	9.0	18.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.5		3.3	1.3	1.1	
Delay (s)	18.9		27.2	10.3	20.0	
Level of Service	B		C	B	C	
Approach Delay (s/veh)	18.9			13.8	20.0	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.3	Sum of lost time (s)	15.5
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	360	460	62	283	96	95	263	34	54	28	272	293
Future Volume (vph)	360	460	62	283	96	95	263	34	54	28	272	293
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.99				1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.99	1.00
Frt	1.00	0.85		0.97		1.00	0.96				1.00	0.96
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1767		1759	1780				1760	1770
Flt Permitted	1.00	1.00		1.00		0.12	1.00				0.17	1.00
Satd. Flow (perm)	1863	1583		1767		217	1780				318	1770
Peak-hour factor, PHF	0.81	0.81	0.81	0.90	0.90	0.80	0.80	0.80	0.80	0.81	0.81	0.81
Adj. Flow (vph)	444	568	77	314	107	119	329	42	68	35	336	362
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	9
Lane Group Flow (vph)	444	597	0	421	0	119	435	0	0	0	371	488
Confl. Peds. (#/hr)		12	15		14	19		7	7	7	7	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.0	52.1		40.7		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.0	46.1		40.7		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.38		0.33		0.28	0.28				0.28	0.28
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	258	596		587		60	495				88	493
v/s Ratio Prot	c0.24	0.38		c0.24			0.24					0.28
v/s Ratio Perm						0.55					c1.17	
v/c Ratio	1.72	1.00		0.72		1.98	0.88				4.22	0.99
Uniform Delay, d1	52.7	38.2		35.8		44.2	42.2				44.2	44.0
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	340.3	37.3		4.5		496.4	17.0				1473.5	37.4
Delay (s)	393.0	75.4		40.3		540.6	59.1				1517.6	81.4
Level of Service	F	E		D		F	E				F	F
Approach Delay (s/veh)	204.9			40.3			161.6					695.3
Approach LOS	F			D			F					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	311.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.37		
Actuated Cycle Length (s)	122.4	Sum of lost time (s)	25.0
Intersection Capacity Utilization	114.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	109	583	510	53
Future Volume (vph)	109	583	510	53
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.96		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.98		
Satd. Flow (prot)		3138		
Flt Permitted		0.98		
Satd. Flow (perm)		3138		
Peak-hour factor, PHF	0.81	0.92	0.92	0.92
Adj. Flow (vph)	135	634	554	58
RTOR Reduction (vph)	0	98	0	0
Lane Group Flow (vph)	0	1148	0	0
Confl. Peds. (#/hr)	19	19	13	13
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		29.1		
Effective Green, g (s)		29.1		
Actuated g/C Ratio		0.24		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		746		
v/s Ratio Prot		c0.37		
v/s Ratio Perm				
v/c Ratio		1.54		
Uniform Delay, d1		46.7		
Progression Factor		1.00		
Incremental Delay, d2		249.0		
Delay (s)		295.7		
Level of Service		F		
Approach Delay (s/veh)		295.7		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	100	14	108	144	282	31	959	49	111	1054	140
Future Volume (veh/h)	145	100	14	108	144	282	31	959	49	111	1054	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.96	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	123	17	129	171	0	37	1155	59	125	1184	157
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	462	64	187	510		141	1665	85	152	1229	516
Arrive On Green	0.12	0.29	0.29	0.11	0.27	0.00	0.08	0.34	0.34	0.09	0.35	0.35
Sat Flow, veh/h	1781	1594	220	1781	1870	1585	1781	4964	253	1781	3554	1492
Grp Volume(v), veh/h	179	0	140	129	171	0	37	792	422	125	1184	157
Grp Sat Flow(s),veh/h/ln	1781	0	1814	1781	1870	1585	1781	1702	1814	1781	1777	1492
Q Serve(g_s), s	11.2	0.0	6.8	8.0	8.3	0.0	2.2	23.0	23.0	7.9	37.3	8.8
Cycle Q Clear(g_c), s	11.2	0.0	6.8	8.0	8.3	0.0	2.2	23.0	23.0	7.9	37.3	8.8
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	526	187	510		141	1142	608	152	1229	516
V/C Ratio(X)	0.82	0.00	0.27	0.69	0.34		0.26	0.69	0.69	0.83	0.96	0.30
Avail Cap(c_a), veh/h	219	0	557	250	607		141	1142	608	178	1231	517
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.8	0.0	31.1	49.2	33.2	0.0	49.4	32.8	32.8	51.3	36.6	27.3
Incr Delay (d2), s/veh	19.9	0.0	0.4	2.3	0.5	0.0	0.4	2.3	4.4	20.1	17.5	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(50%),veh/ln	6.1	0.0	3.0	3.6	3.8	0.0	1.0	9.6	10.6	4.3	18.6	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	68.6	0.0	31.5	51.5	33.8	0.0	49.8	35.2	37.2	71.5	54.0	27.6
LnGrp LOS	E		C	D	C		D	D	D	E	D	C
Approach Vol, veh/h		319			300			1251			1466	
Approach Delay, s/veh		52.3			41.4			36.3			52.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	43.2	18.0	38.6	13.0	44.4	20.0	36.6
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	11.4	36.6	16.0	35.0	9.0	39.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	9.9	25.0	10.0	8.8	4.2	39.3	13.2	10.3
Green Ext Time (p_c), s	0.0	8.5	0.0	1.0	0.0	0.2	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	45.5
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	180	32	63	282	7	192	4	35	8	3	7
Future Volume (veh/h)	18	180	32	63	282	7	192	4	35	8	3	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	214	38	69	310	8	310	6	56	9	3	8
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.62	0.62	0.62	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	492	969	169	523	1134	29	619	19	77	371	146	238
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1057	3020	527	1122	3536	91	1169	54	217	591	412	669
Grp Volume(v), veh/h	21	124	128	69	155	163	372	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1057	1777	1771	1122	1777	1851	1440	0	0	1672	0	0
Q Serve(g_s), s	0.5	1.7	1.7	1.6	2.1	2.1	7.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	1.7	1.7	3.3	2.1	2.1	7.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.30	1.00		0.05	0.83		0.15	0.45		0.40
Lane Grp Cap(c), veh/h	492	570	568	523	570	594	715	0	0	755	0	0
V/C Ratio(X)	0.04	0.22	0.22	0.13	0.27	0.27	0.52	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	788	1068	1064	837	1068	1113	1531	0	0	1606	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.2	8.0	8.1	9.3	8.2	8.2	9.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.4	0.4	0.6	0.0	0.0	0.0	0.0	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(50%),veh/ln	0.1	0.4	0.4	0.3	0.6	0.6	1.6	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.2	8.1	8.1	9.4	8.6	8.6	9.6	0.0	0.0	6.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		273			387			372			20	
Approach Delay, s/veh		8.2			8.7			9.6			6.8	
Approach LOS		A			A			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		16.5		15.9		16.5				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		5.3		9.2		4.6		2.2				
Green Ext Time (p_c), s		2.4		2.3		0.8		0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	330	157	180	543	250	93	752	85	169	963	27
Future Volume (veh/h)	63	330	157	180	543	250	93	752	85	169	963	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	412	196	212	639	294	106	855	97	174	993	28
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	687	322	240	833	383	152	1326	149	202	1109	31
Arrive On Green	0.07	0.30	0.30	0.13	0.36	0.36	0.09	0.29	0.29	0.11	0.31	0.31
Sat Flow, veh/h	1781	2318	1087	1781	2329	1071	1781	4618	521	1781	3523	99
Grp Volume(v), veh/h	79	314	294	212	488	445	106	629	323	174	501	520
Grp Sat Flow(s),veh/h/ln	1781	1777	1629	1781	1777	1623	1781	1702	1735	1781	1777	1845
Q Serve(g_s), s	4.8	17.0	17.4	13.2	27.4	27.4	6.5	18.2	18.4	10.8	30.3	30.3
Cycle Q Clear(g_c), s	4.8	17.0	17.4	13.2	27.4	27.4	6.5	18.2	18.4	10.8	30.3	30.3
Prop In Lane	1.00		0.67	1.00		0.66	1.00		0.30	1.00		0.05
Lane Grp Cap(c), veh/h	130	527	483	240	636	581	152	977	498	202	560	581
V/C Ratio(X)	0.61	0.60	0.61	0.88	0.77	0.77	0.70	0.64	0.65	0.86	0.90	0.90
Avail Cap(c_a), veh/h	188	599	549	245	656	599	163	1027	523	213	587	609
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.6	33.9	34.0	47.9	32.0	32.0	50.1	35.1	35.2	49.1	36.8	36.8
Incr Delay (d2), s/veh	1.7	1.7	2.0	28.1	6.0	6.5	9.1	1.7	3.4	25.9	16.3	15.8
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(50%),veh/ln	2.2	7.5	7.0	7.6	12.5	11.5	3.3	7.6	8.1	6.2	15.3	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.3	35.6	36.1	76.0	38.0	38.5	59.2	36.8	38.6	75.0	53.1	52.6
LnGrp LOS	D	D	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		687			1145			1058			1195	
Approach Delay, s/veh		37.7			45.2			39.6			56.1	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	37.4	19.7	38.4	14.1	40.5	12.7	45.3
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	13.5	34.0	15.5	38.0	10.3	37.2	11.9	41.6
Max Q Clear Time (g_c+I1), s	12.8	20.4	15.2	19.4	8.5	32.3	6.8	29.4
Green Ext Time (p_c), s	0.0	7.4	0.0	4.9	0.0	3.2	0.0	6.8

Intersection Summary	
HCM 7th Control Delay, s/veh	45.7
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	489	28	86	831	20	54	74	57	19	85	18
Future Volume (veh/h)	17	489	28	86	831	20	54	74	57	19	85	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	549	31	99	955	23	79	109	84	20	88	19
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.68	0.68	0.68	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	1758	99	508	1823	44	192	209	134	124	364	70
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	575	3419	193	832	3544	85	338	782	500	123	1365	262
Grp Volume(v), veh/h	19	285	295	99	479	499	272	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	575	1777	1835	832	1777	1852	1620	0	0	1751	0	0
Q Serve(g_s), s	1.0	4.2	4.3	3.6	8.2	8.2	3.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.2	4.2	4.3	7.8	8.2	8.2	6.5	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.29		0.31	0.16		0.15
Lane Grp Cap(c), veh/h	350	914	944	508	914	953	534	0	0	558	0	0
V/C Ratio(X)	0.05	0.31	0.31	0.19	0.52	0.52	0.51	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	834	2410	2488	1209	2410	2512	1763	0	0	1867	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.4	6.4	6.4	8.7	7.4	7.4	14.6	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.3	0.7	0.6	0.8	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	1.1	1.1	0.5	2.2	2.2	2.2	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	6.5	6.5	9.0	8.0	8.0	15.3	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		599			1077			272			127	
Approach Delay, s/veh		6.6			8.1			15.3			13.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.5		17.2		28.5		17.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		10.2		8.5		11.2		4.5				
Green Ext Time (p_c), s		13.3		1.9		2.4		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.0									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	96	59	61	115	60	69	862	32	95	1072	103
Future Volume (veh/h)	93	96	59	61	115	60	69	862	32	95	1072	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.93	0.97		0.94	1.00		0.93	1.00		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	126	78	87	164	86	75	937	35	108	1218	117
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	187	102	148	262	124	202	1962	73	311	1832	175
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	415	571	310	302	799	377	410	3483	130	577	3254	312
Grp Volume(v), veh/h	326	0	0	337	0	0	75	478	494	108	663	672
Grp Sat Flow(s),veh/h/ln	1295	0	0	1478	0	0	410	1777	1836	577	1777	1788
Q Serve(g_s), s	3.5	0.0	0.0	0.0	0.0	0.0	14.4	14.7	14.7	12.6	23.9	24.1
Cycle Q Clear(g_c), s	21.7	0.0	0.0	18.2	0.0	0.0	38.5	14.7	14.7	27.3	23.9	24.1
Prop In Lane	0.37		0.24	0.26		0.26	1.00		0.07	1.00		0.17
Lane Grp Cap(c), veh/h	479	0	0	534	0	0	202	1001	1034	311	1001	1007
V/C Ratio(X)	0.68	0.00	0.00	0.63	0.00	0.00	0.37	0.48	0.48	0.35	0.66	0.67
Avail Cap(c_a), veh/h	693	0	0	766	0	0	266	1279	1322	401	1279	1287
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.7	0.0	0.0	26.4	0.0	0.0	27.5	12.0	12.0	20.1	14.0	14.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	1.2	0.0	0.0	1.6	0.5	0.5	0.9	1.2	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(50%),veh/ln	6.5	0.0	0.0	6.4	0.0	0.0	1.4	5.4	5.6	1.7	8.8	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.4	0.0	0.0	27.6	0.0	0.0	29.1	12.5	12.5	21.1	15.1	15.2
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		326			337			1047			1443	
Approach Delay, s/veh		29.4			27.6			13.7			15.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	56.6	35.0	56.6	35.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	66.0	44.0	66.0	44.0
Max Q Clear Time (g_c+I1), s	40.5	23.7	29.3	20.2
Green Ext Time (p_c), s	11.2	2.2	19.5	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	17.7
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	54	22	79	32	158	16	859	33	88	1013	83
Future Volume (veh/h)	72	54	22	79	32	158	16	859	33	88	1013	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.95	0.96		0.95	1.00		0.92	1.00		0.92
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	65	27	103	42	205	18	944	36	104	1192	98
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	171	62	180	85	294	214	1919	73	307	1821	149
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	538	521	188	377	258	898	428	3477	133	572	3299	271
Grp Volume(v), veh/h	179	0	0	350	0	0	18	482	498	104	641	649
Grp Sat Flow(s),veh/h/ln	1247	0	0	1533	0	0	428	1777	1832	572	1777	1792
Q Serve(g_s), s	0.0	0.0	0.0	6.3	0.0	0.0	2.6	13.9	13.9	11.4	21.0	21.1
Cycle Q Clear(g_c), s	9.5	0.0	0.0	15.8	0.0	0.0	23.7	13.9	13.9	25.2	21.0	21.1
Prop In Lane	0.49		0.15	0.29		0.59	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	473	0	0	558	0	0	214	981	1011	307	981	989
V/C Ratio(X)	0.38	0.00	0.00	0.63	0.00	0.00	0.08	0.49	0.49	0.34	0.65	0.66
Avail Cap(c_a), veh/h	781	0	0	887	0	0	307	1369	1411	432	1369	1380
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	23.9	0.0	0.0	21.4	11.4	11.4	19.2	13.0	13.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.2	0.0	0.0	0.2	0.5	0.5	0.9	1.1	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(50%),veh/ln	2.7	0.0	0.0	5.8	0.0	0.0	0.3	4.9	5.1	1.5	7.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	0.0	0.0	25.1	0.0	0.0	21.6	12.0	12.0	20.1	14.1	14.1
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		179			350			998			1394	
Approach Delay, s/veh		22.1			25.1			12.2			14.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.9		32.2		50.9		32.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		25.7		11.5		27.2		17.8				
Green Ext Time (p_c), s		11.6		1.2		18.6		2.6				

Intersection Summary												
HCM 7th Control Delay, s/veh		15.5										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	73	73	54	67	96	74	739	57	67	861	130
Future Volume (veh/h)	109	73	73	54	67	96	74	739	57	67	861	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.92	0.96		0.93	1.00		0.95	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	85	85	71	88	126	85	849	66	75	967	146
Peak Hour Factor	0.86	0.86	0.86	0.76	0.76	0.76	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	163	138	160	197	239	246	1751	136	311	1618	244
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	520	466	395	297	566	684	506	3326	259	609	3073	464
Grp Volume(v), veh/h	297	0	0	285	0	0	85	453	462	75	559	554
Grp Sat Flow(s),veh/h/ln	1381	0	0	1547	0	0	506	1777	1808	609	1777	1759
Q Serve(g_s), s	3.1	0.0	0.0	0.0	0.0	0.0	11.2	13.0	13.0	7.2	17.5	17.5
Cycle Q Clear(g_c), s	14.2	0.0	0.0	11.1	0.0	0.0	28.7	13.0	13.0	20.2	17.5	17.5
Prop In Lane	0.43		0.29	0.25		0.44	1.00		0.14	1.00		0.26
Lane Grp Cap(c), veh/h	546	0	0	596	0	0	246	935	952	311	935	926
V/C Ratio(X)	0.54	0.00	0.00	0.48	0.00	0.00	0.35	0.48	0.48	0.24	0.60	0.60
Avail Cap(c_a), veh/h	852	0	0	926	0	0	383	1416	1441	476	1416	1402
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	20.6	0.0	0.0	23.1	12.1	12.1	18.5	13.1	13.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	1.2	0.6	0.5	0.6	0.9	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(50%),veh/ln	4.5	0.0	0.0	4.1	0.0	0.0	1.3	4.7	4.8	1.0	6.3	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.2	0.0	0.0	21.2	0.0	0.0	24.2	12.6	12.6	19.1	14.0	14.0
LnGrp LOS	C			C			C	B	B	B	B	B
Approach Vol, veh/h		297			285			1000			1188	
Approach Delay, s/veh		22.2			21.2			13.6			14.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	47.3	33.0	47.3	33.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	64.0	46.0	64.0	46.0
Max Q Clear Time (g_c+I1), s	30.7	16.2	22.2	13.1
Green Ext Time (p_c), s	11.6	2.2	15.5	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	15.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	900	81
Future Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	900	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	0.96		0.80	0.98		0.85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	74	70	55	69	77	31	770	46	64	957	86
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	189	150	178	220	206	268	1202	72	363	1671	150
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.36	0.36	0.36	0.08	0.51	0.51
Sat Flow, veh/h	529	558	443	329	651	608	520	3351	200	1781	3244	291
Grp Volume(v), veh/h	242	0	0	201	0	0	31	408	408	64	524	519
Grp Sat Flow(s),veh/h/ln	1530	0	0	1588	0	0	520	1777	1774	1781	1777	1759
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	3.0	13.0	13.0	1.3	13.8	13.8
Cycle Q Clear(g_c), s	7.4	0.0	0.0	5.9	0.0	0.0	6.1	13.0	13.0	1.3	13.8	13.8
Prop In Lane	0.40		0.29	0.27		0.38	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	591	0	0	604	0	0	268	638	637	363	915	906
V/C Ratio(X)	0.41	0.00	0.00	0.33	0.00	0.00	0.12	0.64	0.64	0.18	0.57	0.57
Avail Cap(c_a), veh/h	997	0	0	1028	0	0	487	1387	1385	478	1779	1761
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	16.9	0.0	0.0	17.1	18.1	18.1	11.7	11.3	11.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.3	1.5	1.5	0.2	0.8	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(50%),veh/ln	2.8	0.0	0.0	2.2	0.0	0.0	0.3	5.0	5.0	0.5	4.7	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	0.0	17.2	0.0	0.0	17.4	19.7	19.7	11.9	12.1	12.1
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		242			201			847			1107	
Approach Delay, s/veh		17.7			17.2			19.6			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	29.4		27.9		40.0		27.9				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	10.0	53.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s	3.3	15.0		7.9		15.8		9.4				
Green Ext Time (p_c), s	0.1	9.4		1.3		13.3		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.8									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	641	13	19	663	39	15	61	31	35	54	36
Future Volume (veh/h)	19	641	13	19	663	39	15	61	31	35	54	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	772	16	20	698	41	18	73	37	50	77	51
Peak Hour Factor	0.83	0.83	0.83	0.95	0.95	0.95	0.84	0.84	0.84	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2478	51	75	2379	138	62	179	81	104	135	77
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	56	3341	68	50	3208	186	131	1093	498	353	827	474
Grp Volume(v), veh/h	417	0	394	394	0	365	128	0	0	178	0	0
Grp Sat Flow(s),veh/h/ln	1780	0	1686	1784	0	1659	1721	0	0	1654	0	0
Q Serve(g_s), s	0.0	0.0	7.9	0.0	0.0	7.3	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	7.9	6.9	0.0	7.3	6.6	0.0	0.0	9.7	0.0	0.0
Prop In Lane	0.06		0.04	0.05		0.11	0.14		0.29	0.28		0.29
Lane Grp Cap(c), veh/h	1358	0	1251	1361	0	1230	322	0	0	317	0	0
V/C Ratio(X)	0.31	0.00	0.32	0.29	0.00	0.30	0.40	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1358	0	1251	1361	0	1230	514	0	0	498	0	0
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	1.00	0.65	0.00	0.65	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	4.4	4.2	0.0	4.3	37.7	0.0	0.0	38.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.3	0.0	0.4	0.8	0.0	0.0	1.6	0.0	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(50%),veh/ln	2.6	0.0	2.6	2.3	0.0	2.1	2.9	0.0	0.0	4.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.9	0.0	5.0	4.6	0.0	4.7	38.5	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		811			759			128			178	
Approach Delay, s/veh		5.0			4.6			38.5			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.7		21.3		78.7		21.3				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		9.3		8.6		9.9		11.7				
Green Ext Time (p_c), s		8.8		0.6		10.1		0.9				

Intersection Summary												
HCM 7th Control Delay, s/veh		10.5										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	369	52	146	480	143	51	533	75	167	697	100
Future Volume (veh/h)	143	369	52	146	480	143	51	533	75	167	697	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.92	0.97		0.92	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	170	439	62	157	516	154	55	573	81	194	810	116
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	915	376	339	897	367	293	1368	193	435	1701	244
Arrive On Green	0.09	0.26	0.26	0.08	0.25	0.25	0.44	0.44	0.44	0.07	0.55	0.55
Sat Flow, veh/h	1781	3554	1462	1781	3554	1455	599	3105	437	1781	3100	444
Grp Volume(v), veh/h	170	439	62	157	516	154	55	327	327	194	464	462
Grp Sat Flow(s),veh/h/ln	1781	1777	1462	1781	1777	1455	599	1777	1766	1781	1777	1768
Q Serve(g_s), s	8.4	12.6	3.9	7.7	15.2	10.6	7.4	15.1	15.3	6.9	19.2	19.2
Cycle Q Clear(g_c), s	8.4	12.6	3.9	7.7	15.2	10.6	13.6	15.1	15.3	6.9	19.2	19.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		0.25
Lane Grp Cap(c), veh/h	308	915	376	339	897	367	293	783	778	435	975	970
V/C Ratio(X)	0.55	0.48	0.16	0.46	0.58	0.42	0.19	0.42	0.42	0.45	0.48	0.48
Avail Cap(c_a), veh/h	332	1111	457	401	1170	479	293	783	778	480	975	970
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)	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.83	0.83	0.83
Uniform Delay (d), s/veh	30.2	37.8	34.6	29.9	39.2	37.5	24.7	23.0	23.0	16.4	16.5	16.5
Incr Delay (d2), s/veh	1.2	0.1	0.1	0.7	0.2	0.3	1.4	1.6	1.6	0.4	1.4	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(50%),veh/ln	3.7	5.6	1.4	3.4	6.7	3.8	1.2	6.6	6.6	2.8	7.9	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	37.9	34.6	30.6	39.4	37.8	26.0	24.6	24.6	16.8	17.9	17.9
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		671			827			709			1120	
Approach Delay, s/veh		36.0			37.5			24.7			17.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	34.8	13.0	57.9	13.8	35.4		70.8				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	12.0	39.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	10.4	17.2	8.9	17.3	9.7	14.6		21.2				
Green Ext Time (p_c), s	0.1	2.8	0.1	2.9	0.1	2.2		4.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	536	96	106	608	126	145
Future Volume (veh/h)	536	96	106	608	126	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	596	107	118	676	138	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2385	427	624	2842	187	293
Arrive On Green	0.80	0.80	0.80	0.80	0.11	0.11
Sat Flow, veh/h	3076	534	737	3647	1781	2790
Grp Volume(v), veh/h	354	349	118	676	138	159
Grp Sat Flow(s),veh/h/ln	1777	1739	737	1777	1781	1395
Q Serve(g_s), s	5.0	5.0	4.8	4.7	7.5	5.4
Cycle Q Clear(g_c), s	5.0	5.0	9.8	4.7	7.5	5.4
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1421	1391	624	2842	187	293
V/C Ratio(X)	0.25	0.25	0.19	0.24	0.74	0.54
Avail Cap(c_a), veh/h	1421	1391	624	2842	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.5	3.7	2.5	43.4	42.5
Incr Delay (d2), s/veh	0.3	0.4	0.7	0.2	5.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.7	1.3	3.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.8	2.9	4.4	2.7	48.9	44.0
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	703			794	297	
Approach Delay, s/veh	2.8			2.9	46.3	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		85.0		15.0		85.0
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		11.8		9.5		7.0
Green Ext Time (p_c), s		10.1		1.0		3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	33	33	25	32	36	19	594	6	34	805	27
Future Volume (veh/h)	29	33	33	25	32	36	19	594	6	34	805	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	42	42	32	41	46	20	625	6	37	866	29
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.95	0.95	0.95	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	170	125	175	168	141	410	1859	18	517	1807	61
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	293	770	565	250	759	636	619	3605	35	790	3503	117
Grp Volume(v), veh/h	121	0	0	119	0	0	20	308	323	37	439	456
Grp Sat Flow(s),veh/h/ln	1629	0	0	1644	0	0	619	1777	1863	790	1777	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3.9	3.9	1.1	6.0	6.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	2.2	0.0	0.0	6.9	3.9	3.9	5.0	6.0	6.0
Prop In Lane	0.31		0.35	0.27		0.39	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	484	0	0	484	0	0	410	916	961	517	916	951
V/C Ratio(X)	0.25	0.00	0.00	0.25	0.00	0.00	0.05	0.34	0.34	0.07	0.48	0.48
Avail Cap(c_a), veh/h	1859	0	0	1876	0	0	1199	3179	3332	1523	3179	3298
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	12.4	0.0	0.0	8.1	5.4	5.4	6.8	5.9	5.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.1	0.3	0.3	0.1	0.6	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(50%),veh/ln	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.8	0.9	0.1	1.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	0.0	0.0	12.6	0.0	0.0	8.2	5.7	5.7	6.9	6.5	6.5
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		121			119			651			932	
Approach Delay, s/veh		12.7			12.6			5.8			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.6		13.4		24.6		13.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		68.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s		8.9		4.2		8.0		4.2				
Green Ext Time (p_c), s		6.8		0.7		11.0		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.0	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	456	75	86	594	57	45	435	35	94	861	158
Future Volume (veh/h)	156	456	75	86	594	57	45	435	35	94	861	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	518	85	97	667	64	51	489	39	103	946	174
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	351	962	157	386	1012	97	159	1439	114	364	1288	237
Arrive On Green	0.10	0.32	0.32	0.10	0.31	0.31	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1781	3037	496	1781	3262	313	502	3322	264	866	2974	546
Grp Volume(v), veh/h	177	302	301	97	363	368	51	261	267	103	565	555
Grp Sat Flow(s),veh/h/ln	1781	1777	1756	1781	1777	1797	502	1777	1810	866	1777	1743
Q Serve(g_s), s	6.3	13.6	13.7	3.3	17.2	17.2	9.1	9.5	9.5	8.7	25.7	25.7
Cycle Q Clear(g_c), s	6.3	13.6	13.7	3.3	17.2	17.2	34.9	9.5	9.5	18.3	25.7	25.7
Prop In Lane	1.00		0.28	1.00		0.17	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	351	563	556	386	551	558	159	770	784	364	770	755
V/C Ratio(X)	0.50	0.54	0.54	0.25	0.66	0.66	0.32	0.34	0.34	0.28	0.73	0.74
Avail Cap(c_a), veh/h	408	759	750	400	705	713	218	979	997	466	979	961
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	27.3	27.3	19.1	29.0	29.0	37.4	18.3	18.3	24.4	22.9	22.9
Incr Delay (d2), s/veh	0.8	0.8	0.8	0.3	1.5	1.5	2.0	0.4	0.4	0.2	1.4	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(50%),veh/ln	2.6	5.7	5.7	1.3	7.3	7.4	1.2	3.8	3.9	1.7	10.4	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	28.1	28.2	19.4	30.5	30.5	39.4	18.7	18.7	24.5	24.3	24.4
LnGrp LOS	C	C	C	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		780			828			579			1223	
Approach Delay, s/veh		26.6			29.2			20.6			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	35.6		47.6	13.3	36.3		47.6				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	13.0	38.5		53.5	10.0	41.5		53.5				
Max Q Clear Time (g_c+I1), s	8.3	19.2		36.9	5.3	15.7		27.7				
Green Ext Time (p_c), s	0.1	4.3		5.2	0.1	3.8		5.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	25.4	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	38	43	95	65	25	20	407	1	14	730	34
Future Volume (veh/h)	46	38	43	95	65	25	20	407	1	14	730	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	59	49	55	119	81	31	23	462	1	15	802	37
Peak Hour Factor	0.78	0.78	0.78	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	199	171	336	212	66	325	1556	3	477	1477	68
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	427	626	536	676	664	208	654	3638	8	925	3453	159
Grp Volume(v), veh/h	163	0	0	231	0	0	23	226	237	15	413	426
Grp Sat Flow(s),veh/h/ln	1589	0	0	1548	0	0	654	1777	1869	925	1777	1835
Q Serve(g_s), s	0.0	0.0	0.0	1.7	0.0	0.0	1.2	3.8	3.8	0.5	7.8	7.9
Cycle Q Clear(g_c), s	3.2	0.0	0.0	4.9	0.0	0.0	9.1	3.8	3.8	4.3	7.8	7.9
Prop In Lane	0.36		0.34	0.52		0.13	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	614	0	0	613	0	0	325	760	799	477	760	785
V/C Ratio(X)	0.27	0.00	0.00	0.38	0.00	0.00	0.07	0.30	0.30	0.03	0.54	0.54
Avail Cap(c_a), veh/h	1724	0	0	1704	0	0	918	2372	2494	1316	2372	2449
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	12.1	0.0	0.0	13.1	8.5	8.5	9.9	9.7	9.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.3	0.3	0.0	0.9	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(50%),veh/ln	1.1	0.0	0.0	1.6	0.0	0.0	0.2	1.1	1.2	0.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	0.0	12.5	0.0	0.0	13.2	8.8	8.8	9.9	10.5	10.5
LnGrp LOS	B			B			B	A	A	A	B	B
Approach Vol, veh/h		163			231			486			854	
Approach Delay, s/veh		11.8			12.5			9.0			10.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.9	20.4	24.9	20.4
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	60.5	48.0	60.5	48.0
Max Q Clear Time (g_c+I1), s	11.1	5.2	9.9	6.9
Green Ext Time (p_c), s	4.7	1.1	9.5	1.6

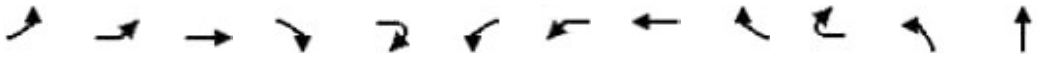
Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	563	6	190	381	7	118	0	86	20	62	24
Future Volume (veh/h)	6	563	6	190	381	7	118	0	86	20	62	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	655	7	202	405	7	144	0	105	32	100	39
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.82	0.82	0.82	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	26	1017	11	281	1521	26	0	0	0	76	237	92
Arrive On Green	0.01	0.28	0.28	0.16	0.43	0.43	0.00	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1781	3601	38	1781	3573	62		0		333	1041	406
Grp Volume(v), veh/h	7	323	339	202	201	211		0.0		171	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1858				1780	0	0
Q Serve(g_s), s	0.2	7.5	7.5	5.1	3.4	3.5				3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.5	7.5	5.1	3.4	3.5				3.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03				0.19		0.23
Lane Grp Cap(c), veh/h	26	502	526	281	756	791				406	0	0
V/C Ratio(X)	0.26	0.64	0.64	0.72	0.27	0.27				0.42	0.00	0.00
Avail Cap(c_a), veh/h	307	786	824	542	1020	1066				458	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	22.9	14.8	14.8	18.8	8.7	8.8				15.5	0.0	0.0
Incr Delay (d2), s/veh	5.2	2.0	1.9	3.4	0.3	0.3				0.7	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	2.6	2.7	2.1	1.1	1.2				1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	16.8	16.7	22.2	9.0	9.0				16.2	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		669			614						171	
Approach Delay, s/veh		16.8			13.4						16.2	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	12.1	19.1		15.8	5.4	25.8						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	14.3	20.8		12.1	8.1	27.0						
Max Q Clear Time (g_c+I1), s	7.1	9.5		5.9	2.2	5.5						
Green Ext Time (p_c), s	0.3	3.8		0.4	0.0	3.4						

Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Future Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0			7.0	7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95			0.97	0.91
Frpb, ped/bikes			1.00	1.00	0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt			1.00	0.85	0.85		1.00	1.00			1.00	0.98
Flt Protected			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)			1819	3610	1541		1770	3512			3433	3309
Flt Permitted			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)			1819	3610	1541		1770	3512			3433	3309
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.94	0.94
Adj. Flow (vph)	88	32	130	382	130	410	47	322	9	2	263	405
RTOR Reduction (vph)	0	0	0	0	108	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	250	382	22	0	457	333	0	0	263	465
Confl. Peds. (#/hr)	14	13							14	13		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	NA
Protected Phases		4	4			3	3	3			5 8	2
Permitted Phases	4			4	4							
Actuated Green, G (s)			24.0	24.0	24.0		16.3	16.3			36.3	52.7
Effective Green, g (s)			24.0	24.0	24.0		16.3	16.3			29.8	52.7
Actuated g/C Ratio			0.17	0.17	0.17		0.11	0.11			0.21	0.36
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				4.5
Lane Grp Cap (vph)			302	600	256		199	396			708	1207
v/s Ratio Prot			c0.14				c0.26	0.09			0.08	0.14
v/s Ratio Perm				0.11	0.01							
v/c Ratio			0.83	0.64	0.08		2.30	0.84			0.37	0.39
Uniform Delay, d1			58.2	56.1	50.9		64.1	62.8			49.3	33.9
Progression Factor			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2			16.8	2.2	0.1		599.0	15.4			0.1	0.4
Delay (s)			75.0	58.4	51.1		663.1	78.1			49.4	34.2
Level of Service			E	E	D		F	E			D	C
Approach Delay (s/veh)			62.6					416.5				37.0
Approach LOS			E					F				D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	123.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	144.4	Sum of lost time (s)	35.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	247	260	3	6	735	35	81	127	16
Future Volume (vph)	247	260	3	6	735	35	81	127	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	1.00		1.00	0.91			1.00	1.00
Frpb, ped/bikes	0.96	0.96		1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00
Frt	0.85	0.85		1.00	0.98			0.87	0.87
Flt Protected	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1387	1524		1770	4955			1611	1568
Flt Permitted	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1387	1524		1770	4955			1611	1568
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.76	0.76
Adj. Flow (vph)	263	277	3	6	766	36	84	167	21
RTOR Reduction (vph)	0	176	0	0	8	0	0	0	15
Lane Group Flow (vph)	203	101	0	9	878	0	0	167	6
Confl. Peds. (#/hr)	13	13	13	13		9	9		13
Confl. Bikes (#/hr)	2	2				6	6		2
Turn Type	Perm	Perm	Prot	Prot	NA			pt+ov	Perm
Protected Phases			1	1	6			5 8	
Permitted Phases	2	2							6
Actuated Green, G (s)	52.7	52.7		2.3	39.3			36.3	39.3
Effective Green, g (s)	52.7	52.7		2.3	39.3			29.8	39.3
Actuated g/C Ratio	0.36	0.36		0.02	0.27			0.21	0.27
Clearance Time (s)	7.0	7.0		6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5		2.0	4.5				4.5
Lane Grp Cap (vph)	506	556		28	1348			332	426
v/s Ratio Prot				0.01	c0.18			c0.10	
v/s Ratio Perm	0.15	0.07							0.00
v/c Ratio	0.40	0.18		0.32	0.65			0.50	0.01
Uniform Delay, d1	34.1	31.2		70.3	46.5			50.7	38.4
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	0.3		2.4	1.4			0.4	0.0
Delay (s)	35.0	31.5		72.7	47.9			51.2	38.4
Level of Service	D	C		E	D			D	D
Approach Delay (s/veh)					48.1				
Approach LOS					D				

Intersection Summary

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	8	17	97	5	48
Future Vol, veh/h	140	8	17	97	5	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	78	78	81	81
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	189	11	22	124	6	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	200	0	363	195
Stage 1	-	-	-	-	195	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1360	-	637	847
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1360	-	626	847
Mov Cap-2 Maneuver	-	-	-	-	626	-
Stage 1	-	-	-	-	838	-
Stage 2	-	-	-	-	847	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.15	9.77
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	819	-	-	268	-
HCM Lane V/C Ratio	0.08	-	-	0.016	-
HCM Control Delay (s/veh)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	6.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	107	266	41	109	408
Future Vol, veh/h	70	107	266	41	109	408
Conflicting Peds, #/hr	1	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	85	85	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	143	313	48	121	453

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1037	341	0	0	364	0
Stage 1	340	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	256	701	-	-	1194	-
Stage 1	721	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	221	699	-	-	1191	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	719	-	-	-	-	-
Stage 2	427	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	29.36	0	1.76
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	376	379	-
HCM Lane V/C Ratio	-	-	0.627	0.102	-
HCM Control Delay (s/veh)	-	-	29.4	8.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	4.1	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	10	21	39	76	207	21	684	21	201	1105	233
Future Volume (veh/h)	86	10	21	39	76	207	21	684	21	201	1105	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	93	11	23	53	104	284	23	760	23	228	1256	265
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	32	43	94	146	347	153	1925	58	377	1592	331
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	509	101	135	141	455	1078	343	3521	107	690	2911	606
Grp Volume(v), veh/h	127	0	0	441	0	0	23	383	400	228	760	761
Grp Sat Flow(s),veh/h/ln	745	0	0	1674	0	0	343	1777	1850	690	1777	1740
Q Serve(g_s), s	0.0	0.0	0.0	5.7	0.0	0.0	4.8	10.4	10.4	23.8	28.3	29.4
Cycle Q Clear(g_c), s	14.2	0.0	0.0	19.9	0.0	0.0	34.2	10.4	10.4	34.2	28.3	29.4
Prop In Lane	0.73		0.18	0.12		0.64	1.00		0.06	1.00		0.35
Lane Grp Cap(c), veh/h	314	0	0	587	0	0	153	971	1012	377	971	952
V/C Ratio(X)	0.40	0.00	0.00	0.75	0.00	0.00	0.15	0.39	0.39	0.60	0.78	0.80
Avail Cap(c_a), veh/h	757	0	0	1226	0	0	167	1044	1087	405	1044	1022
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	0.0	0.0	25.9	0.0	0.0	29.0	10.9	10.9	20.8	15.0	15.2
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.0	0.0	0.4	0.3	0.3	2.3	3.7	4.3
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(50%),veh/ln	2.1	0.0	0.0	7.9	0.0	0.0	0.4	3.8	4.0	3.8	11.1	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.3	0.0	0.0	27.9	0.0	0.0	29.5	11.2	11.2	23.1	18.7	19.6
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		127			441			806			1749	
Approach Delay, s/veh		24.3			27.9			11.7			19.6	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	51.6	31.8	51.6	31.8
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	49.0	60.0	49.0	60.0
Max Q Clear Time (g_c+I1), s	36.2	16.2	36.2	21.9
Green Ext Time (p_c), s	4.4	1.0	9.4	3.4

Intersection Summary	
HCM 7th Control Delay, s/veh	18.9
HCM 7th LOS	B

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	178	54	19	291	31	13
Future Vol, veh/h	178	54	19	291	31	13
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	75	75	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	68	25	388	39	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	294	0	701	259
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1268	-	405	779
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1268	-	396	779
Mov Cap-2 Maneuver	-	-	-	-	396	-
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.48	13.84
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	1268	-
HCM Lane V/C Ratio	0.12	-	-	0.02	-
HCM Control Delay (s/veh)	13.8	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	124	0	0	0	172	292	2	2	352	135
Future Volume (vph)	40	0	124	0	0	0	172	292	2	2	352	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98					1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00					1.00	1.00		1.00	1.00	
Frt	1.00	0.85					1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1547					1769	1861		1770	1774	
Flt Permitted	0.95	1.00					0.44	1.00		0.57	1.00	
Satd. Flow (perm)	1770	1547					820	1861		1062	1774	
Peak-hour factor, PHF	0.76	0.76	0.76	0.92	0.92	0.92	0.94	0.94	0.92	0.92	0.92	0.92
Adj. Flow (vph)	53	0	163	0	0	0	183	311	2	2	383	147
RTOR Reduction (vph)	0	140	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	53	23	0	0	0	0	183	313	0	2	522	0
Confl. Peds. (#/hr)	4						1					1
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	7.1	7.1					34.6	34.6		34.6	34.6	
Effective Green, g (s)	7.1	7.1					34.6	34.6		34.6	34.6	
Actuated g/C Ratio	0.14	0.14					0.67	0.67		0.67	0.67	
Clearance Time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0					4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	244	214					553	1255		716	1196	
v/s Ratio Prot	c0.03	0.01						0.17			c0.29	
v/s Ratio Perm							0.22			0.00		
v/c Ratio	0.22	0.11					0.33	0.25		0.00	0.44	
Uniform Delay, d1	19.6	19.3					3.5	3.3		2.7	3.9	
Progression Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2					0.5	0.1		0.0	0.3	
Delay (s)	20.1	19.5					4.0	3.4		2.7	4.2	
Level of Service	C	B					A	A		A	A	
Approach Delay (s/veh)		19.7			0.0			3.6			4.2	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	51.3	Sum of lost time (s)	14.2
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	29	72	129	110	87
Future Vol, veh/h	17	29	72	129	110	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	84	84	82	82
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	22	37	86	154	134	106

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	512	187	240	0	-	0
Stage 1	187	-	-	-	-	-
Stage 2	325	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	518	850	1326	-	-	-
Stage 1	840	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	850	1326	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.96	2.83	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	645	-	663	-	-
HCM Lane V/C Ratio	0.065	-	0.088	-	-
HCM Control Delay (s/veh)	7.9	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	808	0	1	1208	77	3	0	2	22	0	90
Future Volume (veh/h)	110	808	0	1	1208	77	3	0	2	22	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	869	0	1	1285	82	7	0	5	30	0	122
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.42	0.42	0.42	0.74	0.74	0.74
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	354	3246	0	507	3088	197	160	28	48	351	0	193
Arrive On Green	0.65	0.65	0.00	0.65	0.65	0.65	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	391	5191	0	622	4781	305	322	230	394	1409	0	1581
Grp Volume(v), veh/h	118	869	0	1	893	474	12	0	0	30	0	122
Grp Sat Flow(s),veh/h/ln	391	1675	0	622	1662	1763	946	0	0	1409	0	1581
Q Serve(g_s), s	9.9	3.5	0.0	0.0	6.2	6.2	0.0	0.0	0.0	0.0	0.0	3.5
Cycle Q Clear(g_c), s	16.1	3.5	0.0	3.5	6.2	6.2	3.5	0.0	0.0	0.7	0.0	3.5
Prop In Lane	1.00		0.00	1.00		0.17	0.58		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	354	3246	0	507	2146	1139	236	0	0	351	0	193
V/C Ratio(X)	0.33	0.27	0.00	0.00	0.42	0.42	0.05	0.00	0.00	0.09	0.00	0.63
Avail Cap(c_a), veh/h	513	5297	0	761	3503	1859	941	0	0	1070	0	1000
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	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	3.6	0.0	4.4	4.1	4.1	18.5	0.0	0.0	18.6	0.0	19.8
Incr Delay (d2), s/veh	0.8	0.1	0.0	0.0	0.2	0.3	0.1	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.6	0.5	0.0	0.0	0.8	1.0	0.1	0.0	0.0	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	8.7	3.7	0.0	4.4	4.3	4.4	18.5	0.0	0.0	18.7	0.0	23.2
LnGrp LOS	A	A		A	A	A	B			B		C
Approach Vol, veh/h		987			1368			12			152	
Approach Delay, s/veh		4.3			4.3			18.5			22.3	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.6		10.8		36.6		10.8				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		8.2		5.5		18.1		5.5				
Green Ext Time (p_c), s		17.5		0.0		12.5		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh		5.4										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	606	36	54	1016	122	59	494	14	131	795	222
Future Volume (veh/h)	145	606	36	54	1016	122	59	494	14	131	795	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	681	40	56	1058	127	63	526	15	147	893	249
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	189	2111	123	72	1658	199	81	936	410	133	1039	624
Arrive On Green	0.11	0.43	0.43	0.04	0.37	0.37	0.05	0.27	0.27	0.08	0.29	0.29
Sat Flow, veh/h	1753	4855	284	1739	4502	540	1767	3526	1544	1767	3526	1542
Grp Volume(v), veh/h	163	469	252	56	781	404	63	526	15	147	893	249
Grp Sat Flow(s),veh/h/ln	1753	1675	1789	1739	1662	1719	1767	1763	1544	1767	1763	1542
Q Serve(g_s), s	11.0	11.0	11.1	3.8	23.3	23.3	4.2	15.5	0.9	9.0	28.7	13.8
Cycle Q Clear(g_c), s	11.0	11.0	11.1	3.8	23.3	23.3	4.2	15.5	0.9	9.0	28.7	13.8
Prop In Lane	1.00		0.16	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1457	778	72	1224	633	81	936	410	133	1039	624
V/C Ratio(X)	0.86	0.32	0.32	0.78	0.64	0.64	0.78	0.56	0.04	1.11	0.86	0.40
Avail Cap(c_a), veh/h	205	1457	778	203	1224	633	133	1116	489	133	1116	658
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	0.86	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.6	22.3	22.3	57.0	31.3	31.3	56.7	38.1	32.7	55.5	40.0	25.5
Incr Delay (d2), s/veh	27.8	0.6	1.1	14.2	2.2	4.2	14.8	0.8	0.1	110.5	6.9	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(50%),veh/ln	6.2	4.3	4.8	1.9	9.4	10.1	2.2	6.6	0.3	8.0	13.1	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.4	22.9	23.4	71.2	33.5	35.5	71.4	38.8	32.8	166.0	46.9	26.1
LnGrp LOS	F	C	C	E	C	D	E	D	C	F	D	C
Approach Vol, veh/h		884			1241			604			1289	
Approach Delay, s/veh		33.6			35.9			42.1			56.5	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	58.2	14.0	37.8	18.0	50.2	10.5	41.4
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	37.0	9.0	38.0	14.0	37.0	9.0	38.0
Max Q Clear Time (g_c+I1), s	5.8	13.1	11.0	17.5	13.0	25.3	6.2	30.7
Green Ext Time (p_c), s	0.0	6.4	0.0	4.5	0.0	7.1	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	42.9
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	668	50	143	1164	13	10	45	138	6	32	18
Future Volume (veh/h)	33	668	50	143	1164	13	10	45	138	6	32	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	768	57	149	1212	14	11	52	159	7	38	21
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	2	2	2	2	2	2
Cap, veh/h	80	1754	129	189	2203	25	331	76	232	195	214	118
Arrive On Green	0.05	0.37	0.37	0.11	0.44	0.44	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1725	4688	346	1725	5037	58	1337	400	1222	1167	1129	624
Grp Volume(v), veh/h	38	539	286	149	793	433	11	0	211	7	0	59
Grp Sat Flow(s),veh/h/ln	1725	1648	1737	1725	1648	1799	1337	0	1622	1167	0	1753
Q Serve(g_s), s	1.3	7.7	7.7	5.3	11.2	11.2	0.4	0.0	7.6	0.4	0.0	1.8
Cycle Q Clear(g_c), s	1.3	7.7	7.7	5.3	11.2	11.2	2.2	0.0	7.6	8.0	0.0	1.8
Prop In Lane	1.00		0.20	1.00		0.03	1.00		0.75	1.00		0.36
Lane Grp Cap(c), veh/h	80	1233	650	189	1442	787	331	0	308	195	0	333
V/C Ratio(X)	0.48	0.44	0.44	0.79	0.55	0.55	0.03	0.00	0.69	0.04	0.00	0.18
Avail Cap(c_a), veh/h	550	2625	1384	550	2625	1433	716	0	775	531	0	838
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.2	14.7	14.7	27.2	13.1	13.1	22.3	0.0	23.7	27.4	0.0	21.3
Incr Delay (d2), s/veh	1.6	0.3	0.7	2.8	0.5	0.9	0.0	0.0	2.7	0.1	0.0	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(50%),veh/ln	0.6	2.5	2.7	2.1	3.5	3.9	0.1	0.0	3.0	0.1	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.8	15.0	15.4	30.0	13.6	13.9	22.3	0.0	26.4	27.5	0.0	21.6
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		863			1375			222			66	
Approach Delay, s/veh		15.9			15.5			26.2			22.2	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	35.0		18.9	12.9	31.0		18.9				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	3.3	13.2		10.0	7.3	9.7		9.6				
Green Ext Time (p_c), s	0.0	14.3		0.2	0.1	8.7		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.7									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	657	38	82	1219	145	22	108	33	149	148	87
Future Volume (veh/h)	125	657	38	82	1219	145	22	108	33	149	148	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	140	738	43	93	1385	165	26	127	39	167	166	98
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	5	5	5	2	2	2	2	2	2
Cap, veh/h	168	1956	852	116	2418	288	42	166	396	54	0	396
Arrive On Green	0.10	0.57	0.57	0.13	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1725	3441	1499	1739	4500	536	0	650	1552	0	0	1554
Grp Volume(v), veh/h	140	738	43	93	1023	527	153	0	39	333	0	98
Grp Sat Flow(s),veh/h/ln	1725	1721	1499	1739	1662	1713	650	0	1552	0	0	1554
Q Serve(g_s), s	8.0	11.8	1.3	5.2	0.0	0.0	0.0	0.0	1.9	0.0	0.0	5.0
Cycle Q Clear(g_c), s	8.0	11.8	1.3	5.2	0.0	0.0	25.5	0.0	1.9	25.5	0.0	5.0
Prop In Lane	1.00		1.00	1.00		0.31	0.17		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	168	1956	852	116	1786	920	208	0	396	54	0	396
V/C Ratio(X)	0.83	0.38	0.05	0.80	0.57	0.57	0.74	0.00	0.10	6.16	0.00	0.25
Avail Cap(c_a), veh/h	172	1956	852	174	1786	920	208	0	396	54	0	396
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	11.9	9.6	42.7	0.0	0.0	31.6	0.0	28.5	50.0	0.0	29.6
Incr Delay (d2), s/veh	27.3	0.6	0.1	7.5	1.2	2.3	12.8	0.0	0.1	2361.3	0.0	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(50%),veh/ln	4.6	4.2	0.4	2.3	0.3	0.6	3.7	0.0	0.7	36.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	71.6	12.4	9.7	50.2	1.2	2.3	44.4	0.0	28.6	2411.3	0.0	29.9
LnGrp LOS	E	B	A	D	A	A	D		C	F		C
Approach Vol, veh/h		921			1643			192			431	
Approach Delay, s/veh		21.3			4.3			41.2			1869.8	
Approach LOS		C			A			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.8	58.2		29.0	9.7	61.3		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	10.0	53.5		25.5	10.0	53.5		25.5				
Max Q Clear Time (g_c+I1), s	10.0	2.0		27.5	7.2	13.8		27.5				
Green Ext Time (p_c), s	0.0	23.1		0.0	0.0	8.4		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	263.7	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	693	26	36	1297	86	15	46	23	66	58	105
Future Volume (veh/h)	78	693	26	36	1297	86	15	46	23	66	58	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	729	27	39	1410	93	17	53	26	85	74	135
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	7	7	7	4	4	4	2	2	2	2	2	2
Cap, veh/h	114	3431	127	49	3212	212	92	249	124	163	116	225
Arrive On Green	0.13	1.00	1.00	0.06	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1711	4854	179	1753	4808	317	262	1554	775	672	721	1406
Grp Volume(v), veh/h	82	490	266	39	982	521	44	0	52	158	0	136
Grp Sat Flow(s),veh/h/ln	1711	1635	1764	1753	1675	1775	1032	0	1559	1379	0	1420
Q Serve(g_s), s	4.6	0.0	0.0	2.2	0.0	0.0	0.2	0.0	2.9	8.5	0.0	8.9
Cycle Q Clear(g_c), s	4.6	0.0	0.0	2.2	0.0	0.0	9.1	0.0	2.9	11.4	0.0	8.9
Prop In Lane	1.00		0.10	1.00		0.18	0.39		0.50	0.54		0.99
Lane Grp Cap(c), veh/h	114	2311	1247	49	2238	1186	215	0	250	276	0	228
V/C Ratio(X)	0.72	0.21	0.21	0.80	0.44	0.44	0.20	0.00	0.21	0.57	0.00	0.60
Avail Cap(c_a), veh/h	171	2311	1247	175	2238	1186	397	0	437	459	0	398
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.81	0.81	0.81	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.4	0.0	0.0	46.9	0.0	0.0	36.3	0.0	36.5	40.5	0.0	39.0
Incr Delay (d2), s/veh	10.6	0.2	0.4	8.7	0.5	1.0	0.5	0.0	0.4	2.6	0.0	3.6
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(50%),veh/ln	2.1	0.1	0.1	1.0	0.2	0.3	1.0	0.0	1.1	3.9	0.0	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.2	0.4	55.6	0.5	1.0	36.7	0.0	36.9	43.2	0.0	42.6
LnGrp LOS	D	A	A	E	A	A	D		D	D		D
Approach Vol, veh/h		838			1542			96			294	
Approach Delay, s/veh		5.4			2.1			36.8			42.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	71.3		19.0	5.8	75.2		19.0				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	6.6	2.0		11.1	4.2	2.0		13.4				
Green Ext Time (p_c), s	0.1	21.5		0.4	0.0	8.0		2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	76	579	104	117	1312	103	69	316	57	77	338	95
Future Volume (veh/h)	76	579	104	117	1312	103	69	316	57	77	338	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.95	0.98		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	87	666	120	130	1458	114	80	367	66	94	412	116
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.86	0.86	0.86	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	4	4	4	5	5	5	2	2	2
Cap, veh/h	109	2087	371	157	2477	194	196	817	145	235	757	210
Arrive On Green	0.13	0.99	0.99	0.18	1.00	1.00	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1725	4211	748	1753	4746	371	839	2917	518	934	2704	751
Grp Volume(v), veh/h	87	519	267	130	1029	543	80	216	217	94	269	259
Grp Sat Flow(s),veh/h/ln	1725	1648	1663	1753	1675	1767	839	1735	1701	934	1777	1678
Q Serve(g_s), s	4.9	0.2	0.2	7.1	0.0	0.0	9.0	10.3	10.5	9.2	12.8	13.2
Cycle Q Clear(g_c), s	4.9	0.2	0.2	7.1	0.0	0.0	22.1	10.3	10.5	19.7	12.8	13.2
Prop In Lane	1.00		0.45	1.00		0.21	1.00		0.30	1.00		0.45
Lane Grp Cap(c), veh/h	109	1634	824	157	1749	923	196	485	476	235	497	470
V/C Ratio(X)	0.80	0.32	0.32	0.83	0.59	0.59	0.41	0.45	0.46	0.40	0.54	0.55
Avail Cap(c_a), veh/h	276	1634	824	280	1749	923	222	538	527	263	551	520
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.2	0.2	40.3	0.0	0.0	40.1	29.6	29.7	37.9	30.5	30.7
Incr Delay (d2), s/veh	4.9	0.5	1.0	3.6	1.2	2.3	0.5	0.2	0.3	0.4	0.3	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(50%),veh/ln	2.1	0.2	0.3	2.9	0.3	0.6	1.8	4.1	4.2	2.1	5.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.7	1.3	43.9	1.2	2.3	40.6	29.9	30.0	38.3	30.9	31.0
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		873			1702			513			622	
Approach Delay, s/veh		5.6			4.9			31.6			32.1	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.3	56.7		32.0	13.9	54.1		32.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	6.9	2.0		24.1	9.1	2.2		21.7				
Green Ext Time (p_c), s	0.0	20.1		1.1	0.1	8.2		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.3									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	708	30	15	1390	36	58	67	36	68	64	68
Future Volume (veh/h)	26	708	30	15	1390	36	58	67	36	68	64	68
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.96	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	738	31	17	1580	41	89	103	55	93	88	93
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.65	0.65	0.65	0.73	0.73	0.73
Percent Heavy Veh, %	8	8	8	4	4	4	2	2	2	2	2	2
Cap, veh/h	36	3107	130	26	3237	84	140	147	68	139	119	108
Arrive On Green	0.04	1.00	1.00	0.03	1.00	1.00	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1697	4786	200	1753	5033	131	393	637	295	395	515	467
Grp Volume(v), veh/h	27	499	270	17	1052	569	247	0	0	274	0	0
Grp Sat Flow(s),veh/h/ln	1697	1621	1745	1753	1675	1813	1324	0	0	1377	0	0
Q Serve(g_s), s	1.6	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.0	0.0	0.0	18.0	0.0	0.0	19.5	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.07	0.36		0.22	0.34		0.34
Lane Grp Cap(c), veh/h	36	2105	1133	26	2155	1166	355	0	0	366	0	0
V/C Ratio(X)	0.75	0.24	0.24	0.64	0.49	0.49	0.70	0.00	0.00	0.75	0.00	0.00
Avail Cap(c_a), veh/h	170	2105	1133	175	2155	1166	413	0	0	424	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.56	0.56	0.56	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.6	0.0	0.0	48.2	0.0	0.0	36.0	0.0	0.0	36.8	0.0	0.0
Incr Delay (d2), s/veh	10.6	0.2	0.5	5.4	0.4	0.8	4.2	0.0	0.0	6.2	0.0	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(50%),veh/ln	0.7	0.1	0.1	0.4	0.1	0.3	6.1	0.0	0.0	7.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	58.2	0.2	0.5	53.6	0.4	0.8	40.2	0.0	0.0	43.0	0.0	0.0
LnGrp LOS	E	A	A	D	A	A	D			D		
Approach Vol, veh/h		796			1638			247			274	
Approach Delay, s/veh		2.3			1.1			40.2			43.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.1	68.8		26.1	4.5	69.4		26.1				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	52.5		27.0	10.0	52.5		27.0				
Max Q Clear Time (g_c+I1), s	3.6	2.0		20.0	3.0	2.0		21.5				
Green Ext Time (p_c), s	0.0	24.2		0.8	0.0	8.2		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	806	4	2	1397	185	16	75	87	268	70	82
Future Volume (vph)	25	806	4	2	1397	185	16	75	87	268	70	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	27	876	4	2	1502	199	22	103	119	319	83	98
RTOR Reduction (vph)	0	1	0	0	13	0	0	43	0	0	0	81
Lane Group Flow (vph)	27	879	0	2	1688	0	22	179	0	198	204	17
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	4.5	46.5		1.1	43.1		14.9	14.9		17.5	17.5	17.5
Effective Green, g (s)	4.5	46.5		1.1	43.1		14.9	14.9		17.5	17.5	17.5
Actuated g/C Ratio	0.05	0.47		0.01	0.43		0.15	0.15		0.18	0.18	0.18
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	75	2252		18	2045		263	253		294	300	273
v/s Ratio Prot	c0.02	c0.18		0.00	c0.36		0.01	c0.11		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.36	0.39		0.11	0.83		0.08	0.71		0.67	0.68	0.06
Uniform Delay, d1	46.4	17.5		49.0	25.1		36.7	40.5		38.6	38.6	34.4
Progression Factor	0.71	1.13		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	2.1	0.5		2.0	4.0		0.1	8.8		5.4	5.7	0.1
Delay (s)	34.9	20.3		51.0	29.1		36.8	49.3		44.0	44.3	34.5
Level of Service	C	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		20.8			29.1			48.1			42.3	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
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)	137	4	245	23	26	8	532	660	20	4	318	30
Future Volume (vph)	137	4	245	23	26	8	532	660	20	4	318	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777	1562	1770	1791		1770	5060		1770	5010	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1777	1562	1770	1791		1770	5060		1770	5010	
Peak-hour factor, PHF	0.82	0.82	0.82	0.70	0.70	0.70	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	167	5	299	33	37	11	585	725	22	5	361	34
RTOR Reduction (vph)	0	0	245	0	10	0	0	2	0	0	13	0
Lane Group Flow (vph)	0	172	54	33	38	0	585	745	0	5	382	0
Confl. Peds. (#/hr)	4		1	1		4	2		4	4		2
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		21.6	21.6	8.1	8.1		52.3	67.6		2.0	17.3	
Effective Green, g (s)		21.6	21.6	8.1	8.1		52.3	67.6		2.0	17.3	
Actuated g/C Ratio		0.18	0.18	0.07	0.07		0.44	0.56		0.02	0.14	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		319	281	119	120		771	2850		29	722	
v/s Ratio Prot		c0.10		0.02	c0.02		c0.33	0.15		0.00	c0.08	
v/s Ratio Perm			0.03									
v/c Ratio		0.54	0.19	0.28	0.31		0.76	0.26		0.17	0.53	
Uniform Delay, d1		44.7	41.8	53.2	53.3		28.5	13.4		58.2	47.6	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.2	0.9	1.1		4.6	0.2		2.1	2.8	
Delay (s)		46.0	42.0	54.1	54.4		33.1	13.6		60.2	50.3	
Level of Service		D	D	D	D		C	B		E	D	
Approach Delay (s/veh)		43.5			54.3			22.2			50.5	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	94.4%	ICU Level of Service	F
Analysis Period (min)	15		

Description: CL=120/120 Off=16/12

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	619	192	105	1142	0	0	0	0	684	0	82
Future Volume (veh/h)	0	619	192	105	1142	0	0	0	0	684	0	82
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	673	0	114	1241	0				743	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1613		186	3118	0				942	0	
Arrive On Green	0.00	0.45	0.00	0.10	0.61	0.00				0.27	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	673	0	114	1241	0				743	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	11.5	0.0	5.5	11.2	0.0				17.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.5	0.0	5.5	11.2	0.0				17.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1613		186	3118	0				942	0	
V/C Ratio(X)	0.00	0.42		0.61	0.40	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	1613		342	3118	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.6	0.0	38.5	9.0	0.0				30.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.2	0.4	0.0				4.9	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	4.6	0.0	2.5	3.9	0.0				7.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.4	0.0	41.8	9.4	0.0				35.2	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		673			1355						743	
Approach Delay, s/veh		17.4			12.1						35.2	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	60.4	29.6	14.1	46.2
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	13.2	19.9	7.5	13.5
Green Ext Time (p_c), s	16.2	4.6	0.2	5.2

Intersection Summary	
HCM 7th Control Delay, s/veh	19.6
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	229	0	571	273	164	229	95	944	0	0	841	90
Future Volume (vph)	229	0	571	273	164	229	95	944	0	0	841	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3258		1764	3539			4996	
Flt Permitted	0.30		1.00		0.98		0.20	1.00			1.00	
Satd. Flow (perm)	554		1583		3258		364	3539			4996	
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	254	0	634	290	174	244	102	1015	0	0	967	103
RTOR Reduction (vph)	0	0	82	0	41	0	0	0	0	0	17	0
Lane Group Flow (vph)	254	0	552	0	667	0	102	1015	0	0	1053	0
Confl. Peds. (#/hr)	11					11	14		5	5		14
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	54.6		54.6		54.6		54.9	54.9			54.9	
Effective Green, g (s)	54.6		54.6		54.6		54.9	54.9			54.9	
Actuated g/C Ratio	0.46		0.46		0.46		0.46	0.46			0.46	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	252		720		1482		166	1619			2285	
v/s Ratio Prot								c0.29			0.21	
v/s Ratio Perm	c0.46		0.35		0.20		0.28					
v/c Ratio	1.01		0.77		0.45		0.61	0.63			0.46	
Uniform Delay, d1	32.7		27.4		22.4		24.6	24.8			22.4	
Progression Factor	1.00		1.00		1.00		1.26	1.10			1.00	
Incremental Delay, d2	58.7		4.7		0.2		14.4	1.7			0.7	
Delay (s)	91.4		32.0		22.6		45.4	28.9			23.0	
Level of Service	F		C		C		D	C			C	
Approach Delay (s/veh)		49.0			22.6			30.4			23.0	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	31.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	455	562	0	1302	882	0
Future Volume (veh/h)	455	562	0	1302	882	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	394	798	0	1431	959	0
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	523	930	0	3161	2200	0
Arrive On Green	0.29	0.29	0.00	0.62	0.62	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	394	798	0	1431	959	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	24.1	28.5	0.0	17.8	16.9	0.0
Cycle Q Clear(g_c), s	24.1	28.5	0.0	17.8	16.9	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	523	930	0	3161	2200	0
V/C Ratio(X)	0.75	0.86	0.00	0.45	0.44	0.00
Avail Cap(c_a), veh/h	741	1318	0	3161	2200	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.68	1.00	0.00
Uniform Delay (d), s/veh	38.5	40.0	0.0	12.1	11.9	0.0
Incr Delay (d2), s/veh	2.7	4.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	11.3	0.0	6.5	6.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.2	44.2	0.0	12.4	12.6	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1192			1431	959	
Approach Delay, s/veh	43.2			12.4	12.6	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.7		40.3		79.7
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		59.6		49.9		59.6
Max Q Clear Time (g_c+I1), s		19.8		30.5		18.9
Green Ext Time (p_c), s		24.8		4.7		16.0

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

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)	62	521	87	33	332	45	114	345	60	66	309	47
Future Volume (veh/h)	62	521	87	33	332	45	114	345	60	66	309	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	537	90	38	382	52	121	367	64	69	325	49
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	650	109	141	627	85	286	841	145	262	860	128
Arrive On Green	0.11	0.42	0.42	0.08	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	1559	261	1781	1606	219	1003	3024	522	952	3096	462
Grp Volume(v), veh/h	64	0	627	38	0	434	121	214	217	69	185	189
Grp Sat Flow(s),veh/h/ln	1781	0	1820	1781	0	1825	1003	1777	1770	952	1777	1781
Q Serve(g_s), s	2.6	0.0	23.7	1.6	0.0	14.8	8.6	7.7	7.8	5.0	6.5	6.6
Cycle Q Clear(g_c), s	2.6	0.0	23.7	1.6	0.0	14.8	15.2	7.7	7.8	12.8	6.5	6.6
Prop In Lane	1.00		0.14	1.00		0.12	1.00		0.30	1.00		0.26
Lane Grp Cap(c), veh/h	189	0	759	141	0	712	286	494	492	262	494	495
V/C Ratio(X)	0.34	0.00	0.83	0.27	0.00	0.61	0.42	0.43	0.44	0.26	0.37	0.38
Avail Cap(c_a), veh/h	253	0	1256	253	0	1260	499	871	868	464	871	873
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	20.1	33.6	0.0	18.9	28.8	23.0	23.0	28.3	22.6	22.6
Incr Delay (d2), s/veh	0.4	0.0	3.3	0.4	0.0	1.2	0.4	0.2	0.2	0.8	0.7	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(50%),veh/ln	1.1	0.0	9.7	0.7	0.0	6.1	2.0	3.1	3.2	1.2	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	23.4	33.9	0.0	20.1	29.1	23.2	23.3	29.0	23.2	23.3
LnGrp LOS	C		C	C		C	C	C	C	C	C	C
Approach Vol, veh/h		691			472			552			443	
Approach Delay, s/veh		24.3			21.2			24.5			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	36.7		27.5	11.1	38.8		27.5				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	4.6	16.8		14.8	3.6	25.7		17.2				
Green Ext Time (p_c), s	0.0	4.5		3.7	0.0	6.6		2.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		23.6
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Future Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	594	48	48	378	17	47	22	25	15	20	34
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	780	63	150	805	36	212	99	78	111	125	154
Arrive On Green	0.09	0.46	0.46	0.08	0.45	0.45	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1706	138	1781	1775	80	604	516	406	174	654	804
Grp Volume(v), veh/h	51	0	642	48	0	395	94	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1855	1525	0	0	1632	0	0
Q Serve(g_s), s	1.5	0.0	16.3	1.4	0.0	8.3	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	16.3	1.4	0.0	8.3	2.7	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.50		0.27	0.22		0.49
Lane Grp Cap(c), veh/h	157	0	843	150	0	841	389	0	0	391	0	0
V/C Ratio(X)	0.33	0.00	0.76	0.32	0.00	0.47	0.24	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	396	0	1933	396	0	1945	983	0	0	1025	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	0.0	12.7	24.2	0.0	10.7	19.4	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.1	0.4	0.0	0.6	0.3	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.6	0.0	5.8	0.6	0.0	3.0	1.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	0.0	14.8	24.7	0.0	11.3	19.7	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		693			443			94			69	
Approach Delay, s/veh		15.5			12.7			19.7			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	30.5		16.3	9.2	30.7		16.3				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	59.0		33.5	12.5	59.0		33.5				
Max Q Clear Time (g_c+I1), s	3.5	10.3		3.9	3.4	18.3		4.7				
Green Ext Time (p_c), s	0.0	4.1		0.3	0.0	7.4		0.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.1									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Future Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	1847		1770	1841			1773			1730	
Flt Permitted	0.95	1.00		0.95	1.00			0.85			0.81	
Satd. Flow (perm)	1770	1847		1770	1841			1530			1441	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.67	0.67	0.67
Adj. Flow (vph)	27	603	31	12	429	28	19	19	8	34	12	19
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	27	633	0	12	455	0	0	46	0	0	65	0
Confl. Peds. (#/hr)	10		9	9		10	3		1	1		3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Effective Green, g (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Actuated g/C Ratio	0.24	0.59		0.14	0.43			0.09			0.09	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	432	1092		243	791			138			130	
v/s Ratio Prot	0.02	c0.34		0.01	c0.25							
v/s Ratio Perm								0.03			c0.05	
v/c Ratio	0.06	0.58		0.05	0.58			0.33			0.50	
Uniform Delay, d1	24.1	10.5		31.1	17.9			35.4			36.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.5		0.0	1.2			1.4			3.0	
Delay (s)	24.1	11.0		31.1	19.1			36.8			39.0	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.5			19.4			36.8			39.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
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)	44	496	32	47	254	110	50	317	106	235	530	85
Future Volume (veh/h)	44	496	32	47	254	110	50	317	106	235	530	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	570	37	49	267	116	62	391	131	250	564	90
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	628	41	172	442	192	156	940	398	372	943	400
Arrive On Green	0.10	0.36	0.36	0.10	0.36	0.36	0.09	0.26	0.26	0.09	0.27	0.27
Sat Flow, veh/h	1781	1736	113	1781	1227	533	1781	3554	1507	1781	3554	1507
Grp Volume(v), veh/h	51	0	607	49	0	383	62	391	131	250	564	90
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1760	1781	1777	1507	1781	1777	1507
Q Serve(g_s), s	3.0	0.0	35.6	2.9	0.0	20.3	3.8	10.4	8.0	10.1	15.8	5.3
Cycle Q Clear(g_c), s	3.0	0.0	35.6	2.9	0.0	20.3	3.8	10.4	8.0	10.1	15.8	5.3
Prop In Lane	1.00		0.06	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	669	172	0	634	156	940	398	372	943	400
V/C Ratio(X)	0.29	0.00	0.91	0.28	0.00	0.60	0.40	0.42	0.33	0.67	0.60	0.23
Avail Cap(c_a), veh/h	219	0	720	219	0	686	156	1247	529	372	1250	530
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	34.6	47.8	0.0	29.8	49.1	34.7	33.8	30.1	36.6	32.7
Incr Delay (d2), s/veh	0.3	0.0	15.2	0.3	0.0	1.7	0.6	0.5	0.8	3.8	1.0	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(50%),veh/ln	1.4	0.0	18.3	1.3	0.0	8.8	1.7	4.4	3.0	5.4	6.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	49.8	48.1	0.0	31.5	49.8	35.2	34.6	33.9	37.6	33.2
LnGrp LOS	D		D	D		C	D	D	C	C	D	C
Approach Vol, veh/h		658			432			584			904	
Approach Delay, s/veh		49.7			33.4			36.6			36.2	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	47.0	14.5	36.7	15.5	47.2	14.6	36.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.4	10.0	40.1	14.0	44.4	10.1	40.0
Max Q Clear Time (g_c+I1), s	5.0	22.3	5.8	17.8	4.9	37.6	12.1	12.4
Green Ext Time (p_c), s	0.0	3.4	0.0	6.4	0.0	2.8	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.2
HCM 7th LOS	D



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	869	60	74	345	56	43
Future Volume (vph)	869	60	74	345	56	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		4.5	5.0	6.0	
Lane Util. Factor	0.95		1.00	1.00	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.99		1.00	1.00	0.94	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3498		1770	1863	1688	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3498		1770	1863	1688	
Peak-hour factor, PHF	0.95	0.95	0.97	0.97	0.82	0.82
Adj. Flow (vph)	915	63	76	356	68	52
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	973	0	76	356	120	0
Confl. Peds. (#/hr)		7	7			21
Confl. Bikes (#/hr)		2				
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		7	2 7	8	
Permitted Phases						
Actuated Green, G (s)	27.2		6.3	38.5	11.5	
Effective Green, g (s)	27.2		6.3	38.5	11.5	
Actuated g/C Ratio	0.45		0.10	0.64	0.19	
Clearance Time (s)	5.0		4.5		6.0	
Vehicle Extension (s)	4.0		2.0		3.0	
Lane Grp Cap (vph)	1572		184	1185	320	
v/s Ratio Prot	c0.28		0.04	c0.19	c0.07	
v/s Ratio Perm						
v/c Ratio	0.62		0.41	0.30	0.38	
Uniform Delay, d1	12.7		25.4	4.9	21.4	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.8		0.5	0.2	0.7	
Delay (s)	13.5		25.9	5.1	22.1	
Level of Service	B		C	A	C	
Approach Delay (s/veh)	13.5			8.8	22.1	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	60.5	Sum of lost time (s)	15.5
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	EBR2	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	538	1214	75	291	134	68	210	32	44	83	696	256
Future Volume (vph)	538	1214	75	291	134	68	210	32	44	83	696	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5		6.0	6.0				6.0	6.0
Lane Util. Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Frpb, ped/bikes	1.00	1.00		0.98		1.00	0.98				1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00		0.99	1.00				0.97	1.00
Frt	1.00	0.85		0.96		1.00	0.96				1.00	0.98
Flt Protected	1.00	1.00		1.00		0.95	1.00				0.95	1.00
Satd. Flow (prot)	1863	1583		1743		1760	1749				1713	1813
Flt Permitted	1.00	1.00		1.00		0.33	1.00				0.27	1.00
Satd. Flow (perm)	1863	1583		1743		609	1749				496	1813
Peak-hour factor, PHF	0.92	0.92	0.92	0.90	0.90	0.79	0.79	0.79	0.79	0.92	0.92	0.92
Adj. Flow (vph)	585	1320	82	323	149	86	266	41	56	90	757	278
RTOR Reduction (vph)	0	48	0	0	0	0	5	0	0	0	0	4
Lane Group Flow (vph)	585	1354	0	472	0	86	358	0	0	0	847	324
Confl. Peds. (#/hr)		10	10		14	9		49	12	49	12	
Confl. Bikes (#/hr)		2			1							
Turn Type	NA	pt+ov		NA		Perm	NA			Perm	Perm	NA
Protected Phases	3	3 2		3 4			1					1
Permitted Phases						1				1	1	
Actuated Green, G (s)	17.6	52.2		43.5		34.1	34.1				34.1	34.1
Effective Green, g (s)	17.6	46.2		43.5		34.1	34.1				34.1	34.1
Actuated g/C Ratio	0.14	0.37		0.35		0.27	0.27				0.27	0.27
Clearance Time (s)	6.5					6.0	6.0				6.0	6.0
Vehicle Extension (s)	4.0					4.5	4.5				4.5	4.5
Lane Grp Cap (vph)	262	586		608		166	478				135	495
v/s Ratio Prot	0.31	c0.85		c0.27			0.20					0.18
v/s Ratio Perm						0.14					c1.71	
v/c Ratio	2.23	2.31		0.78		0.52	0.75				6.27	0.65
Uniform Delay, d1	53.6	39.3		36.3		38.3	41.4				45.3	40.1
Progression Factor	1.00	1.00		1.00		1.00	1.00				1.00	1.00
Incremental Delay, d2	566.9	594.8		6.5		4.5	7.1				2389.1	3.8
Delay (s)	620.5	634.0		42.8		42.8	48.5				2434.4	43.8
Level of Service	F	F		D		D	D				F	D
Approach Delay (s/veh)	630.0			42.8			47.4					1767.1
Approach LOS	F			D			D					F

Intersection Summary			
HCM 2000 Control Delay (s/veh)	702.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.38		
Actuated Cycle Length (s)	124.7	Sum of lost time (s)	25.0
Intersection Capacity Utilization	164.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR	NWL	NWR	NWR2
Lane Configurations				
Traffic Volume (vph)	46	407	295	80
Future Volume (vph)	46	407	295	80
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)		6.0		
Lane Util. Factor		0.97		
Frpb, ped/bikes		0.95		
Flpb, ped/bikes		1.00		
Frt		0.93		
Flt Protected		0.97		
Satd. Flow (prot)		3093		
Flt Permitted		0.97		
Satd. Flow (perm)		3093		
Peak-hour factor, PHF	0.92	0.96	0.96	0.96
Adj. Flow (vph)	50	424	307	83
RTOR Reduction (vph)	0	99	0	0
Lane Group Flow (vph)	0	715	0	0
Confl. Peds. (#/hr)	9	9	14	27
Confl. Bikes (#/hr)	3		1	1
Turn Type		Prot		
Protected Phases		2		
Permitted Phases				
Actuated Green, G (s)		28.6		
Effective Green, g (s)		28.6		
Actuated g/C Ratio		0.23		
Clearance Time (s)		6.0		
Vehicle Extension (s)		4.0		
Lane Grp Cap (vph)		709		
v/s Ratio Prot		0.23		
v/s Ratio Perm				
v/c Ratio		1.01		
Uniform Delay, d1		48.1		
Progression Factor		1.00		
Incremental Delay, d2		35.8		
Delay (s)		83.8		
Level of Service		F		
Approach Delay (s/veh)		83.8		
Approach LOS		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	190	12	102	103	129	24	1012	71	176	1170	98
Future Volume (veh/h)	161	190	12	102	103	129	24	1012	71	176	1170	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		1.00	1.00		0.97	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	189	224	14	124	126	0	27	1124	79	191	1272	107
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	509	32	167	522		126	1582	111	216	1352	575
Arrive On Green	0.11	0.29	0.29	0.09	0.28	0.00	0.07	0.33	0.33	0.12	0.38	0.38
Sat Flow, veh/h	1781	1729	108	1781	1870	1585	1781	4859	341	1781	3554	1512
Grp Volume(v), veh/h	189	0	238	124	126	0	27	787	416	191	1272	107
Grp Sat Flow(s),veh/h/ln	1781	0	1838	1781	1870	1585	1781	1702	1797	1781	1777	1512
Q Serve(g_s), s	13.5	0.0	13.4	8.7	6.7	0.0	1.8	25.9	25.9	13.5	44.1	6.0
Cycle Q Clear(g_c), s	13.5	0.0	13.4	8.7	6.7	0.0	1.8	25.9	25.9	13.5	44.1	6.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	195	0	541	167	522		126	1108	585	216	1352	575
V/C Ratio(X)	0.97	0.00	0.44	0.74	0.24		0.22	0.71	0.71	0.88	0.94	0.19
Avail Cap(c_a), veh/h	195	0	541	223	542		126	1108	585	269	1377	586
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	0.0	36.5	56.3	35.6	0.0	56.0	37.8	37.8	55.2	38.2	26.4
Incr Delay (d2), s/veh	54.7	0.0	0.8	5.4	0.3	0.0	0.3	2.7	5.0	20.9	12.6	0.2
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(50%),veh/ln	9.0	0.0	6.1	4.1	3.1	0.0	0.8	11.1	12.1	7.3	21.1	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	111.3	0.0	37.3	61.7	35.9	0.0	56.3	40.5	42.8	76.1	50.8	26.5
LnGrp LOS	F		D	E	D		E	D	D	E	D	C
Approach Vol, veh/h		427			250			1230			1570	
Approach Delay, s/veh		70.1			48.7			41.6			52.2	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	46.6	18.0	43.1	13.0	53.6	20.0	41.1
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	19.3	38.7	16.0	35.0	9.0	49.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	15.5	27.9	10.7	15.4	3.8	46.1	15.5	8.7
Green Ext Time (p_c), s	0.1	7.9	0.0	1.7	0.0	2.5	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	50.4
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	406	40	54	239	4	75	2	45	9	3	15
Future Volume (veh/h)	2	406	40	54	239	4	75	2	45	9	3	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	446	44	61	272	5	87	2	52	15	5	25
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86	0.59	0.59	0.59
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	599	1199	118	494	1309	24	402	52	146	247	109	233
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1097	3266	321	903	3568	65	750	196	553	295	413	885
Grp Volume(v), veh/h	2	242	248	61	135	142	141	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1097	1777	1810	903	1777	1856	1499	0	0	1593	0	0
Q Serve(g_s), s	0.0	2.8	2.9	1.5	1.5	1.5	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	2.8	2.9	4.4	1.5	1.5	2.0	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.62		0.37	0.33		0.56
Lane Grp Cap(c), veh/h	599	652	664	494	652	681	600	0	0	588	0	0
V/C Ratio(X)	0.00	0.37	0.37	0.12	0.21	0.21	0.24	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	949	1220	1242	783	1220	1275	1750	0	0	1793	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	6.6	6.6	8.2	6.2	6.2	8.4	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.0	0.5	0.6	0.2	0.3	0.3	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	6.7	6.7	8.4	6.4	6.4	8.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		492			338			141			45	
Approach Delay, s/veh		6.7			6.7			8.6			8.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	15.9	12.5	15.9	12.5
Change Period (Y+Rc), s	5.5	5.0	5.5	5.0
Max Green Setting (Gmax), s	19.5	30.0	19.5	30.0
Max Q Clear Time (g_c+I1), s	6.4	4.0	4.9	2.6
Green Ext Time (p_c), s	2.0	0.8	1.6	0.2

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	890	65	106	297	128	70	845	111	355	734	26
Future Volume (veh/h)	30	890	65	106	297	128	70	845	111	355	734	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	957	70	116	326	141	78	939	123	366	757	27
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1064	78	135	827	349	139	1236	161	309	1285	46
Arrive On Green	0.05	0.32	0.32	0.08	0.34	0.34	0.08	0.27	0.27	0.17	0.37	0.37
Sat Flow, veh/h	1781	3349	245	1781	2402	1013	1781	4536	592	1781	3494	125
Grp Volume(v), veh/h	32	508	519	116	239	228	78	704	358	366	385	399
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1638	1781	1702	1723	1781	1777	1841
Q Serve(g_s), s	2.1	32.3	32.3	7.6	12.1	12.6	5.0	22.4	22.6	20.5	20.7	20.7
Cycle Q Clear(g_c), s	2.1	32.3	32.3	7.6	12.1	12.6	5.0	22.4	22.6	20.5	20.7	20.7
Prop In Lane	1.00		0.13	1.00		0.62	1.00		0.34	1.00		0.07
Lane Grp Cap(c), veh/h	88	564	577	135	612	564	139	928	470	309	654	677
V/C Ratio(X)	0.36	0.90	0.90	0.86	0.39	0.40	0.56	0.76	0.76	1.19	0.59	0.59
Avail Cap(c_a), veh/h	135	570	583	135	612	564	163	964	488	309	654	677
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	38.6	38.6	54.0	29.4	29.6	52.6	39.5	39.5	48.9	30.2	30.2
Incr Delay (d2), s/veh	0.9	17.5	17.2	37.1	0.7	0.8	1.3	3.9	7.7	111.7	1.7	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(50%),veh/ln	0.9	16.5	16.8	4.8	5.2	5.0	2.3	9.7	10.4	18.6	9.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	56.1	55.8	91.1	30.1	30.4	53.9	43.4	47.2	160.6	31.9	31.8
LnGrp LOS	E	E	E	F	C	C	D	D	D	F	C	C
Approach Vol, veh/h		1059			583			1140			1150	
Approach Delay, s/veh		55.9			42.3			45.3			72.8	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	37.3	13.5	42.6	13.7	48.5	10.4	45.7
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	20.5	33.5	9.0	38.0	10.8	43.2	9.0	38.0
Max Q Clear Time (g_c+I1), s	22.5	24.6	9.6	34.3	7.0	22.7	4.1	14.6
Green Ext Time (p_c), s	0.0	5.9	0.0	2.5	0.0	6.7	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	55.8
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1301	31	42	489	12	15	58	102	29	55	6
Future Volume (veh/h)	17	1301	31	42	489	12	15	58	102	29	55	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	1314	31	52	604	15	17	66	116	39	73	8
Peak Hour Factor	0.99	0.99	0.99	0.81	0.81	0.81	0.88	0.88	0.88	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	516	1976	47	263	1972	49	93	154	236	183	295	27
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	802	3548	84	406	3540	88	63	627	965	362	1205	112
Grp Volume(v), veh/h	17	658	687	52	303	316	199	0	0	120	0	0
Grp Sat Flow(s),veh/h/ln	802	1777	1854	406	1777	1851	1655	0	0	1678	0	0
Q Serve(g_s), s	0.6	13.2	13.2	5.2	4.6	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	13.2	13.2	18.4	4.6	4.6	5.1	0.0	0.0	2.7	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.05	0.09		0.58	0.32		0.07
Lane Grp Cap(c), veh/h	516	990	1033	263	990	1031	483	0	0	506	0	0
V/C Ratio(X)	0.03	0.66	0.67	0.20	0.31	0.31	0.41	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1197	2498	2607	607	2498	2603	1340	0	0	1329	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	7.9	7.9	14.4	6.0	6.0	16.3	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.5	0.2	0.2	0.6	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	3.3	3.5	0.4	1.2	1.3	1.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.4	8.2	8.2	14.9	6.2	6.2	16.9	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B			B		
Approach Vol, veh/h		1362			671			199			120	
Approach Delay, s/veh		8.1			6.9			16.9			15.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.1		17.4		33.1		17.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		71.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s		20.4		7.1		15.2		4.7				
Green Ext Time (p_c), s		7.7		1.3		7.2		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	74	54	8	31	24	57	1025	16	35	967	71
Future Volume (veh/h)	61	74	54	8	31	24	57	1025	16	35	967	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	90	66	14	53	41	63	1126	18	37	1029	76
Peak Hour Factor	0.82	0.82	0.82	0.59	0.59	0.59	0.91	0.91	0.91	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	191	115	90	241	161	322	2082	33	312	1946	144
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	377	763	459	90	961	643	509	3577	57	491	3344	247
Grp Volume(v), veh/h	230	0	0	108	0	0	63	559	585	37	547	558
Grp Sat Flow(s),veh/h/ln	1599	0	0	1694	0	0	509	1777	1857	491	1777	1814
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	5.1	11.5	11.5	3.0	11.1	11.1
Cycle Q Clear(g_c), s	7.2	0.0	0.0	3.0	0.0	0.0	16.2	11.5	11.5	14.5	11.1	11.1
Prop In Lane	0.32		0.29	0.13		0.38	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	481	0	0	493	0	0	322	1034	1081	312	1034	1056
V/C Ratio(X)	0.48	0.00	0.00	0.22	0.00	0.00	0.20	0.54	0.54	0.12	0.53	0.53
Avail Cap(c_a), veh/h	1230	0	0	1284	0	0	588	1960	2049	568	1960	2001
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	0.0	17.9	0.0	0.0	12.4	7.6	7.6	12.0	7.5	7.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.4	0.6	0.6	0.2	0.6	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(50%),veh/ln	2.6	0.0	0.0	1.1	0.0	0.0	0.5	3.3	3.5	0.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.1	0.0	0.0	18.1	0.0	0.0	12.9	8.3	8.2	12.3	8.1	8.1
LnGrp LOS	C			B			B	A	A	B	A	A
Approach Vol, veh/h		230			108			1207			1142	
Approach Delay, s/veh		20.1			18.1			8.5			8.3	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.8		20.0		39.8		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		18.2		9.2		16.5		5.0				
Green Ext Time (p_c), s		16.6		1.5		15.3		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh		9.8										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	22	51	18	23	47	7	1007	28	32	975	26
Future Volume (veh/h)	47	22	51	18	23	47	7	1007	28	32	975	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	34	78	25	32	65	8	1119	31	33	1005	27
Peak Hour Factor	0.65	0.65	0.65	0.72	0.72	0.72	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	232	120	199	134	168	263	300	1847	51	265	1848	50
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	479	385	636	200	538	842	546	3527	98	488	3531	95
Grp Volume(v), veh/h	184	0	0	122	0	0	8	564	586	33	506	526
Grp Sat Flow(s),veh/h/ln	1500	0	0	1580	0	0	546	1777	1848	488	1777	1849
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	0.0	0.6	13.5	13.5	3.1	11.6	11.6
Cycle Q Clear(g_c), s	5.4	0.0	0.0	3.3	0.0	0.0	12.2	13.5	13.5	16.6	11.6	11.6
Prop In Lane	0.39		0.42	0.20		0.53	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	551	0	0	565	0	0	300	930	968	265	930	968
V/C Ratio(X)	0.33	0.00	0.00	0.22	0.00	0.00	0.03	0.61	0.61	0.12	0.54	0.54
Avail Cap(c_a), veh/h	1191	0	0	1238	0	0	586	1861	1936	521	1861	1936
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.6	0.0	0.0	13.8	10.2	10.2	16.0	9.7	9.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.9	0.9	0.3	0.7	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(50%),veh/ln	1.9	0.0	0.0	1.2	0.0	0.0	0.1	4.4	4.5	0.3	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	0.0	0.0	15.8	0.0	0.0	13.8	11.1	11.0	16.3	10.4	10.4
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		184			122			1158			1065	
Approach Delay, s/veh		16.6			15.8			11.1			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	37.0	24.1	37.0	24.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	64.0	46.0	64.0	46.0
Max Q Clear Time (g_c+I1), s	15.5	7.4	18.6	5.3
Green Ext Time (p_c), s	15.2	1.3	13.4	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	122	51	35	38	45	53	919	48	58	928	75
Future Volume (veh/h)	80	122	51	35	38	45	53	919	48	58	928	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	87	133	55	47	51	61	60	1044	55	61	977	79
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	266	95	177	190	183	305	1878	99	293	1818	147
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	388	905	323	353	644	621	533	3425	180	512	3316	268
Grp Volume(v), veh/h	275	0	0	159	0	0	60	542	557	61	523	533
Grp Sat Flow(s),veh/h/ln	1616	0	0	1617	0	0	533	1777	1828	512	1777	1808
Q Serve(g_s), s	4.2	0.0	0.0	0.0	0.0	0.0	5.2	12.6	12.6	5.6	12.0	12.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	4.5	0.0	0.0	17.2	12.6	12.6	18.2	12.0	12.0
Prop In Lane	0.32		0.20	0.30		0.38	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	550	0	0	550	0	0	305	974	1002	293	974	991
V/C Ratio(X)	0.50	0.00	0.00	0.29	0.00	0.00	0.20	0.56	0.56	0.21	0.54	0.54
Avail Cap(c_a), veh/h	1170	0	0	1142	0	0	566	1844	1897	543	1844	1876
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.8	0.0	0.0	17.4	0.0	0.0	14.7	9.3	9.3	15.2	9.2	9.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.4	0.7	0.7	0.5	0.7	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(50%),veh/ln	3.2	0.0	0.0	1.7	0.0	0.0	0.6	4.0	4.1	0.6	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.5	0.0	0.0	17.7	0.0	0.0	15.1	10.0	10.0	15.7	9.9	9.8
LnGrp LOS	B			B			B	B	B	B	A	A
Approach Vol, veh/h		275			159			1159			1117	
Approach Delay, s/veh		19.5			17.7			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.9		23.7		39.9		23.7				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		19.2		10.8		20.2		6.5				
Green Ext Time (p_c), s		15.5		1.9		14.7		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh		11.6										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	141	33	40	52	75	52	879	46	62	886	67
Future Volume (veh/h)	70	141	33	40	52	75	52	879	46	62	886	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	0.97		0.88	0.99		0.90
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	152	35	50	65	94	56	945	49	64	913	69
Peak Hour Factor	0.93	0.93	0.93	0.80	0.80	0.80	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	283	58	133	167	191	349	1484	77	377	1966	149
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.44	0.44	0.44	0.08	0.59	0.59
Sat Flow, veh/h	360	1092	224	259	642	737	558	3409	177	1781	3320	251
Grp Volume(v), veh/h	262	0	0	209	0	0	56	493	501	64	489	493
Grp Sat Flow(s),veh/h/ln	1675	0	0	1638	0	0	558	1777	1809	1781	1777	1794
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Cycle Q Clear(g_c), s	8.7	0.0	0.0	6.8	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Prop In Lane	0.29		0.13	0.24		0.45	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	503	0	0	491	0	0	349	774	788	377	1052	1062
V/C Ratio(X)	0.52	0.00	0.00	0.43	0.00	0.00	0.16	0.64	0.64	0.17	0.46	0.46
Avail Cap(c_a), veh/h	1005	0	0	974	0	0	577	1500	1527	467	1868	1886
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	0.0	21.1	0.0	0.0	12.0	14.9	14.9	9.5	7.7	7.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	0.3	1.2	1.2	0.2	0.5	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(50%),veh/ln	3.5	0.0	0.0	2.7	0.0	0.0	0.5	5.4	5.5	0.4	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	0.0	21.7	0.0	0.0	12.3	16.1	16.1	9.7	8.2	8.2
LnGrp LOS	C			C			B	B	B	A	A	A
Approach Vol, veh/h		262			209			1050			1046	
Approach Delay, s/veh		22.5			21.7			15.9			8.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	34.4		22.5		45.0		22.5				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	9.0	57.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s	3.1	16.6		8.8		12.4		10.7				
Green Ext Time (p_c), s	0.0	12.8		1.4		12.2		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.9									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	927	28	19	626	68	19	53	29	31	41	35
Future Volume (veh/h)	19	927	28	19	626	68	19	53	29	31	41	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.93	0.95		0.93	0.95		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1008	30	20	666	72	22	61	33	38	50	43
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	2379	70	71	2126	227	80	196	93	114	143	103
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	32	3363	99	47	3006	321	188	990	468	340	724	520
Grp Volume(v), veh/h	551	0	508	395	0	363	116	0	0	131	0	0
Grp Sat Flow(s),veh/h/ln	1818	0	1676	1756	0	1618	1647	0	0	1583	0	0
Q Serve(g_s), s	0.0	0.0	12.7	0.0	0.0	8.5	0.0	0.0	0.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	12.7	7.8	0.0	8.5	5.8	0.0	0.0	6.7	0.0	0.0
Prop In Lane	0.04		0.06	0.05		0.20	0.19		0.28	0.29		0.33
Lane Grp Cap(c), veh/h	1323	0	1186	1280	0	1144	368	0	0	359	0	0
V/C Ratio(X)	0.42	0.00	0.43	0.31	0.00	0.32	0.31	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1323	0	1186	1280	0	1144	499	0	0	484	0	0
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	1.00	0.79	0.00	0.79	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	6.1	5.4	0.0	5.5	34.5	0.0	0.0	34.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.1	0.5	0.0	0.6	0.5	0.0	0.0	0.6	0.0	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(50%),veh/ln	4.6	0.0	4.3	2.8	0.0	2.6	2.5	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.0	0.0	7.3	5.9	0.0	6.1	35.0	0.0	0.0	35.4	0.0	0.0
LnGrp LOS	A		A	A		A	C			D		
Approach Vol, veh/h		1059			758			116			131	
Approach Delay, s/veh		7.2			6.0			35.0			35.4	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.2		24.8		75.2		24.8				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		10.5		7.8		14.7		8.7				
Green Ext Time (p_c), s		9.0		0.6		14.8		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.1									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	689	118	119	537	217	73	668	90	192	693	96
Future Volume (veh/h)	110	689	118	119	537	217	73	668	90	192	693	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.89	0.98		0.89	0.99		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	766	131	134	603	244	78	711	96	204	737	102
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	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	259	972	385	230	991	393	321	1346	182	378	1694	234
Arrive On Green	0.06	0.27	0.27	0.07	0.28	0.28	0.43	0.43	0.43	0.08	0.54	0.54
Sat Flow, veh/h	1781	3554	1408	1781	3554	1407	648	3123	421	1781	3115	431
Grp Volume(v), veh/h	122	766	131	134	603	244	78	404	403	204	420	419
Grp Sat Flow(s),veh/h/ln	1781	1777	1408	1781	1777	1407	648	1777	1767	1781	1777	1769
Q Serve(g_s), s	5.8	24.0	8.9	6.4	17.7	18.2	9.8	20.1	20.2	7.3	17.0	17.0
Cycle Q Clear(g_c), s	5.8	24.0	8.9	6.4	17.7	18.2	13.3	20.1	20.2	7.3	17.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.24
Lane Grp Cap(c), veh/h	259	972	385	230	991	393	321	766	762	378	966	962
V/C Ratio(X)	0.47	0.79	0.34	0.58	0.61	0.62	0.24	0.53	0.53	0.54	0.43	0.44
Avail Cap(c_a), veh/h	322	1111	440	313	1170	463	321	766	762	459	966	962
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)	0.91	0.91	0.91	0.91	0.91	0.91	0.85	0.85	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	29.7	40.4	34.9	31.0	37.6	37.7	24.4	25.2	25.2	18.1	16.4	16.4
Incr Delay (d2), s/veh	0.9	2.6	0.2	1.6	0.3	0.9	1.5	2.2	2.2	0.8	1.2	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(50%),veh/ln	2.6	10.9	3.1	2.9	7.8	6.3	1.6	8.8	8.7	3.0	7.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	43.0	35.1	32.6	37.8	38.6	25.9	27.4	27.4	18.9	17.6	17.6
LnGrp LOS	C	D	D	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		1019			981			885			1043	
Approach Delay, s/veh		40.5			37.3			27.2			17.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	38.0	13.5	56.7	12.4	37.3		70.2				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	15.0	36.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	7.8	20.2	9.3	22.2	8.4	26.0		19.0				
Green Ext Time (p_c), s	0.1	3.5	0.2	3.3	0.1	3.4		3.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.7
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	846	120	97	629	265	157
Future Volume (veh/h)	846	120	97	629	265	157
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.90	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	961	136	107	691	288	171
Peak Hour Factor	0.88	0.88	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2199	311	370	2539	340	532
Arrive On Green	0.71	0.71	0.71	0.71	0.19	0.19
Sat Flow, veh/h	3172	435	509	3647	1781	2790
Grp Volume(v), veh/h	554	543	107	691	288	171
Grp Sat Flow(s),veh/h/ln	1777	1737	509	1777	1781	1395
Q Serve(g_s), s	13.0	13.0	11.0	6.9	15.6	5.3
Cycle Q Clear(g_c), s	13.0	13.0	24.0	6.9	15.6	5.3
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1269	1241	370	2539	340	532
V/C Ratio(X)	0.44	0.44	0.29	0.27	0.85	0.32
Avail Cap(c_a), veh/h	1269	1241	370	2539	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.9	5.9	10.9	5.1	39.1	34.9
Incr Delay (d2), s/veh	0.6	0.6	2.0	0.3	5.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.2	1.4	2.3	7.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.5	6.6	12.9	5.3	45.0	35.2
LnGrp LOS	A	A	B	A	D	D
Approach Vol, veh/h	1097			798	459	
Approach Delay, s/veh	6.5			6.3	41.3	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.4		23.6		76.4
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		26.0		17.6		15.0
Green Ext Time (p_c), s		9.8		1.5		5.7

Intersection Summary	
HCM 7th Control Delay, s/veh	13.3
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	57	115	45	44	57	55	48	752	20	58	779	59
Future Volume (veh/h)	57	115	45	44	57	55	48	752	20	58	779	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	151	59	51	66	63	53	826	22	64	856	65
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	290	99	182	220	166	350	1791	48	377	1690	128
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	303	1005	341	305	763	575	603	3531	94	645	3333	253
Grp Volume(v), veh/h	285	0	0	180	0	0	53	416	432	64	456	465
Grp Sat Flow(s),veh/h/ln	1649	0	0	1643	0	0	603	1777	1848	645	1777	1809
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	3.1	7.4	7.4	3.5	8.4	8.4
Cycle Q Clear(g_c), s	7.0	0.0	0.0	4.0	0.0	0.0	11.5	7.4	7.4	10.9	8.4	8.4
Prop In Lane	0.26		0.21	0.28		0.35	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	569	0	0	569	0	0	350	901	937	377	901	918
V/C Ratio(X)	0.50	0.00	0.00	0.32	0.00	0.00	0.15	0.46	0.46	0.17	0.51	0.51
Avail Cap(c_a), veh/h	1668	0	0	1609	0	0	807	2246	2336	865	2246	2287
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	0.0	0.0	13.8	0.0	0.0	11.8	7.8	7.8	11.3	8.0	8.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.3	0.5	0.5	0.3	0.6	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(50%),veh/ln	2.4	0.0	0.0	1.4	0.0	0.0	0.4	2.1	2.2	0.4	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	0.0	0.0	14.1	0.0	0.0	12.1	8.3	8.3	11.6	8.6	8.6
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		285			180			901			985	
Approach Delay, s/veh		15.5			14.1			8.5			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.9		19.2		29.9		19.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		13.5		9.0		12.9		6.0				
Green Ext Time (p_c), s		10.5		2.0		12.0		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh		9.9										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1137	114	98	501	81	52	494	44	155	691	139
Future Volume (veh/h)	126	1137	114	98	501	81	52	494	44	155	691	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	1210	121	101	516	84	57	537	48	180	803	162
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	1354	135	242	1261	204	137	1208	108	264	1074	217
Arrive On Green	0.09	0.42	0.42	0.08	0.41	0.41	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	3249	324	1781	3041	492	581	3289	293	824	2924	590
Grp Volume(v), veh/h	134	660	671	101	300	300	57	289	296	180	488	477
Grp Sat Flow(s),veh/h/ln	1781	1777	1796	1781	1777	1756	581	1777	1805	824	1777	1737
Q Serve(g_s), s	4.6	39.3	39.6	3.4	13.6	13.7	10.8	14.0	14.1	24.1	27.3	27.3
Cycle Q Clear(g_c), s	4.6	39.3	39.6	3.4	13.6	13.7	38.1	14.0	14.1	38.2	27.3	27.3
Prop In Lane	1.00		0.18	1.00		0.28	1.00		0.16	1.00		0.34
Lane Grp Cap(c), veh/h	456	741	749	242	737	728	137	653	663	264	653	638
V/C Ratio(X)	0.29	0.89	0.90	0.42	0.41	0.41	0.41	0.44	0.45	0.68	0.75	0.75
Avail Cap(c_a), veh/h	458	803	812	248	803	794	146	678	689	276	678	663
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	30.8	30.9	23.9	23.5	23.5	48.1	27.2	27.3	41.7	31.4	31.4
Incr Delay (d2), s/veh	0.3	11.6	12.0	0.9	0.4	0.4	3.4	0.8	0.8	5.1	3.8	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(50%),veh/ln	1.9	18.5	18.9	1.4	5.7	5.7	1.7	6.0	6.1	5.2	12.1	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	42.4	42.9	24.7	23.9	23.9	51.5	28.1	28.1	46.8	35.3	35.4
LnGrp LOS	B	D	D	C	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1465			701			642			1145	
Approach Delay, s/veh		40.3			24.0			30.2			37.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	52.8		47.4	13.6	53.0		47.4				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	51.5		43.5	10.0	51.5		43.5				
Max Q Clear Time (g_c+I1), s	6.6	15.7		40.1	5.4	41.6		40.2				
Green Ext Time (p_c), s	0.1	3.9		1.7	0.1	5.9		1.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	34.8	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	119	64	85	43	13	33	557	8	14	836	27
Future Volume (veh/h)	52	119	64	85	43	13	33	557	8	14	836	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	63	143	77	97	49	15	36	605	9	15	919	30
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	163	261	123	332	152	37	331	1718	26	458	1682	55
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	250	969	456	766	565	137	589	3582	53	804	3507	114
Grp Volume(v), veh/h	283	0	0	161	0	0	36	300	314	15	466	483
Grp Sat Flow(s),veh/h/ln	1674	0	0	1467	0	0	589	1777	1858	804	1777	1844
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	2.1	4.8	4.8	0.5	8.5	8.5
Cycle Q Clear(g_c), s	6.6	0.0	0.0	3.7	0.0	0.0	10.6	4.8	4.8	5.4	8.5	8.5
Prop In Lane	0.22		0.27	0.60		0.09	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	547	0	0	521	0	0	331	852	892	458	852	885
V/C Ratio(X)	0.52	0.00	0.00	0.31	0.00	0.00	0.11	0.35	0.35	0.03	0.55	0.55
Avail Cap(c_a), veh/h	1710	0	0	1480	0	0	866	2464	2577	1187	2464	2557
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	13.5	0.0	0.0	12.1	7.5	7.5	9.1	8.4	8.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	0.2	0.4	0.3	0.0	0.8	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(50%),veh/ln	2.3	0.0	0.0	1.2	0.0	0.0	0.2	1.4	1.4	0.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	0.0	0.0	13.8	0.0	0.0	12.3	7.8	7.8	9.2	9.2	9.2
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		283			161			650			964	
Approach Delay, s/veh		15.4			13.8			8.1			9.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.5	18.3	27.5	18.3
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	63.5	45.0	63.5	45.0
Max Q Clear Time (g_c+I1), s	12.6	8.6	10.5	5.7
Green Ext Time (p_c), s	6.8	1.9	11.5	1.1

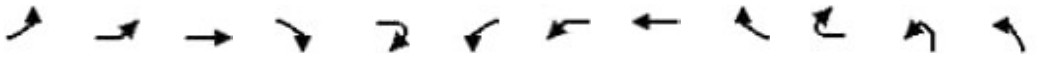
Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	901	3	110	319	18	143	0	57	74	54	15
Future Volume (veh/h)	5	901	3	110	319	18	143	0	57	74	54	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1048	3	125	362	20	155	0	62	86	63	17
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	23	1430	4	220	1725	95	0	0	0	186	136	37
Arrive On Green	0.01	0.39	0.39	0.12	0.50	0.50	0.00	0.00	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1781	3635	10	1781	3420	188		0		928	680	183
Grp Volume(v), veh/h	6	512	539	125	187	195		0.0		166	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1832				1791	0	0
Q Serve(g_s), s	0.2	13.6	13.6	3.7	3.2	3.3				4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.6	13.6	3.7	3.2	3.3				4.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10				0.52		0.10
Lane Grp Cap(c), veh/h	23	699	735	220	896	924				359	0	0
V/C Ratio(X)	0.26	0.73	0.73	0.57	0.21	0.21				0.46	0.00	0.00
Avail Cap(c_a), veh/h	258	869	914	268	896	924				389	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	14.3	14.3	22.8	7.6	7.6				19.5	0.0	0.0
Incr Delay (d2), s/veh	6.1	3.0	2.8	2.3	0.2	0.2				0.9	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	4.7	4.9	1.6	1.0	1.1				1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	17.2	17.1	25.1	7.7	7.7				20.4	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				C		
Approach Vol, veh/h		1057			507						166	
Approach Delay, s/veh		17.3			12.0						20.4	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	11.5	27.5		16.2	5.4	33.6						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	8.3	27.0		12.0	8.0	27.3						
Max Q Clear Time (g_c+I1), s	5.7	15.6		6.5	2.2	5.3						
Green Ext Time (p_c), s	0.1	6.2		0.4	0.0	3.1						

Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	18	9	157	779	69	334	17	135	7	6	40	263
Future Volume (vph)	18	9	157	779	69	334	17	135	7	6	40	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95				0.97
Frpb, ped/bikes			1.00	1.00	0.97		1.00	0.99				1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00				1.00
Frt			1.00	0.85	0.85		1.00	0.99				1.00
Flt Protected			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (prot)			1849	3610	1542		1770	3446				3433
Flt Permitted			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (perm)			1849	3610	1542		1770	3446				3433
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.99	0.99
Adj. Flow (vph)	20	10	173	856	76	375	19	152	8	7	40	266
RTOR Reduction (vph)	0	0	0	0	62	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	203	856	14	0	394	165	0	0	0	306
Confl. Peds. (#/hr)	25	19							25	19		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	Prot
Protected Phases		4	4			3	3	3			5 8	5 8
Permitted Phases	4			4	4							
Actuated Green, G (s)			30.0	30.0	30.0		16.0	16.0				43.1
Effective Green, g (s)			30.0	30.0	30.0		16.0	16.0				36.6
Actuated g/C Ratio			0.19	0.19	0.19		0.10	0.10				0.23
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				
Lane Grp Cap (vph)			342	669	285		175	340				776
v/s Ratio Prot			0.11				c0.22	0.05				0.09
v/s Ratio Perm				c0.24	0.01							
v/c Ratio			0.59	1.28	0.05		2.25	0.49				0.39
Uniform Delay, d1			60.3	65.9	54.2		72.9	69.0				53.2
Progression Factor			1.00	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2			2.8	137.1	0.1		581.1	1.5				0.1
Delay (s)			63.1	203.0	54.3		654.0	70.5				53.3
Level of Service			E	F	D		F	E				D
Approach Delay (s/veh)			168.0					480.3				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay (s/veh)	129.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	161.8	Sum of lost time (s)	35.0
Intersection Capacity Utilization	99.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBT	NBR	NBR2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	596	283	509	9	900	13	30	246	22
Future Volume (vph)	596	283	509	9	900	13	30	246	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91			1.00	1.00
Frpb, ped/bikes	1.00	0.98	0.98	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
Frt	0.99	0.85	0.85	1.00	0.99			0.87	0.87
Flt Protected	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3364	1419	1559	1770	5041			1611	1554
Flt Permitted	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)	3364	1419	1559	1770	5041			1611	1554
Peak-hour factor, PHF	0.99	0.99	0.99	0.83	0.83	0.83	0.83	0.88	0.97
Adj. Flow (vph)	602	286	514	11	1084	16	36	280	23
RTOR Reduction (vph)	0	0	270	0	2	0	0	0	17
Lane Group Flow (vph)	631	257	244	11	1134	0	0	280	6
Confl. Peds. (#/hr)		1	1	1		9	9		19
Confl. Bikes (#/hr)		2	2			6	6		2
Turn Type	NA	Perm	Perm	Prot	NA			pt+ov	Perm
Protected Phases	2			1	6			5 8	
Permitted Phases		2	2						6
Actuated Green, G (s)	54.6	54.6	54.6	5.1	44.2			43.1	44.2
Effective Green, g (s)	54.6	54.6	54.6	5.1	44.2			36.6	44.2
Actuated g/C Ratio	0.34	0.34	0.34	0.03	0.27			0.23	0.27
Clearance Time (s)	7.0	7.0	7.0	6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5	4.5	2.0	4.5				4.5
Lane Grp Cap (vph)	1135	478	526	55	1377			364	424
v/s Ratio Prot	0.19			0.01	c0.22			c0.17	
v/s Ratio Perm		0.18	0.16						0.00
v/c Ratio	0.56	0.54	0.46	0.20	0.82			0.77	0.01
Uniform Delay, d1	43.7	43.4	42.1	76.4	55.1			58.6	42.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	1.8	1.1	0.7	4.5			8.5	0.0
Delay (s)	44.6	45.2	43.2	77.0	59.7			67.2	42.9
Level of Service	D	D	D	E	E			E	D
Approach Delay (s/veh)	45.8				59.8				
Approach LOS	D				E				

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	16	22	368	5	59
Future Vol, veh/h	137	16	22	368	5	59
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	74	74	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	21	30	497	6	71

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	197	0	744	187
Stage 1	-	-	-	-	187	-
Stage 2	-	-	-	-	557	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1375	-	382	855
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1374	-	370	854
Mov Cap-2 Maneuver	-	-	-	-	370	-
Stage 1	-	-	-	-	844	-
Stage 2	-	-	-	-	557	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.43	10.16
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	775	-	-	102	-
HCM Lane V/C Ratio	0.099	-	-	0.022	-
HCM Control Delay (s/veh)	10.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	50	546	67	190	553
Future Vol, veh/h	21	50	546	67	190	553
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	78	78	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	63	700	86	207	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1763	749	0	0	792	0
Stage 1	749	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	93	412	-	-	829	-
Stage 1	467	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	410	-	-	824	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	62.41	0	2.77
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	460	-
HCM Lane V/C Ratio	-	-	0.61	0.251	-
HCM Control Delay (s/veh)	-	-	62.4	10.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	3.2	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	134	12	34	41	187	10	1139	52	242	1241	212
Future Volume (veh/h)	258	134	12	34	41	187	10	1139	52	242	1241	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	172	15	52	63	288	11	1309	60	257	1320	226
Peak Hour Factor	0.78	0.78	0.78	0.65	0.65	0.65	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	237	98	9	93	113	430	130	1931	88	175	1690	286
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	537	279	24	169	322	1230	335	3459	158	397	3026	512
Grp Volume(v), veh/h	518	0	0	403	0	0	11	671	698	257	769	777
Grp Sat Flow(s),veh/h/ln	840	0	0	1721	0	0	335	1777	1841	397	1777	1761
Q Serve(g_s), s	17.8	0.0	0.0	0.0	0.0	0.0	3.2	32.2	32.3	34.7	40.4	41.9
Cycle Q Clear(g_c), s	42.0	0.0	0.0	24.2	0.0	0.0	45.1	32.2	32.3	67.0	40.4	41.9
Prop In Lane	0.64		0.03	0.13		0.71	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	343	0	0	636	0	0	130	992	1028	175	992	983
V/C Ratio(X)	1.51	0.00	0.00	0.63	0.00	0.00	0.08	0.68	0.68	1.47	0.77	0.79
Avail Cap(c_a), veh/h	343	0	0	636	0	0	130	992	1028	175	992	983
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	33.3	0.0	0.0	38.8	18.8	18.8	48.6	20.6	21.0
Incr Delay (d2), s/veh	243.6	0.0	0.0	2.1	0.0	0.0	0.3	1.9	1.8	240.6	3.9	4.4
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(50%),veh/ln	33.7	0.0	0.0	10.3	0.0	0.0	0.3	13.3	13.8	17.0	17.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	289.0	0.0	0.0	35.4	0.0	0.0	39.1	20.7	20.7	289.3	24.5	25.4
LnGrp LOS	F			D			D	C	C	F	C	C
Approach Vol, veh/h		518			403			1380			1803	
Approach Delay, s/veh		289.0			35.4			20.8			62.6	
Approach LOS		F			D			C			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	73.0	47.0	73.0	47.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	67.0	42.0	67.0	42.0
Max Q Clear Time (g_c+I1), s	47.1	44.0	69.0	26.2
Green Ext Time (p_c), s	10.1	0.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	74.5
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	46	10	209	53	49
Future Vol, veh/h	382	46	10	209	53	49
Conflicting Peds, #/hr	0	3	3	0	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	62	62	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	429	52	16	337	79	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	484	0	829	462
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1079	-	340	600
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1076	-	334	596
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	18.22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	1076	-
HCM Lane V/C Ratio	0.36	-	-	0.015	-
HCM Control Delay (s/veh)	18.2	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	6	229	0	2	5	80	448	2	6	548	62
Future Volume (vph)	166	6	229	0	2	5	80	448	2	6	548	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.90		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1552			1683		1770	1862		1770	1830	
Flt Permitted	0.95	1.00			1.00		0.29	1.00		0.32	1.00	
Satd. Flow (perm)	1770	1552			1683		534	1862		590	1830	
Peak-hour factor, PHF	0.84	0.84	0.84	0.92	0.92	0.92	0.71	0.71	0.92	0.92	0.90	0.90
Adj. Flow (vph)	198	7	273	0	2	5	113	631	2	7	609	69
RTOR Reduction (vph)	0	221	0	0	5	0	0	0	0	0	3	0
Lane Group Flow (vph)	198	59	0	0	2	0	113	633	0	7	675	0
Confl. Peds. (#/hr)	2		1									
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA			NA		Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	13.0	13.0			1.0		40.6	40.6		40.6	40.6	
Effective Green, g (s)	13.0	13.0			1.0		40.6	40.6		40.6	40.6	
Actuated g/C Ratio	0.19	0.19			0.01		0.59	0.59		0.59	0.59	
Clearance Time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	334	293			24		315	1098		348	1079	
v/s Ratio Prot	c0.11	0.04			c0.00			0.34			c0.37	
v/s Ratio Perm							0.21			0.01		
v/c Ratio	0.59	0.20			0.09		0.36	0.58		0.02	0.63	
Uniform Delay, d1	25.5	23.5			33.4		7.3	8.8		5.8	9.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.3			1.6		1.0	0.9		0.0	1.3	
Delay (s)	28.3	23.9			35.0		8.3	9.6		5.9	10.5	
Level of Service	C	C			D		A	A		A	B	
Approach Delay (s/veh)		25.7			35.0			9.4			10.4	
Approach LOS		C			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	68.8	Sum of lost time (s)	14.2
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	178	114	33	131	150	114
Future Vol, veh/h	178	114	33	131	150	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	82	82	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	170	40	160	179	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	487	246	314	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	540	792	1246	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	521	792	1246	-	-	-
Mov Cap-2 Maneuver	521	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	800	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	25.15	1.61	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	362	-	601	-	-
HCM Lane V/C Ratio	0.032	-	0.725	-	-
HCM Control Delay (s/veh)	8	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	6.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Future Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	1096	1	1	1145	20	15	2	5	120	0	259
Peak Hour Factor	0.98	0.98	0.98	0.89	0.89	0.89	0.60	0.60	0.60	0.70	0.70	0.70
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	337	2765	3	354	2689	47	202	37	33	485	0	377
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.24	0.24	0.24	0.24	0.00	0.24
Sat Flow, veh/h	474	5185	5	502	5043	88	318	155	139	1406	0	1581
Grp Volume(v), veh/h	50	708	389	1	754	411	22	0	0	120	0	259
Grp Sat Flow(s),veh/h/ln	474	1675	1840	502	1662	1808	612	0	0	1406	0	1581
Q Serve(g_s), s	3.4	6.0	6.0	0.1	6.6	6.6	0.1	0.0	0.0	0.0	0.0	7.2
Cycle Q Clear(g_c), s	10.0	6.0	6.0	6.1	6.6	6.6	7.3	0.0	0.0	3.4	0.0	7.2
Prop In Lane	1.00		0.00	1.00		0.05	0.68		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	337	1786	981	354	1772	964	272	0	0	485	0	377
V/C Ratio(X)	0.15	0.40	0.40	0.00	0.43	0.43	0.08	0.00	0.00	0.25	0.00	0.69
Avail Cap(c_a), veh/h	577	3478	1910	608	3450	1877	752	0	0	1026	0	985
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	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.8	6.7	6.7	8.5	6.8	6.8	14.6	0.0	0.0	15.3	0.0	16.7
Incr Delay (d2), s/veh	0.3	0.2	0.4	0.0	0.2	0.4	0.1	0.0	0.0	0.3	0.0	2.2
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(50%),veh/ln	0.3	1.3	1.5	0.0	1.5	1.6	0.2	0.0	0.0	1.0	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.1	6.9	7.0	8.5	7.0	7.2	14.7	0.0	0.0	15.5	0.0	18.9
LnGrp LOS	B	A	A	A	A	A	B			B		B
Approach Vol, veh/h		1147			1166			22			379	
Approach Delay, s/veh		7.1			7.1			14.7			17.9	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.7		16.5		31.7		16.5				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		8.6		9.3		12.0		9.2				
Green Ext Time (p_c), s		13.9		0.1		13.6		2.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			8.6									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	937	23	55	665	182	44	786	50	299	698	310
Future Volume (veh/h)	189	937	23	55	665	182	44	786	50	299	698	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	986	24	65	782	214	46	819	52	308	720	320
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	6	6	6	2	2	2	2	2	2
Cap, veh/h	205	1860	45	83	1157	314	60	977	430	223	1302	757
Arrive On Green	0.12	0.37	0.37	0.05	0.30	0.30	0.03	0.27	0.27	0.13	0.37	0.37
Sat Flow, veh/h	1753	5046	123	1725	3855	1045	1781	3554	1563	1781	3554	1562
Grp Volume(v), veh/h	199	654	356	65	667	329	46	819	52	308	720	320
Grp Sat Flow(s),veh/h/ln	1753	1675	1818	1725	1648	1603	1781	1777	1563	1781	1777	1562
Q Serve(g_s), s	13.6	18.4	18.4	4.5	21.3	21.6	3.1	26.1	3.0	15.0	19.3	16.0
Cycle Q Clear(g_c), s	13.6	18.4	18.4	4.5	21.3	21.6	3.1	26.1	3.0	15.0	19.3	16.0
Prop In Lane	1.00		0.07	1.00		0.65	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	205	1235	670	83	989	481	60	977	430	223	1302	757
V/C Ratio(X)	0.97	0.53	0.53	0.78	0.67	0.68	0.77	0.84	0.12	1.38	0.55	0.42
Avail Cap(c_a), veh/h	205	1235	670	201	989	481	223	1125	495	223	1302	757
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	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.8	29.7	29.7	56.5	36.8	37.0	57.5	41.0	32.6	52.5	30.2	20.2
Incr Delay (d2), s/veh	55.0	1.6	3.0	14.1	3.5	7.3	18.7	5.5	0.2	197.9	0.6	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(50%),veh/ln	9.0	7.5	8.4	2.2	8.8	9.2	1.7	11.8	1.1	18.8	8.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	107.8	31.4	32.7	70.6	40.4	44.3	76.3	46.5	32.8	250.4	30.9	20.7
LnGrp LOS	F	C	C	E	D	D	E	D	C	F	C	C
Approach Vol, veh/h		1209			1061			917			1348	
Approach Delay, s/veh		44.3			43.4			47.3			78.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	50.2	20.0	39.0	19.0	42.0	9.0	50.0
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	14.0	31.0	15.0	38.0	14.0	31.0	15.0	38.0
Max Q Clear Time (g_c+I1), s	6.5	20.4	17.0	28.1	15.6	23.6	5.1	21.3
Green Ext Time (p_c), s	0.1	5.8	0.0	4.9	0.0	4.4	0.0	7.4

Intersection Summary	
HCM 7th Control Delay, s/veh	54.9
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1270	5	35	798	12	48	47	263	26	16	56
Future Volume (veh/h)	11	1270	5	35	798	12	48	47	263	26	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1366	5	38	877	13	56	55	309	39	24	85
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.85	0.85	0.85	0.66	0.66	0.66
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	2	2	2
Cap, veh/h	30	2171	8	74	2251	33	382	68	381	159	101	358
Arrive On Green	0.02	0.42	0.42	0.04	0.45	0.45	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1739	5126	19	1725	5018	74	1283	242	1361	1017	361	1278
Grp Volume(v), veh/h	12	885	486	38	576	314	56	0	364	39	0	109
Grp Sat Flow(s),veh/h/ln	1739	1662	1822	1725	1648	1796	1283	0	1603	1017	0	1639
Q Serve(g_s), s	0.6	16.9	16.9	1.7	9.4	9.4	2.8	0.0	17.1	3.0	0.0	4.1
Cycle Q Clear(g_c), s	0.6	16.9	16.9	1.7	9.4	9.4	7.0	0.0	17.1	20.1	0.0	4.1
Prop In Lane	1.00		0.01	1.00		0.04	1.00		0.85	1.00		0.78
Lane Grp Cap(c), veh/h	30	1407	772	74	1479	806	382	0	448	159	0	459
V/C Ratio(X)	0.39	0.63	0.63	0.52	0.39	0.39	0.15	0.00	0.81	0.25	0.00	0.24
Avail Cap(c_a), veh/h	431	2059	1129	428	2042	1113	500	0	596	252	0	609
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.2	18.3	18.3	37.8	14.9	14.9	25.1	0.0	27.1	36.4	0.0	22.4
Incr Delay (d2), s/veh	3.0	0.7	1.2	2.1	0.2	0.4	0.2	0.0	6.3	0.8	0.0	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(50%),veh/ln	0.3	5.9	6.6	0.7	3.2	3.5	0.9	0.0	7.0	0.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	18.9	19.5	39.9	15.1	15.3	25.3	0.0	33.4	37.2	0.0	22.7
LnGrp LOS	D	B	B	D	B	B	C		C	D		C
Approach Vol, veh/h		1383			928			420			148	
Approach Delay, s/veh		19.3			16.2			32.3			26.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.4	43.7		29.6	9.4	41.7		29.6				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.6	11.4		22.1	3.7	18.9		19.1				
Green Ext Time (p_c), s	0.0	9.5		0.4	0.0	15.3		2.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		20.6	
HCM 7th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1389	43	30	736	101	25	84	44	261	206	80
Future Volume (veh/h)	142	1389	43	30	736	101	25	84	44	261	206	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1561	48	31	751	103	36	122	64	300	237	92
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98	0.69	0.69	0.69	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	193	2140	933	40	2321	315	44	122	397	56	0	398
Arrive On Green	0.11	0.61	0.61	0.05	1.00	1.00	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1753	3497	1524	1739	4421	601	0	479	1558	0	0	1559
Grp Volume(v), veh/h	160	1561	48	31	563	291	158	0	64	537	0	92
Grp Sat Flow(s),veh/h/ln	1753	1749	1524	1739	1662	1699	479	0	1558	0	0	1559
Q Serve(g_s), s	8.9	31.3	1.3	1.8	0.0	0.0	0.0	0.0	3.2	0.0	0.0	4.7
Cycle Q Clear(g_c), s	8.9	31.3	1.3	1.8	0.0	0.0	25.5	0.0	3.2	25.5	0.0	4.7
Prop In Lane	1.00		1.00	1.00		0.35	0.23		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	193	2140	933	40	1745	892	166	0	397	56	0	398
V/C Ratio(X)	0.83	0.73	0.05	0.77	0.32	0.33	0.95	0.00	0.16	9.57	0.00	0.23
Avail Cap(c_a), veh/h	298	2140	933	296	1745	892	166	0	397	56	0	398
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.6	13.6	7.8	47.4	0.0	0.0	32.8	0.0	28.9	50.0	0.0	29.5
Incr Delay (d2), s/veh	10.9	2.2	0.1	10.7	0.5	0.9	55.1	0.0	0.2	3892.1	0.0	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(50%),veh/ln	4.3	11.2	0.4	0.9	0.1	0.2	5.6	0.0	1.2	62.1	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	54.5	15.8	7.9	58.1	0.5	0.9	87.9	0.0	29.1	3942.1	0.0	29.8
LnGrp LOS	D	B	A	E	A	A	F		C	F		C
Approach Vol, veh/h		1769			885			222			629	
Approach Delay, s/veh		19.1			2.6			71.0			3369.8	
Approach LOS		B			A			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.0	57.0		29.0	5.3	65.7		29.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	17.0	46.5		25.5	17.0	46.5		25.5				
Max Q Clear Time (g_c+I1), s	10.9	2.0		27.5	3.8	33.3		27.5				
Green Ext Time (p_c), s	0.2	9.3		0.0	0.0	10.3		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	619.6	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	1540	16	13	706	93	34	60	40	108	53	89
Future Volume (veh/h)	105	1540	16	13	706	93	34	60	40	108	53	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	1638	17	14	743	98	49	86	57	123	60	101
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.70	0.70	0.70	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	4	7	7	7	2	2	2	2	2	2
Cap, veh/h	144	3501	36	22	2685	351	145	244	174	227	116	213
Arrive On Green	0.16	1.00	1.00	0.03	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	1753	5128	53	1711	4375	572	452	1222	874	803	583	1070
Grp Volume(v), veh/h	112	1070	585	14	554	287	92	0	100	144	0	140
Grp Sat Flow(s),veh/h/ln	1753	1675	1831	1711	1635	1678	1010	0	1538	970	0	1485
Q Serve(g_s), s	6.1	0.0	0.0	0.8	0.0	0.0	3.6	0.0	5.6	10.1	0.0	8.3
Cycle Q Clear(g_c), s	6.1	0.0	0.0	0.8	0.0	0.0	11.9	0.0	5.6	15.7	0.0	8.3
Prop In Lane	1.00		0.03	1.00		0.34	0.53		0.57	0.86		0.72
Lane Grp Cap(c), veh/h	144	2287	1250	22	2006	1030	257	0	307	260	0	296
V/C Ratio(X)	0.78	0.47	0.47	0.63	0.28	0.28	0.36	0.00	0.33	0.55	0.00	0.47
Avail Cap(c_a), veh/h	175	2287	1250	171	2006	1030	374	0	431	365	0	416
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.9	0.0	0.0	48.5	0.0	0.0	37.4	0.0	34.3	40.5	0.0	35.4
Incr Delay (d2), s/veh	12.1	0.4	0.8	10.0	0.3	0.6	0.8	0.0	0.6	2.6	0.0	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(50%),veh/ln	2.9	0.1	0.3	0.4	0.1	0.2	2.1	0.0	2.2	3.6	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	53.0	0.4	0.8	58.4	0.3	0.6	38.2	0.0	34.9	43.1	0.0	37.1
LnGrp LOS	D	A	A	E	A	A	D		C	D		D
Approach Vol, veh/h		1767			855			192			284	
Approach Delay, s/veh		3.9			1.4			36.5			40.1	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	65.9		22.9	4.3	72.8		22.9				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	8.1	2.0		13.9	2.8	2.0		17.7				
Green Ext Time (p_c), s	0.1	9.3		0.9	0.0	24.7		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.5									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	1370	191	98	679	77	71	373	125	120	534	59
Future Volume (veh/h)	88	1370	191	98	679	77	71	373	125	120	534	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	95	1473	205	104	722	82	78	410	137	145	643	71
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	119	2154	299	128	2176	245	173	811	268	226	998	110
Arrive On Green	0.13	0.96	0.96	0.15	0.98	0.98	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1767	4485	624	1711	4463	503	735	2617	864	857	3219	355
Grp Volume(v), veh/h	95	1109	569	104	527	277	78	277	270	145	355	359
Grp Sat Flow(s),veh/h/ln	1767	1689	1732	1711	1635	1696	735	1777	1704	857	1777	1797
Q Serve(g_s), s	5.2	3.8	3.8	5.9	0.6	0.6	10.2	12.7	13.0	16.7	17.2	17.3
Cycle Q Clear(g_c), s	5.2	3.8	3.8	5.9	0.6	0.6	27.5	12.7	13.0	29.7	17.2	17.3
Prop In Lane	1.00		0.36	1.00		0.30	1.00		0.51	1.00		0.20
Lane Grp Cap(c), veh/h	119	1622	831	128	1594	827	173	551	528	226	551	557
V/C Ratio(X)	0.80	0.68	0.68	0.81	0.33	0.33	0.45	0.50	0.51	0.64	0.64	0.65
Avail Cap(c_a), veh/h	283	1622	831	274	1594	827	173	551	528	226	551	557
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	1.1	1.1	41.8	0.6	0.6	41.6	28.2	28.3	40.5	29.7	29.8
Incr Delay (d2), s/veh	4.1	2.1	4.1	4.5	0.5	1.1	0.7	0.3	0.4	4.7	2.0	2.0
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(50%),veh/ln	2.2	1.0	1.4	2.4	0.3	0.4	1.8	5.2	5.1	3.7	7.3	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.7	3.2	5.2	46.3	1.2	1.7	42.3	28.5	28.7	45.2	31.7	31.8
LnGrp LOS	D	A	A	D	A	A	D	C	C	D	C	C
Approach Vol, veh/h		1773			908			625			859	
Approach Delay, s/veh		6.2			6.5			30.3			34.0	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	53.3		35.0	12.5	52.5		35.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	16.0	39.5		31.0	16.0	39.5		31.0				
Max Q Clear Time (g_c+I1), s	7.2	2.6		29.5	7.9	5.8		31.7				
Green Ext Time (p_c), s	0.0	8.3		0.4	0.0	20.6		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	15.6	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	1603	52	29	797	55	28	25	31	50	46	40
Future Volume (veh/h)	38	1603	52	29	797	55	28	25	31	50	46	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	43	1801	58	32	866	60	35	31	38	64	59	51
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	54	3705	119	40	3403	235	101	88	81	120	89	66
Arrive On Green	0.06	1.00	1.00	0.05	1.00	1.00	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	5040	162	1711	4675	323	386	642	592	516	656	486
Grp Volume(v), veh/h	43	1206	653	32	605	321	104	0	0	174	0	0
Grp Sat Flow(s),veh/h/ln	1767	1689	1825	1711	1635	1728	1620	0	0	1659	0	0
Q Serve(g_s), s	2.4	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	1.9	0.0	0.0	5.6	0.0	0.0	9.8	0.0	0.0
Prop In Lane	1.00		0.09	1.00		0.19	0.34		0.37	0.37		0.29
Lane Grp Cap(c), veh/h	54	2483	1342	40	2380	1258	269	0	0	275	0	0
V/C Ratio(X)	0.79	0.49	0.49	0.79	0.25	0.26	0.39	0.00	0.00	0.63	0.00	0.00
Avail Cap(c_a), veh/h	177	2483	1342	171	2380	1258	487	0	0	498	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.81	0.81	0.81	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.6	0.0	0.0	47.4	0.0	0.0	39.7	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	6.2	0.5	0.8	10.1	0.2	0.4	0.9	0.0	0.0	2.4	0.0	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(50%),veh/ln	1.1	0.2	0.3	0.9	0.1	0.1	2.4	0.0	0.0	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.9	0.5	0.8	57.5	0.2	0.4	40.6	0.0	0.0	43.8	0.0	0.0
LnGrp LOS	D	A	A	E	A	A	D			D		
Approach Vol, veh/h		1902			958			104			174	
Approach Delay, s/veh		1.8			2.2			40.6			43.8	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	77.3		16.6	5.4	78.0		16.6				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	10.0	51.5		28.0	10.0	51.5		28.0				
Max Q Clear Time (g_c+I1), s	4.4	2.0		7.6	3.9	2.0		11.8				
Green Ext Time (p_c), s	0.0	10.5		0.5	0.0	29.3		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	5.5	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	1490	14	4	889	293	11	54	84	299	64	94
Future Volume (vph)	79	1490	14	4	889	293	11	54	84	299	64	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	5077		1770	4855		1770	1679		1681	1714	1552
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1770	5077		1770	4855		1770	1679		1681	1714	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	84	1585	15	4	956	315	12	59	91	336	72	106
RTOR Reduction (vph)	0	0	0	0	44	0	0	59	0	0	0	87
Lane Group Flow (vph)	84	1600	0	4	1227	0	12	91	0	202	206	19
Confl. Peds. (#/hr)	5		1	1		5	7					7
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	8.4	50.5		1.2	43.3		10.7	10.7		17.6	17.6	17.6
Effective Green, g (s)	8.4	50.5		1.2	43.3		10.7	10.7		17.6	17.6	17.6
Actuated g/C Ratio	0.08	0.51		0.01	0.43		0.11	0.11		0.18	0.18	0.18
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	148	2563		21	2102		189	179		295	301	273
v/s Ratio Prot	c0.05	c0.32		0.00	0.25		0.01	c0.05		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.57	0.62		0.19	0.58		0.06	0.51		0.68	0.68	0.07
Uniform Delay, d1	44.1	17.9		48.9	21.5		40.1	42.2		38.6	38.6	34.4
Progression Factor	0.69	1.15		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.5	0.5		3.2	1.2		0.1	2.3		5.9	5.8	0.1
Delay (s)	33.7	21.1		52.1	22.7		40.3	44.4		44.5	44.4	34.4
Level of Service	C	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		21.8			22.8			44.1			42.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.5%	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)	103	26	212	56	40	13	426	365	31	33	980	46
Future Volume (vph)	103	26	212	56	40	13	426	365	31	33	980	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1791	1561	1770	1782		1770	5020		1770	5045	
Flt Permitted		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1791	1561	1770	1782		1770	5020		1770	5045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92
Adj. Flow (vph)	112	28	230	72	51	17	439	376	32	36	1065	50
RTOR Reduction (vph)	0	0	199	0	13	0	0	6	0	0	5	0
Lane Group Flow (vph)	0	140	31	72	55	0	439	402	0	36	1110	0
Confl. Peds. (#/hr)	9		1	1		9	4		2	2		4
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Effective Green, g (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Actuated g/C Ratio		0.13	0.13	0.08	0.08		0.30	0.57		0.05	0.32	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		240	209	132	133		533	2853		88	1597	
v/s Ratio Prot		c0.08		c0.04	0.03		c0.25	0.08		0.02	c0.22	
v/s Ratio Perm			0.02									
v/c Ratio		0.58	0.15	0.55	0.41		0.82	0.14		0.41	0.70	
Uniform Delay, d1		48.8	45.9	53.5	53.0		38.9	12.2		55.3	35.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.0	0.2	3.6	1.5		10.4	0.1		2.2	2.5	
Delay (s)		51.8	46.1	57.1	54.5		49.3	12.3		57.5	38.4	
Level of Service		D	D	E	D		D	B		E	D	
Approach Delay (s/veh)		48.3			55.9			31.5			39.0	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
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)	0	1043	417	257	1067	0	0	0	0	157	0	14
Future Volume (veh/h)	0	1043	417	257	1067	0	0	0	0	157	0	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1134	0	279	1160	0				171	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1937		314	3951	0				379	0	
Arrive On Green	0.00	0.55	0.00	0.18	0.77	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	1134	0	279	1160	0				171	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1937		314	3951	0				379	0	
V/C Ratio(X)	0.00	0.59		0.89	0.29	0.00				0.45	0.00	
Avail Cap(c_a), veh/h	0	1937		342	3951	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.7	0.0	36.2	3.0	0.0				37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	22.2	0.2	0.0				2.3	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	7.4	0.0	7.8	1.5	0.0				1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.0	0.0	58.4	3.2	0.0				39.9	0.0	0.0
LnGrp LOS		B		E	A					D		
Approach Vol, veh/h		1134			1439						171	
Approach Delay, s/veh		15.0			13.9						39.9	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	75.0	15.0	20.6	54.5
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	8.0	6.2	15.8	21.2
Green Ext Time (p_c), s	15.7	1.4	0.1	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	0	216	239	232	219	158	730	0	0	753	70
Future Volume (vph)	45	0	216	239	232	219	158	730	0	0	753	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3277		1761	3539			5008	
Flt Permitted	0.12		1.00		0.98		0.30	1.00			1.00	
Satd. Flow (perm)	220		1583		3277		565	3539			5008	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.80	0.80	0.80	0.97	0.97	0.97
Adj. Flow (vph)	48	0	232	285	276	261	198	912	0	0	776	72
RTOR Reduction (vph)	0	0	163	0	44	0	0	0	0	0	10	0
Lane Group Flow (vph)	48	0	69	0	778	0	198	913	0	0	838	0
Confl. Peds. (#/hr)	16					16	12		4	4		12
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	33.7		33.7		33.7		75.8	75.8			75.8	
Effective Green, g (s)	33.7		33.7		33.7		75.8	75.8			75.8	
Actuated g/C Ratio	0.28		0.28		0.28		0.63	0.63			0.63	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	61		444		920		356	2235			3163	
v/s Ratio Prot								0.26			0.17	
v/s Ratio Perm	0.22		0.04		0.24		c0.35					
v/c Ratio	0.79		0.16		0.85		0.56	0.41			0.26	
Uniform Delay, d1	39.8		32.5		40.7		12.5	11.0			9.8	
Progression Factor	1.00		1.00		1.00		0.78	0.66			1.00	
Incremental Delay, d2	46.2		0.1		7.1		5.6	0.5			0.2	
Delay (s)	86.0		32.6		47.8		15.4	7.8			10.0	
Level of Service	F		C		D		B	A			A	
Approach Delay (s/veh)		41.7			47.8			9.2			10.0	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	332	738	0	1396	577	0
Future Volume (veh/h)	332	738	0	1396	577	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	395	879	0	1569	641	0
Peak Hour Factor	0.84	0.84	0.89	0.89	0.90	0.90
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	570	1015	0	3024	2105	0
Arrive On Green	0.32	0.32	0.00	0.59	0.59	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	395	879	0	1569	641	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	23.2	31.3	0.0	21.7	10.8	0.0
Cycle Q Clear(g_c), s	23.2	31.3	0.0	21.7	10.8	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	570	1015	0	3024	2105	0
V/C Ratio(X)	0.69	0.87	0.00	0.52	0.30	0.00
Avail Cap(c_a), veh/h	785	1397	0	3024	2105	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.66	1.00	0.00
Uniform Delay (d), s/veh	35.6	38.4	0.0	14.4	12.2	0.0
Incr Delay (d2), s/veh	1.6	4.5	0.0	0.4	0.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.0	12.4	0.0	8.0	4.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	37.2	42.8	0.0	14.8	12.5	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1274			1569	641	
Approach Delay, s/veh	41.1			14.8	12.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.5		43.5		76.5
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		56.6		52.9		56.6
Max Q Clear Time (g_c+I1), s		23.7		33.3		12.8
Green Ext Time (p_c), s		23.8		5.1		9.7

Intersection Summary		
HCM 7th Control Delay, s/veh	24.0	
HCM 7th LOS	C	

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)	56	418	78	40	446	89	96	226	77	53	160	93
Future Volume (veh/h)	56	418	78	40	446	89	96	226	77	53	160	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	589	110	45	501	100	101	238	81	83	250	145
Peak Hour Factor	0.71	0.71	0.71	0.89	0.89	0.89	0.95	0.95	0.95	0.64	0.64	0.64
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	684	128	149	639	127	250	703	233	286	588	329
Arrive On Green	0.11	0.45	0.45	0.08	0.42	0.42	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	1530	286	1781	1508	301	982	2612	864	1052	2185	1221
Grp Volume(v), veh/h	79	0	699	45	0	601	101	160	159	83	201	194
Grp Sat Flow(s),veh/h/ln	1781	0	1816	1781	0	1809	982	1777	1699	1052	1777	1629
Q Serve(g_s), s	3.6	0.0	30.3	2.1	0.0	25.1	8.3	6.3	6.6	6.0	8.2	8.6
Cycle Q Clear(g_c), s	3.6	0.0	30.3	2.1	0.0	25.1	16.9	6.3	6.6	12.7	8.2	8.6
Prop In Lane	1.00		0.16	1.00		0.17	1.00		0.51	1.00		0.75
Lane Grp Cap(c), veh/h	191	0	812	149	0	766	250	478	458	286	478	439
V/C Ratio(X)	0.41	0.00	0.86	0.30	0.00	0.78	0.40	0.33	0.35	0.29	0.42	0.44
Avail Cap(c_a), veh/h	224	0	1110	224	0	1105	412	771	738	459	771	707
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	0.0	21.7	37.7	0.0	21.8	33.5	25.7	25.8	30.9	26.4	26.5
Incr Delay (d2), s/veh	0.5	0.0	6.1	0.4	0.0	3.1	0.4	0.2	0.2	0.8	0.8	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(50%),veh/ln	1.6	0.0	13.1	0.9	0.0	10.7	2.0	2.6	2.6	1.6	3.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	37.0	0.0	27.8	38.1	0.0	24.8	33.9	25.8	26.0	31.7	27.2	27.5
LnGrp LOS	D		C	D		C	C	C	C	C	C	C
Approach Vol, veh/h		778			646			420			478	
Approach Delay, s/veh		28.8			25.8			27.8			28.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.4	43.6		29.6	12.3	45.6		29.6				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	5.6	27.1		14.7	4.1	32.3		18.9				
Green Ext Time (p_c), s	0.0	6.4		4.0	0.0	6.9		1.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		27.6
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	463	25	21	431	11	65	14	31	11	11	31
Future Volume (veh/h)	36	463	25	21	431	11	65	14	31	11	11	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.97	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	46	586	32	24	484	12	88	19	42	16	16	46
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.74	0.74	0.74	0.68	0.68	0.68
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	802	44	91	768	19	253	64	78	119	93	176
Arrive On Green	0.09	0.46	0.46	0.05	0.42	0.42	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	1756	96	1781	1816	45	734	350	425	161	504	956
Grp Volume(v), veh/h	46	0	618	24	0	496	149	0	0	78	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1861	1509	0	0	1621	0	0
Q Serve(g_s), s	1.2	0.0	13.3	0.6	0.0	10.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	0.0	13.3	0.6	0.0	10.2	4.1	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.02	0.59		0.28	0.21		0.59
Lane Grp Cap(c), veh/h	152	0	846	91	0	787	395	0	0	388	0	0
V/C Ratio(X)	0.30	0.00	0.73	0.26	0.00	0.63	0.38	0.00	0.00	0.20	0.00	0.00
Avail Cap(c_a), veh/h	456	0	2201	456	0	2212	1146	0	0	1204	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.9	0.0	10.8	22.3	0.0	11.1	17.8	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	1.7	0.6	0.0	1.2	0.6	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.5	0.0	4.3	0.3	0.0	3.6	1.4	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	0.0	12.5	22.8	0.0	12.3	18.4	0.0	0.0	17.3	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		664			520			149			78	
Approach Delay, s/veh		13.2			12.8			18.4			17.3	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	25.6		14.5	7.0	27.3		14.5				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	58.0		34.5	12.5	58.0		34.5				
Max Q Clear Time (g_c+I1), s	3.2	12.2		3.9	2.6	15.3		6.1				
Green Ext Time (p_c), s	0.0	5.4		0.4	0.0	7.0		0.9				

Intersection Summary		
HCM 7th Control Delay, s/veh	13.8	
HCM 7th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	461	68	24	412	12	49	2	13	28	12	13
Future Volume (vph)	20	461	68	24	412	12	49	2	13	28	12	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	1.00			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.96			0.97	
Satd. Flow (prot)	1770	1819		1770	1853			1735			1745	
Flt Permitted	0.95	1.00		0.95	1.00			0.80			0.84	
Satd. Flow (perm)	1770	1819		1770	1853			1432			1508	
Peak-hour factor, PHF	0.79	0.79	0.79	0.84	0.84	0.84	0.88	0.88	0.88	0.64	0.64	0.64
Adj. Flow (vph)	25	584	86	29	490	14	56	2	15	44	19	20
RTOR Reduction (vph)	0	4	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	25	666	0	29	503	0	0	73	0	0	83	0
Confl. Peds. (#/hr)	9		15	15		9	1		1	1		1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	22.1	53.2		11.7	38.3			8.7			8.7	
Effective Green, g (s)	22.1	53.2		11.7	38.3			8.7			8.7	
Actuated g/C Ratio	0.25	0.60		0.13	0.43			0.10			0.10	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	441	1092		233	801			140			148	
v/s Ratio Prot	0.01	c0.37		0.02	c0.27							
v/s Ratio Perm								0.05			c0.06	
v/c Ratio	0.06	0.61		0.12	0.63			0.52			0.56	
Uniform Delay, d1	25.3	11.2		33.9	19.6			38.0			38.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.7		0.1	1.8			3.5			4.8	
Delay (s)	25.3	11.9		34.0	21.4			41.4			42.9	
Level of Service	C	B		C	C			D			D	
Approach Delay (s/veh)		12.4			22.1			41.4			42.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	88.6	Sum of lost time (s)	19.5
Intersection Capacity Utilization	43.3%	ICU Level of Service	A
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)	83	374	45	43	286	163	108	434	141	139	383	60
Future Volume (veh/h)	83	374	45	43	286	163	108	434	141	139	383	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.96	0.98		0.94	0.99		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	440	53	47	311	177	148	595	193	170	467	73
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.73	0.73	0.73	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	201	584	70	165	372	212	361	1013	424	306	1013	424
Arrive On Green	0.11	0.36	0.36	0.09	0.34	0.34	0.08	0.29	0.29	0.08	0.29	0.29
Sat Flow, veh/h	1781	1633	197	1781	1103	628	1781	3554	1486	1781	3554	1486
Grp Volume(v), veh/h	98	0	493	47	0	488	148	595	193	170	467	73
Grp Sat Flow(s),veh/h/ln	1781	0	1830	1781	0	1730	1781	1777	1486	1781	1777	1486
Q Serve(g_s), s	6.2	0.0	28.2	2.9	0.0	31.0	6.8	17.1	12.7	7.9	12.9	4.4
Cycle Q Clear(g_c), s	6.2	0.0	28.2	2.9	0.0	31.0	6.8	17.1	12.7	7.9	12.9	4.4
Prop In Lane	1.00		0.11	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	655	165	0	584	361	1013	424	306	1013	424
V/C Ratio(X)	0.49	0.00	0.75	0.28	0.00	0.84	0.41	0.59	0.46	0.56	0.46	0.17
Avail Cap(c_a), veh/h	209	0	680	209	0	643	362	1196	500	308	1196	500
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.6	0.0	33.6	50.4	0.0	36.4	26.7	36.6	35.0	27.9	35.1	32.0
Incr Delay (d2), s/veh	0.7	0.0	5.0	0.3	0.0	9.3	0.3	0.9	1.3	1.3	0.6	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(50%),veh/ln	2.8	0.0	13.2	1.3	0.0	14.4	2.9	7.4	4.7	3.4	5.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.3	0.0	38.6	50.7	0.0	45.7	27.0	37.5	36.3	29.2	35.6	32.3
LnGrp LOS	D		D	D		D	C	D	D	C	D	C
Approach Vol, veh/h		591			535			936			710	
Approach Delay, s/veh		40.5			46.1			35.6			33.7	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	46.2	14.5	40.5	15.5	48.6	14.5	40.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.3	10.1	40.1	14.0	44.3	10.1	40.1
Max Q Clear Time (g_c+I1), s	8.2	33.0	8.8	14.9	4.9	30.2	9.9	19.1
Green Ext Time (p_c), s	0.0	3.3	0.0	5.4	0.0	3.6	0.0	7.3

Intersection Summary	
HCM 7th Control Delay, s/veh	38.2
HCM 7th LOS	D



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	108	360	460	25	37	247	96	95	263	34	54	28
Future Volume (vph)	108	360	460	25	37	247	96	95	263	34	54	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5			6.5		6.0	6.0			
Lane Util. Factor	1.00	1.00	1.00			0.95		1.00	1.00			
Frpb, ped/bikes	1.00	1.00	1.00			0.97		1.00	0.99			
Flpb, ped/bikes	1.00	1.00	1.00			1.00		1.00	1.00			
Frt	1.00	1.00	0.85			0.96		1.00	0.96			
Flt Protected	0.95	1.00	1.00			1.00		0.95	1.00			
Satd. Flow (prot)	1770	1863	1583			3283		1770	1777			
Flt Permitted	0.95	1.00	1.00			1.00		0.12	1.00			
Satd. Flow (perm)	1770	1863	1583			3283		226	1777			
Peak-hour factor, PHF	0.81	0.81	0.81	0.81	0.90	0.90	0.90	0.80	0.80	0.80	0.80	0.81
Adj. Flow (vph)	133	444	568	31	41	274	107	119	329	42	68	35
RTOR Reduction (vph)	0	0	63	0	0	0	0	0	4	0	0	0
Lane Group Flow (vph)	133	444	536	0	0	422	0	119	436	0	0	0
Confl. Peds. (#/hr)	14		12	15			14	19		7	7	7
Confl. Bikes (#/hr)			2				1					
Turn Type	Split	NA	pt+ov		Split	NA		Perm	NA			Perm
Protected Phases	3	3	3 2		4	4			1			
Permitted Phases								1				6
Actuated Green, G (s)	32.0	32.0	62.0			12.0		33.0	33.0			
Effective Green, g (s)	32.0	32.0	62.0			12.0		33.0	33.0			
Actuated g/C Ratio	0.19	0.19	0.36			0.07		0.19	0.19			
Clearance Time (s)	6.5	6.5				6.5		6.0	6.0			
Vehicle Extension (s)	4.0	4.0				0.2		4.5	4.5			
Lane Grp Cap (vph)	333	350	577			231		43	344			
v/s Ratio Prot	0.08	c0.24	0.34			c0.13			0.25			
v/s Ratio Perm								c0.53				
v/c Ratio	0.40	1.27	0.93			1.83		2.77	1.27			
Uniform Delay, d1	60.6	69.0	51.9			79.0		68.5	68.5			
Progression Factor	1.00	1.00	1.00			1.00		1.00	1.00			
Incremental Delay, d2	1.1	141.6	21.6			388.6		856.2	141.4			
Delay (s)	61.6	210.6	73.5			467.6		924.7	209.9			
Level of Service	E	F	E			F		F	F			
Approach Delay (s/veh)		123.9				467.6			362.1			
Approach LOS		F				F			F			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	375.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.02		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	31.0
Intersection Capacity Utilization	131.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	272	293	109	583	510	53
Future Volume (vph)	272	293	109	583	510	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		
Lane Util. Factor	1.00	1.00		0.97		
Frpb, ped/bikes	1.00	0.99		0.95		
Flpb, ped/bikes	0.99	1.00		1.00		
Frt	1.00	0.96		0.93		
Flt Protected	0.95	1.00		0.98		
Satd. Flow (prot)	1748	1765		3102		
Flt Permitted	0.51	1.00		0.98		
Satd. Flow (perm)	934	1765		3102		
Peak-hour factor, PHF	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	336	362	135	634	554	58
RTOR Reduction (vph)	0	8	0	116	0	0
Lane Group Flow (vph)	371	489	0	1130	0	0
Confl. Peds. (#/hr)	7		19	19	13	13
Confl. Bikes (#/hr)			3		1	1
Turn Type	Perm	NA		Prot		
Protected Phases		6		2		
Permitted Phases	6					
Actuated Green, G (s)	32.0	32.0		30.0		
Effective Green, g (s)	32.0	32.0		30.0		
Actuated g/C Ratio	0.19	0.19		0.18		
Clearance Time (s)	6.0	6.0		6.0		
Vehicle Extension (s)	4.5	4.5		4.0		
Lane Grp Cap (vph)	175	332		547		
v/s Ratio Prot		0.28		c0.36		
v/s Ratio Perm	c0.40					
v/c Ratio	2.12	1.47		2.07		
Uniform Delay, d1	69.0	69.0		70.0		
Progression Factor	1.00	1.00		1.00		
Incremental Delay, d2	522.8	228.4		485.8		
Delay (s)	591.8	297.4		555.8		
Level of Service	F	F		F		
Approach Delay (s/veh)		423.2		555.8		
Approach LOS		F		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	101	14	109	145	284	31	966	49	112	1062	141
Future Volume (veh/h)	137	101	14	109	145	284	31	966	49	112	1062	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		1.00	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	125	17	130	173	0	37	1164	59	126	1193	158
Peak Hour Factor	0.81	0.81	0.81	0.84	0.84	0.84	0.83	0.83	0.83	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	219	464	63	187	510		140	1664	84	153	1230	529
Arrive On Green	0.12	0.29	0.29	0.11	0.27	0.00	0.08	0.34	0.34	0.09	0.35	0.35
Sat Flow, veh/h	1781	1598	217	1781	1870	1585	1781	4967	252	1781	3554	1529
Grp Volume(v), veh/h	169	0	142	130	173	0	37	798	425	126	1193	158
Grp Sat Flow(s),veh/h/ln	1781	0	1815	1781	1870	1585	1781	1702	1814	1781	1777	1529
Q Serve(g_s), s	10.5	0.0	6.9	8.0	8.5	0.0	2.2	23.2	23.2	7.9	37.7	8.6
Cycle Q Clear(g_c), s	10.5	0.0	6.9	8.0	8.5	0.0	2.2	23.2	23.2	7.9	37.7	8.6
Prop In Lane	1.00		0.12	1.00		1.00	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	219	0	527	187	510		140	1140	608	153	1230	529
V/C Ratio(X)	0.77	0.00	0.27	0.69	0.34		0.26	0.70	0.70	0.83	0.97	0.30
Avail Cap(c_a), veh/h	219	0	557	250	606		140	1140	608	178	1230	529
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.5	0.0	31.2	49.3	33.3	0.0	49.4	33.0	33.0	51.3	36.7	27.2
Incr Delay (d2), s/veh	14.4	0.0	0.4	2.5	0.6	0.0	0.4	2.4	4.5	20.5	18.8	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(50%),veh/ln	5.5	0.0	3.0	3.7	3.9	0.0	1.0	9.7	10.7	4.4	19.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	62.9	0.0	31.6	51.8	33.8	0.0	49.8	35.4	37.5	71.9	55.5	27.5
LnGrp LOS	E		C	D	C		D	D	D	E	E	C
Approach Vol, veh/h		311			303			1260			1477	
Approach Delay, s/veh		48.6			41.5			36.5			53.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	43.2	18.0	38.6	13.0	44.5	20.0	36.6
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	11.4	36.6	16.0	35.0	9.0	39.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	9.9	25.2	10.0	8.9	4.2	39.7	12.5	10.5
Green Ext Time (p_c), s	0.0	8.4	0.0	1.0	0.0	0.0	0.0	1.3

Intersection Summary	
HCM 7th Control Delay, s/veh	45.8
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	179	31	63	281	7	191	4	35	8	3	7
Future Volume (veh/h)	18	179	31	63	281	7	191	4	35	8	3	7
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	0.99		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	213	37	69	309	8	308	6	56	9	3	8
Peak Hour Factor	0.84	0.84	0.84	0.91	0.91	0.91	0.62	0.62	0.62	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	494	975	166	525	1137	29	617	20	77	370	146	237
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1058	3032	518	1124	3536	91	1167	55	218	591	413	669
Grp Volume(v), veh/h	21	123	127	69	155	162	370	0	0	20	0	0
Grp Sat Flow(s),veh/h/ln	1058	1777	1772	1124	1777	1851	1440	0	0	1673	0	0
Q Serve(g_s), s	0.5	1.6	1.7	1.5	2.1	2.1	7.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.6	1.6	1.7	3.2	2.1	2.1	7.2	0.0	0.0	0.2	0.0	0.0
Prop In Lane	1.00		0.29	1.00		0.05	0.83		0.15	0.45		0.40
Lane Grp Cap(c), veh/h	494	571	570	525	571	595	714	0	0	754	0	0
V/C Ratio(X)	0.04	0.22	0.22	0.13	0.27	0.27	0.52	0.00	0.00	0.03	0.00	0.00
Avail Cap(c_a), veh/h	791	1071	1068	841	1071	1115	1534	0	0	1610	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.1	8.0	8.0	9.2	8.2	8.2	9.0	0.0	0.0	6.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.4	0.3	0.6	0.0	0.0	0.0	0.0	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(50%),veh/ln	0.1	0.4	0.4	0.3	0.6	0.6	1.6	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.1	8.1	8.1	9.4	8.5	8.5	9.6	0.0	0.0	6.8	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		271			386			370			20	
Approach Delay, s/veh		8.2			8.7			9.6			6.8	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		16.5		15.9		16.5				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		5.2		9.2		4.6		2.2				
Green Ext Time (p_c), s		2.4		2.3		0.8		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.8									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	329	156	179	540	249	92	749	85	169	958	27
Future Volume (veh/h)	63	329	156	179	540	249	92	749	85	169	958	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.94	1.00		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	411	195	211	635	293	105	851	97	174	988	28
Peak Hour Factor	0.80	0.80	0.80	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	688	322	239	832	384	153	1324	150	202	1108	31
Arrive On Green	0.07	0.30	0.30	0.13	0.36	0.36	0.09	0.29	0.29	0.11	0.31	0.31
Sat Flow, veh/h	1781	2321	1086	1781	2326	1073	1781	4616	523	1781	3522	100
Grp Volume(v), veh/h	79	313	293	211	485	443	105	626	322	174	498	518
Grp Sat Flow(s),veh/h/ln	1781	1777	1629	1781	1777	1623	1781	1702	1734	1781	1777	1845
Q Serve(g_s), s	4.8	16.9	17.3	13.1	27.1	27.1	6.4	18.1	18.3	10.8	30.0	30.0
Cycle Q Clear(g_c), s	4.8	16.9	17.3	13.1	27.1	27.1	6.4	18.1	18.3	10.8	30.0	30.0
Prop In Lane	1.00		0.67	1.00		0.66	1.00		0.30	1.00		0.05
Lane Grp Cap(c), veh/h	131	527	483	239	635	580	153	976	497	202	559	580
V/C Ratio(X)	0.61	0.59	0.61	0.88	0.76	0.76	0.69	0.64	0.65	0.86	0.89	0.89
Avail Cap(c_a), veh/h	189	601	551	246	658	601	163	1030	525	214	588	611
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.5	33.7	33.9	47.8	31.9	31.9	49.9	35.0	35.1	49.0	36.7	36.7
Incr Delay (d2), s/veh	1.7	1.7	2.0	27.7	5.8	6.3	8.4	1.7	3.3	25.7	15.8	15.3
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(50%),veh/ln	2.2	7.4	7.0	7.6	12.3	11.4	3.2	7.6	8.0	6.2	15.1	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	35.4	35.9	75.5	37.7	38.3	58.4	36.7	38.4	74.7	52.5	52.0
LnGrp LOS	D	D	D	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		685			1139			1053			1190	
Approach Delay, s/veh		37.5			44.9			39.4			55.5	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	37.2	19.6	38.3	14.1	40.4	12.7	45.2
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	13.5	34.0	15.5	38.0	10.3	37.2	11.9	41.6
Max Q Clear Time (g_c+I1), s	12.8	20.3	15.1	19.3	8.4	32.0	6.8	29.1
Green Ext Time (p_c), s	0.0	7.4	0.0	4.9	0.0	3.3	0.0	6.9

Intersection Summary	
HCM 7th Control Delay, s/veh	45.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	487	28	86	827	20	53	73	57	19	85	18
Future Volume (veh/h)	17	487	28	86	827	20	53	73	57	19	85	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	547	31	99	951	23	78	107	84	20	88	19
Peak Hour Factor	0.89	0.89	0.89	0.87	0.87	0.87	0.68	0.68	0.68	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	1757	99	510	1822	44	192	207	134	125	362	70
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	577	3418	193	834	3543	86	336	778	506	124	1365	262
Grp Volume(v), veh/h	19	284	294	99	477	497	269	0	0	127	0	0
Grp Sat Flow(s),veh/h/ln	577	1777	1834	834	1777	1852	1620	0	0	1750	0	0
Q Serve(g_s), s	1.0	4.2	4.2	3.5	8.1	8.1	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	9.1	4.2	4.2	7.7	8.1	8.1	6.4	0.0	0.0	2.5	0.0	0.0
Prop In Lane	1.00		0.11	1.00		0.05	0.29		0.31	0.16		0.15
Lane Grp Cap(c), veh/h	352	914	943	510	914	952	532	0	0	557	0	0
V/C Ratio(X)	0.05	0.31	0.31	0.19	0.52	0.52	0.51	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	844	2428	2506	1221	2428	2531	1775	0	0	1881	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	6.4	6.4	8.6	7.3	7.3	14.5	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.3	0.7	0.6	0.7	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	1.0	1.1	0.5	2.1	2.2	2.1	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.4	6.4	6.4	8.9	8.0	8.0	15.3	0.0	0.0	13.5	0.0	0.0
LnGrp LOS	B	A	A	A	A	A	B			B		
Approach Vol, veh/h		597			1073			269			127	
Approach Delay, s/veh		6.6			8.1			15.3			13.5	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.3		17.0		28.3		17.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		10.1		8.4		11.1		4.5				
Green Ext Time (p_c), s		13.2		1.9		2.4		1.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	95	59	61	114	60	69	858	31	94	1067	103
Future Volume (veh/h)	92	95	59	61	114	60	69	858	31	94	1067	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.93	0.97		0.94	1.00		0.93	1.00		0.93
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	125	78	87	163	86	75	933	34	107	1212	117
Peak Hour Factor	0.76	0.76	0.76	0.70	0.70	0.70	0.92	0.92	0.92	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	189	103	149	263	125	203	1959	71	312	1827	176
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	415	574	314	304	800	380	412	3487	127	580	3252	313
Grp Volume(v), veh/h	324	0	0	336	0	0	75	475	492	107	660	669
Grp Sat Flow(s),veh/h/ln	1304	0	0	1483	0	0	412	1777	1837	580	1777	1788
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	0.0	14.2	14.6	14.6	12.3	23.6	23.9
Cycle Q Clear(g_c), s	21.2	0.0	0.0	17.9	0.0	0.0	38.0	14.6	14.6	26.9	23.6	23.9
Prop In Lane	0.37		0.24	0.26		0.26	1.00		0.07	1.00		0.18
Lane Grp Cap(c), veh/h	482	0	0	537	0	0	203	998	1032	312	998	1005
V/C Ratio(X)	0.67	0.00	0.00	0.63	0.00	0.00	0.37	0.48	0.48	0.34	0.66	0.67
Avail Cap(c_a), veh/h	699	0	0	771	0	0	269	1286	1330	406	1286	1294
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.3	0.0	0.0	26.2	0.0	0.0	27.3	11.9	11.9	20.0	13.9	14.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	1.2	0.0	0.0	1.6	0.5	0.5	0.9	1.1	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(50%),veh/ln	6.4	0.0	0.0	6.3	0.0	0.0	1.4	5.3	5.5	1.7	8.7	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.0	0.0	0.0	27.4	0.0	0.0	28.9	12.5	12.4	20.9	15.1	15.1
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		324			336			1042			1436	
Approach Delay, s/veh		29.0			27.4			13.6			15.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.2		34.9		56.2		34.9				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		40.0		23.2		28.9		19.9				
Green Ext Time (p_c), s		11.2		2.2		19.5		2.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.6									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	53	22	80	31	157	16	855	33	88	1009	83
Future Volume (veh/h)	71	53	22	80	31	157	16	855	33	88	1009	83
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.95	0.96		0.95	1.00		0.92	1.00		0.92
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	64	27	104	40	204	18	940	36	104	1187	98
Peak Hour Factor	0.83	0.83	0.83	0.77	0.77	0.77	0.91	0.91	0.91	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	242	171	63	182	82	295	215	1916	73	308	1817	150
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	541	522	191	383	251	898	430	3476	133	574	3297	272
Grp Volume(v), veh/h	177	0	0	348	0	0	18	481	495	104	638	647
Grp Sat Flow(s),veh/h/ln	1255	0	0	1532	0	0	430	1777	1832	574	1777	1792
Q Serve(g_s), s	0.0	0.0	0.0	6.4	0.0	0.0	2.5	13.8	13.8	11.3	20.8	21.0
Cycle Q Clear(g_c), s	9.2	0.0	0.0	15.6	0.0	0.0	23.5	13.8	13.8	25.0	20.8	21.0
Prop In Lane	0.49		0.15	0.30		0.59	1.00		0.07	1.00		0.15
Lane Grp Cap(c), veh/h	476	0	0	559	0	0	215	979	1010	308	979	988
V/C Ratio(X)	0.37	0.00	0.00	0.62	0.00	0.00	0.08	0.49	0.49	0.34	0.65	0.65
Avail Cap(c_a), veh/h	787	0	0	890	0	0	310	1374	1416	435	1374	1386
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	0.0	23.7	0.0	0.0	21.3	11.4	11.4	19.1	13.0	13.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.0	0.0	0.2	0.5	0.5	0.9	1.1	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(50%),veh/ln	2.6	0.0	0.0	5.7	0.0	0.0	0.3	4.9	5.0	1.5	7.5	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.9	0.0	0.0	24.9	0.0	0.0	21.5	12.0	12.0	20.1	14.1	14.1
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		177			348			994			1389	
Approach Delay, s/veh		21.9			24.9			12.1			14.5	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.6		32.2		50.6		32.2				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		25.5		11.2		27.0		17.6				
Green Ext Time (p_c), s		11.6		1.2		18.6		2.5				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.4									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	72	73	54	67	95	74	736	58	67	858	130
Future Volume (veh/h)	109	72	73	54	67	95	74	736	58	67	858	130
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.96		0.92	0.96		0.93	1.00		0.95	1.00		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	127	84	85	71	88	125	85	846	67	75	964	146
Peak Hour Factor	0.86	0.86	0.86	0.76	0.76	0.76	0.87	0.87	0.87	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	162	139	161	198	238	246	1746	138	312	1615	244
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	522	463	397	299	568	681	507	3321	263	610	3071	465
Grp Volume(v), veh/h	296	0	0	284	0	0	85	453	460	75	557	553
Grp Sat Flow(s),veh/h/ln	1382	0	0	1548	0	0	507	1777	1807	610	1777	1759
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	11.1	13.0	13.0	7.1	17.4	17.4
Cycle Q Clear(g_c), s	14.0	0.0	0.0	11.0	0.0	0.0	28.5	13.0	13.0	20.1	17.4	17.4
Prop In Lane	0.43		0.29	0.25		0.44	1.00		0.15	1.00		0.26
Lane Grp Cap(c), veh/h	547	0	0	597	0	0	246	934	950	312	934	925
V/C Ratio(X)	0.54	0.00	0.00	0.48	0.00	0.00	0.34	0.48	0.48	0.24	0.60	0.60
Avail Cap(c_a), veh/h	855	0	0	929	0	0	385	1419	1444	478	1419	1405
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.3	0.0	0.0	20.5	0.0	0.0	23.0	12.1	12.1	18.5	13.1	13.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	1.2	0.6	0.5	0.6	0.9	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(50%),veh/ln	4.5	0.0	0.0	4.1	0.0	0.0	1.3	4.7	4.7	1.0	6.3	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	0.0	0.0	21.1	0.0	0.0	24.2	12.6	12.6	19.1	14.0	14.0
LnGrp LOS	C			C			C	B	B	B	B	B
Approach Vol, veh/h		296			284			998			1185	
Approach Delay, s/veh		22.1			21.1			13.6			14.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		47.1		33.0		47.1		33.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		64.0		46.0		64.0		46.0				
Max Q Clear Time (g_c+I1), s		30.5		16.0		22.1		13.0				
Green Ext Time (p_c), s		11.6		2.2		15.5		2.1				

Intersection Summary												
HCM 7th Control Delay, s/veh		15.6										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	898	81
Future Volume (veh/h)	86	65	62	46	58	65	28	685	41	60	898	81
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.95	0.97		0.96	0.96		0.80	0.98		0.85
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	98	74	70	55	69	77	31	770	46	64	955	86
Peak Hour Factor	0.88	0.88	0.88	0.84	0.84	0.84	0.89	0.89	0.89	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	253	189	150	178	220	206	269	1202	72	363	1670	150
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.36	0.36	0.36	0.08	0.51	0.51
Sat Flow, veh/h	529	558	443	329	651	608	521	3351	200	1781	3243	292
Grp Volume(v), veh/h	242	0	0	201	0	0	31	408	408	64	523	518
Grp Sat Flow(s),veh/h/ln	1530	0	0	1588	0	0	521	1777	1774	1781	1777	1758
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	3.0	13.0	13.0	1.3	13.7	13.7
Cycle Q Clear(g_c), s	7.4	0.0	0.0	5.9	0.0	0.0	6.1	13.0	13.0	1.3	13.7	13.7
Prop In Lane	0.40		0.29	0.27		0.38	1.00		0.11	1.00		0.17
Lane Grp Cap(c), veh/h	591	0	0	604	0	0	269	638	637	363	915	906
V/C Ratio(X)	0.41	0.00	0.00	0.33	0.00	0.00	0.12	0.64	0.64	0.18	0.57	0.57
Avail Cap(c_a), veh/h	997	0	0	1028	0	0	488	1387	1385	478	1779	1761
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	0.0	0.0	16.9	0.0	0.0	17.1	18.1	18.1	11.7	11.3	11.3
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.3	0.0	0.0	0.3	1.5	1.5	0.2	0.8	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(50%),veh/ln	2.8	0.0	0.0	2.2	0.0	0.0	0.3	5.0	5.0	0.5	4.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.7	0.0	0.0	17.2	0.0	0.0	17.3	19.7	19.7	11.9	12.1	12.1
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		242			201			847			1105	
Approach Delay, s/veh		17.7			17.2			19.6			12.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	29.4		27.9		40.0		27.9				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	10.0	53.0		42.0		68.0		42.0				
Max Q Clear Time (g_c+I1), s	3.3	15.0		7.9		15.7		9.4				
Green Ext Time (p_c), s	0.1	9.4		1.3		13.2		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			15.7									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	638	13	19	660	39	15	61	30	35	53	36
Future Volume (veh/h)	19	638	13	19	660	39	15	61	30	35	53	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	769	16	20	695	41	18	73	36	50	76	51
Peak Hour Factor	0.83	0.83	0.83	0.95	0.95	0.95	0.84	0.84	0.84	0.70	0.70	0.70
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	2478	51	75	2379	139	63	180	80	104	134	78
Arrive On Green	0.74	0.74	0.74	0.74	0.74	0.74	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	57	3341	69	50	3206	187	132	1102	488	355	821	476
Grp Volume(v), veh/h	415	0	393	392	0	364	127	0	0	177	0	0
Grp Sat Flow(s),veh/h/ln	1780	0	1686	1784	0	1659	1722	0	0	1653	0	0
Q Serve(g_s), s	0.0	0.0	7.8	0.0	0.0	7.2	0.0	0.0	0.0	3.1	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	7.8	6.8	0.0	7.2	6.5	0.0	0.0	9.6	0.0	0.0
Prop In Lane	0.06		0.04	0.05		0.11	0.14		0.28	0.28		0.29
Lane Grp Cap(c), veh/h	1358	0	1251	1362	0	1231	322	0	0	316	0	0
V/C Ratio(X)	0.31	0.00	0.31	0.29	0.00	0.30	0.39	0.00	0.00	0.56	0.00	0.00
Avail Cap(c_a), veh/h	1358	0	1251	1362	0	1231	514	0	0	498	0	0
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	1.00	0.65	0.00	0.65	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.3	0.0	4.3	4.2	0.0	4.3	37.8	0.0	0.0	38.9	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.7	0.3	0.0	0.4	0.8	0.0	0.0	1.6	0.0	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(50%),veh/ln	2.6	0.0	2.5	2.3	0.0	2.1	2.9	0.0	0.0	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.9	0.0	5.0	4.6	0.0	4.7	38.5	0.0	0.0	40.5	0.0	0.0
LnGrp LOS	A		A	A		A	D			D		
Approach Vol, veh/h		808			756			127			177	
Approach Delay, s/veh		4.9			4.6			38.5			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		78.7		21.3		78.7		21.3				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		9.2		8.5		9.8		11.6				
Green Ext Time (p_c), s		8.8		0.6		10.1		0.9				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	368	51	146	478	142	50	533	74	167	696	99
Future Volume (veh/h)	142	368	51	146	478	142	50	533	74	167	696	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.92	0.97		0.92	0.99		0.95	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	169	438	61	157	514	153	54	573	80	194	809	115
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.93	0.93	0.93	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	308	913	375	339	896	367	294	1372	191	436	1704	242
Arrive On Green	0.09	0.26	0.26	0.08	0.25	0.25	0.44	0.44	0.44	0.07	0.55	0.55
Sat Flow, veh/h	1781	3554	1461	1781	3554	1455	600	3111	433	1781	3104	441
Grp Volume(v), veh/h	169	438	61	157	514	153	54	326	327	194	463	461
Grp Sat Flow(s),veh/h/ln	1781	1777	1461	1781	1777	1455	600	1777	1767	1781	1777	1768
Q Serve(g_s), s	8.3	12.5	3.9	7.7	15.2	10.5	7.2	15.1	15.2	6.9	19.1	19.1
Cycle Q Clear(g_c), s	8.3	12.5	3.9	7.7	15.2	10.5	13.4	15.1	15.2	6.9	19.1	19.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.25
Lane Grp Cap(c), veh/h	308	913	375	339	896	367	294	784	779	436	976	971
V/C Ratio(X)	0.55	0.48	0.16	0.46	0.57	0.42	0.18	0.42	0.42	0.44	0.47	0.47
Avail Cap(c_a), veh/h	333	1111	457	401	1170	479	294	784	779	481	976	971
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)	0.95	0.95	0.95	0.96	0.96	0.96	0.96	0.96	0.96	0.83	0.83	0.83
Uniform Delay (d), s/veh	30.3	37.8	34.6	29.9	39.2	37.5	24.5	23.0	23.0	16.4	16.5	16.5
Incr Delay (d2), s/veh	1.2	0.1	0.1	0.7	0.2	0.3	1.3	1.6	1.6	0.4	1.4	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(50%),veh/ln	3.7	5.5	1.4	3.4	6.7	3.8	1.1	6.5	6.6	2.8	7.8	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.4	37.9	34.7	30.6	39.4	37.8	25.8	24.5	24.6	16.8	17.9	17.9
LnGrp LOS	C	D	C	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		668			824			707			1118	
Approach Delay, s/veh		36.0			37.4			24.7			17.7	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	34.8	13.0	57.9	13.8	35.3		70.9				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	12.0	39.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	10.3	17.2	8.9	17.2	9.7	14.5		21.1				
Green Ext Time (p_c), s	0.1	2.8	0.1	2.9	0.1	2.2		4.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	533	95	106	605	126	145
Future Volume (veh/h)	533	95	106	605	126	145
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.95	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	592	106	118	672	138	159
Peak Hour Factor	0.90	0.90	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2387	426	627	2842	187	293
Arrive On Green	0.80	0.80	0.80	0.80	0.11	0.11
Sat Flow, veh/h	3077	532	740	3647	1781	2790
Grp Volume(v), veh/h	352	346	118	672	138	159
Grp Sat Flow(s),veh/h/ln	1777	1740	740	1777	1781	1395
Q Serve(g_s), s	4.9	5.0	4.7	4.7	7.5	5.4
Cycle Q Clear(g_c), s	4.9	5.0	9.7	4.7	7.5	5.4
Prop In Lane		0.31	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1421	1391	627	2842	187	293
V/C Ratio(X)	0.25	0.25	0.19	0.24	0.74	0.54
Avail Cap(c_a), veh/h	1421	1391	627	2842	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.5	2.5	3.7	2.5	43.4	42.5
Incr Delay (d2), s/veh	0.3	0.3	0.7	0.2	5.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.3	0.7	1.3	3.6	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	2.8	2.8	4.4	2.7	48.9	44.0
LnGrp LOS	A	A	A	A	D	D
Approach Vol, veh/h	698			790	297	
Approach Delay, s/veh	2.8			2.9	46.3	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		85.0		15.0		85.0
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		11.7		9.5		7.0
Green Ext Time (p_c), s		10.1		1.0		3.1

Intersection Summary	
HCM 7th Control Delay, s/veh	10.1
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	32	32	25	31	36	19	594	6	34	804	27
Future Volume (veh/h)	29	32	32	25	31	36	19	594	6	34	804	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	37	41	41	32	39	46	20	625	6	37	865	29
Peak Hour Factor	0.78	0.78	0.78	0.79	0.79	0.79	0.95	0.95	0.95	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	170	124	177	164	142	411	1859	18	517	1807	61
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	298	769	561	254	742	645	620	3605	35	790	3503	117
Grp Volume(v), veh/h	119	0	0	117	0	0	20	308	323	37	439	455
Grp Sat Flow(s),veh/h/ln	1628	0	0	1642	0	0	620	1777	1863	790	1777	1844
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.8	3.9	3.9	1.1	6.0	6.0
Cycle Q Clear(g_c), s	2.2	0.0	0.0	2.1	0.0	0.0	6.8	3.9	3.9	4.9	6.0	6.0
Prop In Lane	0.31		0.34	0.27		0.39	1.00		0.02	1.00		0.06
Lane Grp Cap(c), veh/h	484	0	0	483	0	0	411	917	961	517	917	951
V/C Ratio(X)	0.25	0.00	0.00	0.24	0.00	0.00	0.05	0.34	0.34	0.07	0.48	0.48
Avail Cap(c_a), veh/h	1861	0	0	1876	0	0	1202	3184	3338	1526	3184	3304
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	0.0	12.4	0.0	0.0	8.1	5.4	5.4	6.8	5.9	5.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.1	0.3	0.3	0.1	0.6	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(50%),veh/ln	0.7	0.0	0.0	0.7	0.0	0.0	0.1	0.8	0.9	0.1	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	0.0	0.0	12.6	0.0	0.0	8.2	5.7	5.7	6.9	6.5	6.4
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		119			117			651			931	
Approach Delay, s/veh		12.6			12.6			5.8			6.5	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	24.6	13.4	24.6	13.4
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	68.0	42.0	68.0	42.0
Max Q Clear Time (g_c+I1), s	8.8	4.2	8.0	4.1
Green Ext Time (p_c), s	6.8	0.7	11.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	7.0
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	453	74	86	591	58	45	434	35	94	858	158
Future Volume (veh/h)	156	453	74	86	591	58	45	434	35	94	858	158
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	0.99		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	515	84	97	664	65	51	488	39	103	943	174
Peak Hour Factor	0.88	0.88	0.88	0.89	0.89	0.89	0.89	0.89	0.89	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	964	156	388	1010	99	159	1437	114	364	1285	237
Arrive On Green	0.10	0.32	0.32	0.10	0.31	0.31	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1781	3040	493	1781	3255	318	503	3322	265	867	2972	548
Grp Volume(v), veh/h	177	300	299	97	362	367	51	260	267	103	563	554
Grp Sat Flow(s),veh/h/ln	1781	1777	1756	1781	1777	1796	503	1777	1809	867	1777	1743
Q Serve(g_s), s	6.3	13.4	13.6	3.3	17.1	17.2	9.1	9.4	9.5	8.7	25.5	25.6
Cycle Q Clear(g_c), s	6.3	13.4	13.6	3.3	17.1	17.2	34.7	9.4	9.5	18.2	25.5	25.6
Prop In Lane	1.00		0.28	1.00		0.18	1.00		0.15	1.00		0.31
Lane Grp Cap(c), veh/h	353	563	557	388	552	558	159	768	783	364	768	754
V/C Ratio(X)	0.50	0.53	0.54	0.25	0.66	0.66	0.32	0.34	0.34	0.28	0.73	0.73
Avail Cap(c_a), veh/h	409	761	752	402	706	714	219	981	999	468	981	962
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	27.2	27.2	19.1	28.9	29.0	37.3	18.3	18.3	24.4	22.9	22.9
Incr Delay (d2), s/veh	0.8	0.8	0.8	0.2	1.5	1.5	2.0	0.4	0.4	0.2	1.4	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(50%),veh/ln	2.6	5.6	5.6	1.3	7.3	7.4	1.2	3.8	3.9	1.7	10.3	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.4	28.0	28.0	19.3	30.4	30.4	39.3	18.7	18.7	24.5	24.2	24.3
LnGrp LOS	C	C	C	B	C	C	D	B	B	C	C	C
Approach Vol, veh/h		776			826			578			1220	
Approach Delay, s/veh		26.5			29.1			20.5			24.3	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	35.6		47.4	13.3	36.2		47.4				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	13.0	38.5		53.5	10.0	41.5		53.5				
Max Q Clear Time (g_c+I1), s	8.3	19.2		36.7	5.3	15.6		27.6				
Green Ext Time (p_c), s	0.1	4.3		5.2	0.1	3.7		5.6				

Intersection Summary		
HCM 7th Control Delay, s/veh		25.3
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	38	43	94	65	25	20	405	1	14	727	35
Future Volume (veh/h)	47	38	43	94	65	25	20	405	1	14	727	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.98		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	49	55	118	81	31	23	460	1	15	799	38
Peak Hour Factor	0.78	0.78	0.78	0.80	0.80	0.80	0.88	0.88	0.88	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	198	170	335	213	67	326	1554	3	478	1472	70
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	433	622	532	673	668	209	655	3638	8	926	3447	164
Grp Volume(v), veh/h	164	0	0	230	0	0	23	225	236	15	412	425
Grp Sat Flow(s),veh/h/ln	1588	0	0	1549	0	0	655	1777	1869	926	1777	1834
Q Serve(g_s), s	0.0	0.0	0.0	1.6	0.0	0.0	1.2	3.8	3.8	0.5	7.8	7.8
Cycle Q Clear(g_c), s	3.2	0.0	0.0	4.8	0.0	0.0	9.1	3.8	3.8	4.2	7.8	7.8
Prop In Lane	0.37		0.34	0.51		0.13	1.00		0.00	1.00		0.09
Lane Grp Cap(c), veh/h	615	0	0	614	0	0	326	759	798	478	759	783
V/C Ratio(X)	0.27	0.00	0.00	0.37	0.00	0.00	0.07	0.30	0.30	0.03	0.54	0.54
Avail Cap(c_a), veh/h	1725	0	0	1707	0	0	921	2375	2497	1320	2375	2451
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	12.1	0.0	0.0	13.0	8.5	8.5	9.9	9.7	9.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.3	0.3	0.0	0.9	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(50%),veh/ln	1.1	0.0	0.0	1.6	0.0	0.0	0.2	1.1	1.2	0.1	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	0.0	0.0	12.4	0.0	0.0	13.2	8.8	8.8	9.9	10.5	10.5
LnGrp LOS	B			B			B	A	A	A	B	B
Approach Vol, veh/h		164			230			484			852	
Approach Delay, s/veh		11.8			12.4			9.0			10.5	
Approach LOS		B			B			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		20.4		24.8		20.4				
Change Period (Y+Rc), s		5.5		6.0		5.5		6.0				
Max Green Setting (Gmax), s		60.5		48.0		60.5		48.0				
Max Q Clear Time (g_c+I1), s		11.1		5.2		9.8		6.8				
Green Ext Time (p_c), s		4.7		1.1		9.5		1.6				

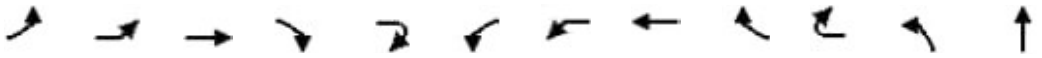
Intersection Summary												
HCM 7th Control Delay, s/veh		10.5										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	563	6	190	379	7	117	0	86	20	62	24
Future Volume (veh/h)	6	563	6	190	379	7	117	0	86	20	62	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	655	7	202	403	7	143	0	105	32	100	39
Peak Hour Factor	0.86	0.86	0.86	0.94	0.94	0.94	0.82	0.82	0.82	0.62	0.62	0.62
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	26	1017	11	281	1521	26	0	0	0	76	237	92
Arrive On Green	0.01	0.28	0.28	0.16	0.43	0.43	0.00	0.00	0.00	0.23	0.23	0.23
Sat Flow, veh/h	1781	3601	38	1781	3572	62		0		333	1041	406
Grp Volume(v), veh/h	7	323	339	202	200	210		0.0		171	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1862	1781	1777	1858				1780	0	0
Q Serve(g_s), s	0.2	7.5	7.5	5.1	3.4	3.4				3.9	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.5	7.5	5.1	3.4	3.4				3.9	0.0	0.0
Prop In Lane	1.00		0.02	1.00		0.03				0.19		0.23
Lane Grp Cap(c), veh/h	26	502	526	281	756	791				406	0	0
V/C Ratio(X)	0.26	0.64	0.64	0.72	0.26	0.27				0.42	0.00	0.00
Avail Cap(c_a), veh/h	307	786	824	542	1020	1066				458	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	22.9	14.8	14.8	18.8	8.7	8.7				15.5	0.0	0.0
Incr Delay (d2), s/veh	5.2	2.0	1.9	3.4	0.3	0.3				0.7	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	2.6	2.7	2.1	1.1	1.2				1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	28.1	16.8	16.7	22.2	9.0	9.0				16.2	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				B		
Approach Vol, veh/h		669			612						171	
Approach Delay, s/veh		16.8			13.4						16.2	
Approach LOS		B			B						B	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	12.1	19.1		15.8	5.4	25.8						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	14.3	20.8		12.1	8.1	27.0						
Max Q Clear Time (g_c+I1), s	7.1	9.5		5.9	2.2	5.4						
Green Ext Time (p_c), s	0.3	3.8		0.4	0.0	3.3						

Intersection Summary												
HCM 7th Control Delay, s/veh			15.3									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL	NBT
Lane Configurations												
Traffic Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Future Volume (vph)	77	28	114	336	114	357	41	280	8	2	247	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0			7.0	7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95			0.97	0.91
Frpb, ped/bikes			1.00	1.00	0.97		1.00	1.00			1.00	1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Frt			1.00	0.85	0.85		1.00	1.00			1.00	0.98
Flt Protected			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)			1819	3610	1541		1770	3512			3433	3309
Flt Permitted			0.98	1.00	1.00		0.95	1.00			0.95	1.00
Satd. Flow (perm)			1819	3610	1541		1770	3512			3433	3309
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.87	0.87	0.87	0.87	0.87	0.94	0.94
Adj. Flow (vph)	88	32	130	382	130	410	47	322	9	2	263	405
RTOR Reduction (vph)	0	0	0	0	108	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	250	382	22	0	457	333	0	0	263	465
Confl. Peds. (#/hr)	14	13							14	13		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	NA
Protected Phases		4	4			3	3	3			5 8	2
Permitted Phases	4			4	4							
Actuated Green, G (s)			24.0	24.0	24.0		16.3	16.3			36.3	52.7
Effective Green, g (s)			24.0	24.0	24.0		16.3	16.3			29.8	52.7
Actuated g/C Ratio			0.17	0.17	0.17		0.11	0.11			0.21	0.36
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				4.5
Lane Grp Cap (vph)			302	600	256		199	396			708	1207
v/s Ratio Prot			c0.14				c0.26	0.09			0.08	0.14
v/s Ratio Perm				0.11	0.01							
v/c Ratio			0.83	0.64	0.08		2.30	0.84			0.37	0.39
Uniform Delay, d1			58.2	56.1	50.9		64.1	62.8			49.3	33.9
Progression Factor			1.00	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2			16.8	2.2	0.1		599.0	15.4			0.1	0.4
Delay (s)			75.0	58.4	51.1		663.1	78.1			49.4	34.2
Level of Service			E	E	D		F	E			D	C
Approach Delay (s/veh)			62.6					416.5				37.0
Approach LOS			E					F				D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	123.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	144.4	Sum of lost time (s)	35.0
Intersection Capacity Utilization	92.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBR	NBR2	SBL2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	247	260	3	6	735	35	81	127	16
Future Volume (vph)	247	260	3	6	735	35	81	127	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	1.00		1.00	0.91			1.00	1.00
Frpb, ped/bikes	0.96	0.96		1.00	0.99			1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00
Frt	0.85	0.85		1.00	0.98			0.87	0.87
Flt Protected	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (prot)	1387	1524		1770	4955			1611	1568
Flt Permitted	1.00	1.00		0.95	1.00			1.00	1.00
Satd. Flow (perm)	1387	1524		1770	4955			1611	1568
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.96	0.96	0.96	0.76	0.76
Adj. Flow (vph)	263	277	3	6	766	36	84	167	21
RTOR Reduction (vph)	0	176	0	0	8	0	0	0	15
Lane Group Flow (vph)	203	101	0	9	878	0	0	167	6
Confl. Peds. (#/hr)	13	13	13	13		9	9		13
Confl. Bikes (#/hr)	2	2				6	6		2
Turn Type	Perm	Perm	Prot	Prot	NA			pt+ov	Perm
Protected Phases			1	1	6			5 8	
Permitted Phases	2	2							6
Actuated Green, G (s)	52.7	52.7		2.3	39.3			36.3	39.3
Effective Green, g (s)	52.7	52.7		2.3	39.3			29.8	39.3
Actuated g/C Ratio	0.36	0.36		0.02	0.27			0.21	0.27
Clearance Time (s)	7.0	7.0		6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5		2.0	4.5				4.5
Lane Grp Cap (vph)	506	556		28	1348			332	426
v/s Ratio Prot				0.01	c0.18			c0.10	
v/s Ratio Perm	0.15	0.07							0.00
v/c Ratio	0.40	0.18		0.32	0.65			0.50	0.01
Uniform Delay, d1	34.1	31.2		70.3	46.5			50.7	38.4
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	0.3		2.4	1.4			0.4	0.0
Delay (s)	35.0	31.5		72.7	47.9			51.2	38.4
Level of Service	D	C		E	D			D	D
Approach Delay (s/veh)					48.1				
Approach LOS					D				

Intersection Summary

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	150	8	18	107	5	48
Future Vol, veh/h	150	8	18	107	5	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	74	74	78	78	81	81
Heavy Vehicles, %	4	4	4	4	2	2
Mvmt Flow	203	11	23	137	6	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	391	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1345	-	613	832
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1345	-	601	832
Mov Cap-2 Maneuver	-	-	-	-	601	-
Stage 1	-	-	-	-	827	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.11	9.88
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	803	-	-	259	-
HCM Lane V/C Ratio	0.081	-	-	0.017	-
HCM Control Delay (s/veh)	9.9	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	70	106	264	41	108	406
Future Vol, veh/h	70	106	264	41	108	406
Conflicting Peds, #/hr	1	1	0	3	3	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	75	85	85	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	93	141	311	48	120	451

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1030	339	0	0	362	0
Stage 1	338	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	259	704	-	-	1197	-
Stage 1	723	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	701	-	-	1193	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	430	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	28.83	0	1.76
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	379	378	-
HCM Lane V/C Ratio	-	-	0.62	0.101	-
HCM Control Delay (s/veh)	-	-	28.8	8.4	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	4	0.3	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	10	21	39	76	206	21	681	21	200	1099	232
Future Volume (veh/h)	85	10	21	39	76	206	21	681	21	200	1099	232
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	11	23	53	104	282	23	757	23	227	1249	264
Peak Hour Factor	0.92	0.92	0.92	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	33	44	94	147	345	155	1924	58	379	1590	332
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	512	102	137	141	457	1075	346	3520	107	692	2910	607
Grp Volume(v), veh/h	126	0	0	439	0	0	23	382	398	227	756	757
Grp Sat Flow(s),veh/h/ln	751	0	0	1673	0	0	346	1777	1850	692	1777	1740
Q Serve(g_s), s	0.0	0.0	0.0	5.9	0.0	0.0	4.7	10.3	10.3	23.4	27.9	29.0
Cycle Q Clear(g_c), s	13.8	0.0	0.0	19.7	0.0	0.0	33.7	10.3	10.3	33.7	27.9	29.0
Prop In Lane	0.73		0.18	0.12		0.64	1.00		0.06	1.00		0.35
Lane Grp Cap(c), veh/h	316	0	0	586	0	0	155	971	1011	379	971	951
V/C Ratio(X)	0.40	0.00	0.00	0.75	0.00	0.00	0.15	0.39	0.39	0.60	0.78	0.80
Avail Cap(c_a), veh/h	765	0	0	1231	0	0	170	1049	1092	409	1049	1027
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	0.0	25.8	0.0	0.0	28.6	10.9	10.9	20.6	14.9	15.1
Incr Delay (d2), s/veh	0.8	0.0	0.0	2.0	0.0	0.0	0.4	0.3	0.2	2.1	3.5	4.1
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(50%),veh/ln	2.1	0.0	0.0	7.8	0.0	0.0	0.4	3.8	3.9	3.7	10.9	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.1	0.0	0.0	27.7	0.0	0.0	29.1	11.1	11.1	22.7	18.4	19.2
LnGrp LOS	C			C			C	B	B	C	B	B
Approach Vol, veh/h		126			439			803			1740	
Approach Delay, s/veh		24.1			27.7			11.6			19.3	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		51.4		31.6		51.4		31.6				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		49.0		60.0		49.0		60.0				
Max Q Clear Time (g_c+I1), s		35.7		15.8		35.7		21.7				
Green Ext Time (p_c), s		4.4		1.0		9.6		3.4				

Intersection Summary												
HCM 7th Control Delay, s/veh			18.7									
HCM 7th LOS			B									

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	177	54	19	289	31	12
Future Vol, veh/h	177	54	19	289	31	12
Conflicting Peds, #/hr	0	0	0	0	3	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	75	75	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	224	68	25	385	39	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	292	0	697	258
Stage 1	-	-	-	-	258	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1269	-	407	780
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	650	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1269	-	398	780
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	635	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.49	13.86
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	461	-	-	1269	-
HCM Lane V/C Ratio	0.118	-	-	0.02	-
HCM Control Delay (s/veh)	13.9	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	0	123	0	0	0	171	290	2	2	350	134
Future Volume (vph)	40	0	123	0	0	0	171	290	2	2	350	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98					1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00					1.00	1.00		1.00	1.00	
Frt	1.00	0.85					1.00	1.00		1.00	0.96	
Flt Protected	0.95	1.00					0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1548					1769	1861		1770	1774	
Flt Permitted	0.95	1.00					0.44	1.00		0.57	1.00	
Satd. Flow (perm)	1770	1548					822	1861		1064	1774	
Peak-hour factor, PHF	0.76	0.76	0.76	0.92	0.92	0.92	0.94	0.94	0.94	0.92	0.92	0.92
Adj. Flow (vph)	53	0	162	0	0	0	182	309	2	2	380	146
RTOR Reduction (vph)	0	139	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	53	23	0	0	0	0	182	311	0	2	518	0
Confl. Peds. (#/hr)	4						1					1
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA					Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	7.1	7.1					32.8	32.8		32.8	32.8	
Effective Green, g (s)	7.1	7.1					32.8	32.8		32.8	32.8	
Actuated g/C Ratio	0.14	0.14					0.66	0.66		0.66	0.66	
Clearance Time (s)	4.6	4.6					5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0					4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	253	222					544	1233		705	1175	
v/s Ratio Prot	c0.03	0.02						0.17			c0.29	
v/s Ratio Perm							0.22			0.00		
v/c Ratio	0.21	0.10					0.33	0.25		0.00	0.44	
Uniform Delay, d1	18.7	18.4					3.6	3.4		2.8	4.0	
Progression Factor	1.00	1.00					1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2					0.5	0.1		0.0	0.4	
Delay (s)	19.1	18.6					4.1	3.5		2.8	4.3	
Level of Service	B	B					A	A		A	A	
Approach Delay (s/veh)		18.8			0.0			3.7			4.3	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	49.5	Sum of lost time (s)	14.2
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	37	83	128	109	86
Future Vol, veh/h	20	37	83	128	109	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	84	84	82	82
Heavy Vehicles, %	4	4	2	2	2	2
Mvmt Flow	25	47	99	152	133	105

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	535	185	238	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Critical Hdwy	6.44	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	502	852	1329	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	462	852	1329	-	-	-
Mov Cap-2 Maneuver	462	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	709	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	11.16	3.12	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	708	-	657	-	-
HCM Lane V/C Ratio	0.074	-	0.11	-	-
HCM Control Delay (s/veh)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	803	0	1	1201	77	3	0	2	22	0	90
Future Volume (veh/h)	109	803	0	1	1201	77	3	0	2	22	0	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	863	0	1	1278	82	7	0	5	30	0	122
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.42	0.42	0.42	0.74	0.74	0.74
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	319	2362	0	490	2232	143	143	25	45	329	0	189
Arrive On Green	0.68	0.68	0.00	0.68	0.68	0.68	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	394	3589	0	626	3305	212	310	212	373	1409	0	1581
Grp Volume(v), veh/h	117	863	0	1	669	691	12	0	0	30	0	122
Grp Sat Flow(s),veh/h/ln	394	1749	0	626	1735	1783	895	0	0	1409	0	1581
Q Serve(g_s), s	12.0	5.7	0.0	0.0	11.0	11.0	0.0	0.0	0.0	0.0	0.0	3.9
Cycle Q Clear(g_c), s	23.0	5.7	0.0	5.7	11.0	11.0	4.0	0.0	0.0	0.8	0.0	3.9
Prop In Lane	1.00		0.00	1.00		0.12	0.58		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	319	2362	0	490	1171	1204	213	0	0	329	0	189
V/C Ratio(X)	0.37	0.37	0.00	0.00	0.57	0.57	0.06	0.00	0.00	0.09	0.00	0.64
Avail Cap(c_a), veh/h	420	3259	0	651	1616	1661	821	0	0	948	0	884
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	0.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.7	3.8	0.0	5.0	4.6	4.6	21.0	0.0	0.0	21.2	0.0	22.5
Incr Delay (d2), s/veh	1.0	0.1	0.0	0.0	0.6	0.6	0.1	0.0	0.0	0.1	0.0	3.6
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(50%),veh/ln	0.8	0.9	0.0	0.0	1.8	1.9	0.1	0.0	0.0	0.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.7	3.9	0.0	5.0	5.2	5.2	21.1	0.0	0.0	21.3	0.0	26.2
LnGrp LOS	B	A		A	A	A	C			C		C
Approach Vol, veh/h		980			1361			12			152	
Approach Delay, s/veh		4.8			5.2			21.1			25.2	
Approach LOS		A			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		42.2		11.4		42.2		11.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		50.0		30.0		50.0		30.0				
Max Q Clear Time (g_c+I1), s		13.0		6.0		25.0		5.9				
Green Ext Time (p_c), s		17.2		0.0		11.2		0.8				

Intersection Summary	
HCM 7th Control Delay, s/veh	6.4
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	603	35	54	1010	122	58	491	14	130	791	221
Future Volume (veh/h)	145	603	35	54	1010	122	58	491	14	130	791	221
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	163	678	39	56	1052	127	62	522	15	146	889	248
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89
Percent Heavy Veh, %	4	4	4	5	5	5	3	3	3	3	3	3
Cap, veh/h	175	1480	85	72	1187	143	79	858	375	162	1023	605
Arrive On Green	0.10	0.44	0.44	0.04	0.38	0.38	0.04	0.24	0.24	0.09	0.29	0.29
Sat Flow, veh/h	1753	3361	193	1739	3111	375	1767	3526	1543	1767	3526	1542
Grp Volume(v), veh/h	163	353	364	56	586	593	62	522	15	146	889	248
Grp Sat Flow(s),veh/h/ln	1753	1749	1805	1739	1735	1751	1767	1763	1543	1767	1763	1542
Q Serve(g_s), s	11.1	17.0	17.0	3.8	37.9	38.0	4.2	15.8	0.9	9.8	28.7	14.0
Cycle Q Clear(g_c), s	11.1	17.0	17.0	3.8	37.9	38.0	4.2	15.8	0.9	9.8	28.7	14.0
Prop In Lane	1.00		0.11	1.00		0.21	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	770	795	72	662	668	79	858	375	162	1023	605
V/C Ratio(X)	0.93	0.46	0.46	0.78	0.89	0.89	0.78	0.61	0.04	0.90	0.87	0.41
Avail Cap(c_a), veh/h	175	770	795	130	662	668	103	970	424	162	1087	633
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	0.72	0.72	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	23.5	23.5	57.0	34.7	34.7	56.7	40.3	34.7	54.0	40.4	26.6
Incr Delay (d2), s/veh	48.0	2.0	1.9	12.4	12.2	12.3	24.3	1.2	0.1	43.4	7.7	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(50%),veh/ln	7.1	7.2	7.4	1.9	17.5	17.8	2.4	6.8	0.3	6.2	13.2	5.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	101.6	25.5	25.4	69.4	46.9	47.0	81.0	41.5	34.7	97.3	48.2	27.2
LnGrp LOS	F	C	C	E	D	D	F	D	C	F	D	C
Approach Vol, veh/h		880			1235			599			1283	
Approach Delay, s/veh		39.6			47.9			45.4			49.7	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	58.8	16.0	35.2	17.0	51.8	10.4	40.8
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	9.0	45.0	11.0	33.0	12.0	42.0	7.0	37.0
Max Q Clear Time (g_c+I1), s	5.8	19.0	11.8	17.8	13.1	40.0	6.2	30.7
Green Ext Time (p_c), s	0.0	6.4	0.0	3.9	0.0	1.6	0.0	4.1

Intersection Summary	
HCM 7th Control Delay, s/veh	46.3
HCM 7th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	663	50	143	1157	12	10	45	137	6	32	18
Future Volume (veh/h)	33	663	50	143	1157	12	10	45	137	6	32	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	762	57	149	1205	12	11	52	157	7	38	21
Peak Hour Factor	0.87	0.87	0.87	0.96	0.96	0.96	0.87	0.87	0.87	0.84	0.84	0.84
Percent Heavy Veh, %	6	6	6	6	6	6	2	2	2	2	2	2
Cap, veh/h	77	1360	102	187	1688	17	307	74	222	173	206	114
Arrive On Green	0.04	0.42	0.42	0.11	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1725	3238	242	1725	3490	35	1336	404	1219	1169	1129	624
Grp Volume(v), veh/h	38	405	414	149	594	623	11	0	209	7	0	59
Grp Sat Flow(s),veh/h/ln	1725	1721	1760	1725	1721	1804	1336	0	1622	1169	0	1753
Q Serve(g_s), s	1.5	12.6	12.7	6.0	19.3	19.3	0.5	0.0	8.6	0.4	0.0	2.0
Cycle Q Clear(g_c), s	1.5	12.6	12.7	6.0	19.3	19.3	2.5	0.0	8.6	9.0	0.0	2.0
Prop In Lane	1.00		0.14	1.00		0.02	1.00		0.75	1.00		0.36
Lane Grp Cap(c), veh/h	77	723	739	187	832	873	307	0	296	173	0	320
V/C Ratio(X)	0.49	0.56	0.56	0.80	0.71	0.71	0.04	0.00	0.71	0.04	0.00	0.18
Avail Cap(c_a), veh/h	487	1214	1241	487	1214	1272	629	0	687	455	0	742
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.1	15.6	15.6	30.8	14.4	14.4	25.6	0.0	27.2	31.4	0.0	24.5
Incr Delay (d2), s/veh	1.8	1.0	1.0	2.9	1.6	1.6	0.0	0.0	3.1	0.1	0.0	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(50%),veh/ln	0.6	4.5	4.6	2.5	6.6	6.9	0.2	0.0	3.4	0.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.9	16.6	16.5	33.8	16.1	16.0	25.6	0.0	30.3	31.5	0.0	24.8
LnGrp LOS	C	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		857			1366			220			66	
Approach Delay, s/veh		17.4			18.0			30.1			25.5	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	41.8		19.9	13.7	37.3		19.9				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	3.5	21.3		11.0	8.0	14.7		10.6				
Green Ext Time (p_c), s	0.0	13.0		0.2	0.1	8.2		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			19.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	654	37	117	1212	145	22	107	34	149	147	86
Future Volume (veh/h)	124	654	37	117	1212	145	22	107	34	149	147	86
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	139	735	42	133	1377	165	26	126	40	167	165	97
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85	0.89	0.89	0.89
Percent Heavy Veh, %	6	6	6	5	5	5	2	2	2	2	2	2
Cap, veh/h	155	1658	95	162	1572	187	42	170	458	54	2	459
Arrive On Green	0.09	0.50	0.50	0.09	0.50	0.50	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1725	3304	189	1739	3112	370	0	576	1554	0	5	1555
Grp Volume(v), veh/h	139	383	394	133	762	780	152	0	40	332	0	97
Grp Sat Flow(s),veh/h/ln	1725	1721	1772	1739	1735	1748	576	0	1554	5	0	1555
Q Serve(g_s), s	8.0	14.2	14.3	7.5	38.8	39.9	0.0	0.0	1.9	0.0	0.0	4.7
Cycle Q Clear(g_c), s	8.0	14.2	14.3	7.5	38.8	39.9	29.5	0.0	1.9	29.5	0.0	4.7
Prop In Lane	1.00		0.11	1.00		0.21	0.17		1.00	0.50		1.00
Lane Grp Cap(c), veh/h	155	863	889	162	876	883	212	0	458	56	0	459
V/C Ratio(X)	0.90	0.44	0.44	0.82	0.87	0.88	0.72	0.00	0.09	5.96	0.00	0.21
Avail Cap(c_a), veh/h	155	863	889	261	876	883	212	0	458	56	0	459
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	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	16.0	16.0	44.5	21.9	22.1	29.1	0.0	25.5	49.2	0.0	26.5
Incr Delay (d2), s/veh	43.2	1.6	1.6	3.6	9.0	9.8	11.0	0.0	0.1	2271.7	0.0	0.2
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(50%),veh/ln	5.2	5.6	5.7	3.3	16.3	17.0	3.4	0.0	0.7	36.5	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	88.3	17.6	17.6	48.1	30.8	31.9	40.1	0.0	25.6	2320.9	0.0	26.7
LnGrp LOS	F	B	B	D	C	C	D		C	F		C
Approach Vol, veh/h		916			1675			192			429	
Approach Delay, s/veh		28.3			32.7			37.1			1802.1	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	55.0		33.0	12.3	54.7		33.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	9.0	50.5		29.5	15.0	44.5		29.5				
Max Q Clear Time (g_c+I1), s	10.0	41.9		31.5	9.5	16.3		31.5				
Green Ext Time (p_c), s	0.0	7.0		0.0	0.0	7.2		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh	268.0	
HCM 7th LOS	F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	769	62	0	1325	164	15	46	26	70	57	104
Future Volume (veh/h)	0	769	62	0	1325	164	15	46	26	70	57	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1796	1796	0	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	809	65	0	1440	178	17	53	30	90	73	133
Peak Hour Factor	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87	0.78	0.78	0.78
Percent Heavy Veh, %	0	7	7	0	4	4	2	2	2	2	2	2
Cap, veh/h	0	2441	196	0	2386	292	90	243	139	170	112	223
Arrive On Green	0.00	1.00	1.00	0.00	1.00	1.00	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	0	3289	257	0	3220	383	253	1502	857	697	689	1374
Grp Volume(v), veh/h	0	431	443	0	798	820	46	0	54	158	0	138
Grp Sat Flow(s),veh/h/ln	0	1706	1750	0	1749	1762	1068	0	1544	1333	0	1427
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	3.0	8.8	0.0	9.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	3.0	11.9	0.0	9.0
Prop In Lane	0.00		0.15	0.00		0.22	0.37		0.55	0.57		0.96
Lane Grp Cap(c), veh/h	0	1302	1335	0	1334	1344	222	0	250	273	0	231
V/C Ratio(X)	0.00	0.33	0.33	0.00	0.60	0.61	0.21	0.00	0.22	0.58	0.00	0.60
Avail Cap(c_a), veh/h	0	1302	1335	0	1334	1344	357	0	386	405	0	357
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.90	0.90	0.00	0.33	0.33	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	36.1	0.0	36.4	40.7	0.0	38.9
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.7	0.7	0.5	0.0	0.4	2.8	0.0	3.5
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(50%),veh/ln	0.0	0.2	0.2	0.0	0.2	0.3	1.0	0.0	1.2	3.9	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.6	0.6	0.0	0.7	0.7	36.6	0.0	36.8	43.5	0.0	42.3
LnGrp LOS		A	A		A	A	D		D	D		D
Approach Vol, veh/h		874			1618			100			296	
Approach Delay, s/veh		0.6			0.7			36.7			43.0	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.8		19.2		80.8		19.2				
Change Period (Y+Rc), s		4.5		3.0		4.5		3.0				
Max Green Setting (Gmax), s		67.5		25.0		67.5		25.0				
Max Q Clear Time (g_c+I1), s		2.0		11.2		2.0		13.9				
Green Ext Time (p_c), s		29.8		0.4		9.8		1.8				

Intersection Summary												
HCM 7th Control Delay, s/veh		6.2										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	156	576	110	119	1305	109	71	323	58	77	338	95
Future Volume (veh/h)	156	576	110	119	1305	109	71	323	58	77	338	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.95	0.98		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1841	1841	1841	1826	1826	1826	1870	1870	1870
Adj Flow Rate, veh/h	179	662	126	132	1450	121	83	376	67	94	412	116
Peak Hour Factor	0.87	0.87	0.87	0.90	0.90	0.90	0.86	0.86	0.86	0.82	0.82	0.82
Percent Heavy Veh, %	6	6	6	4	4	4	5	5	5	2	2	2
Cap, veh/h	190	1419	270	160	1550	129	197	819	144	232	758	210
Arrive On Green	0.22	0.99	0.99	0.12	0.63	0.63	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1725	2877	547	1753	3265	271	839	2922	514	926	2704	751
Grp Volume(v), veh/h	179	396	392	132	773	798	83	221	222	94	269	259
Grp Sat Flow(s),veh/h/ln	1725	1721	1703	1753	1749	1787	839	1735	1702	926	1777	1678
Q Serve(g_s), s	10.2	0.6	0.6	7.3	39.5	40.6	9.3	10.5	10.8	9.3	12.8	13.2
Cycle Q Clear(g_c), s	10.2	0.6	0.6	7.3	39.5	40.6	22.5	10.5	10.8	20.1	12.8	13.2
Prop In Lane	1.00		0.32	1.00		0.15	1.00		0.30	1.00		0.45
Lane Grp Cap(c), veh/h	190	849	840	160	830	849	197	486	477	232	498	470
V/C Ratio(X)	0.94	0.47	0.47	0.82	0.93	0.94	0.42	0.46	0.46	0.41	0.54	0.55
Avail Cap(c_a), veh/h	190	849	840	263	830	849	205	503	494	241	515	487
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.3	0.3	43.1	16.9	17.1	40.2	29.7	29.8	38.1	30.5	30.6
Incr Delay (d2), s/veh	47.2	1.7	1.8	2.7	12.9	13.9	0.5	0.2	0.3	0.4	0.5	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(50%),veh/ln	6.2	0.5	0.5	3.1	13.9	14.7	1.9	4.3	4.3	2.1	5.3	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.9	2.1	2.1	45.8	29.9	31.1	40.8	29.9	30.1	38.5	31.0	31.3
LnGrp LOS	F	A	A	D	C	C	D	C	C	D	C	C
Approach Vol, veh/h		967			1703			526			622	
Approach Delay, s/veh		17.6			31.7			31.7			32.3	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	52.0		32.0	14.2	53.8		32.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	11.0	46.5		29.0	15.0	42.5		29.0				
Max Q Clear Time (g_c+I1), s	12.2	42.6		24.5	9.3	2.6		22.1				
Green Ext Time (p_c), s	0.0	3.4		0.9	0.0	8.1		1.4				

Intersection Summary		
HCM 7th Control Delay, s/veh		28.2
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	704	31	15	1384	35	60	67	35	68	63	72
Future Volume (veh/h)	27	704	31	15	1384	35	60	67	35	68	63	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	0.99		0.96	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1781	1781	1781	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	28	733	32	17	1573	40	92	103	54	93	86	99
Peak Hour Factor	0.96	0.96	0.96	0.88	0.88	0.88	0.65	0.65	0.65	0.73	0.73	0.73
Percent Heavy Veh, %	8	8	8	4	4	4	2	2	2	2	2	2
Cap, veh/h	37	2140	93	26	2233	57	142	144	66	138	116	114
Arrive On Green	0.04	1.00	1.00	0.02	0.64	0.64	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1697	3303	144	1753	3483	88	398	621	282	389	498	491
Grp Volume(v), veh/h	28	375	390	17	788	825	249	0	0	278	0	0
Grp Sat Flow(s),veh/h/ln	1697	1692	1755	1753	1749	1822	1302	0	0	1377	0	0
Q Serve(g_s), s	1.6	0.0	0.0	1.0	29.4	29.7	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	1.0	29.4	29.7	18.6	0.0	0.0	19.8	0.0	0.0
Prop In Lane	1.00		0.08	1.00		0.05	0.37		0.22	0.33		0.36
Lane Grp Cap(c), veh/h	37	1096	1137	26	1121	1168	352	0	0	368	0	0
V/C Ratio(X)	0.76	0.34	0.34	0.64	0.70	0.71	0.71	0.00	0.00	0.76	0.00	0.00
Avail Cap(c_a), veh/h	68	1096	1137	70	1121	1168	407	0	0	424	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	47.6	0.0	0.0	49.0	11.7	11.8	36.1	0.0	0.0	36.7	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.8	0.7	9.3	3.7	3.6	4.7	0.0	0.0	6.6	0.0	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(50%),veh/ln	0.8	0.2	0.2	0.5	10.7	11.1	6.2	0.0	0.0	7.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.7	0.8	0.7	58.3	15.4	15.4	40.8	0.0	0.0	43.3	0.0	0.0
LnGrp LOS	E	A	A	E	B	B	D			D		
Approach Vol, veh/h		793			1630			249			278	
Approach Delay, s/veh		2.8			15.8			40.8			43.3	
Approach LOS		A			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	68.6		26.2	4.5	69.3		26.2				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	4.0	58.5		27.0	4.0	58.5		27.0				
Max Q Clear Time (g_c+I1), s	3.6	31.7		20.6	3.0	2.0		21.8				
Green Ext Time (p_c), s	0.0	17.9		0.8	0.0	8.0		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			17.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	801	4	2	1389	184	16	75	86	266	70	83
Future Volume (vph)	25	801	4	2	1389	184	16	75	86	266	70	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1687	4844		1687	4747		1770	1701		1681	1719	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	27	871	4	2	1494	198	22	103	118	317	83	99
RTOR Reduction (vph)	0	1	0	0	15	0	0	40	0	0	0	82
Lane Group Flow (vph)	27	874	0	2	1677	0	22	181	0	197	203	17
Confl. Peds. (#/hr)	3					3	2					2
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	2.9	46.6		0.8	44.5		15.2	15.2		17.4	17.4	17.4
Effective Green, g (s)	2.9	46.6		0.8	44.5		15.2	15.2		17.4	17.4	17.4
Actuated g/C Ratio	0.03	0.47		0.01	0.45		0.15	0.15		0.17	0.17	0.17
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	48	2257		13	2112		269	258		292	299	271
v/s Ratio Prot	c0.02	0.18		0.00	c0.35		0.01	c0.11		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.56	0.39		0.15	0.79		0.08	0.70		0.67	0.68	0.06
Uniform Delay, d1	47.9	17.4		49.3	23.8		36.4	40.3		38.7	38.7	34.5
Progression Factor	0.78	1.47		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.9	0.5		4.0	3.2		0.1	8.4		5.5	5.5	0.1
Delay (s)	48.3	26.1		53.3	27.0		36.5	48.6		44.1	44.2	34.6
Level of Service	D	C		D	C		D	D		D	D	C
Approach Delay (s/veh)		26.8			27.0			47.5			42.2	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
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)	136	4	244	23	26	8	529	657	20	4	316	30
Future Volume (vph)	136	4	244	23	26	8	529	657	20	4	316	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1777	1562	1770	1791		1770	5060		1770	5009	
Flt Permitted		0.95	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1777	1562	1770	1791		1770	5060		1770	5009	
Peak-hour factor, PHF	0.82	0.82	0.82	0.70	0.70	0.70	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	166	5	298	33	37	11	581	722	22	5	359	34
RTOR Reduction (vph)	0	0	245	0	10	0	0	2	0	0	13	0
Lane Group Flow (vph)	0	171	53	33	38	0	581	742	0	5	380	0
Confl. Peds. (#/hr)	4		1	1		4	2		4	4		2
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		21.5	21.5	8.1	8.1		52.5	67.7		2.0	17.2	
Effective Green, g (s)		21.5	21.5	8.1	8.1		52.5	67.7		2.0	17.2	
Actuated g/C Ratio		0.18	0.18	0.07	0.07		0.44	0.56		0.02	0.14	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		318	279	119	120		774	2854		29	717	
v/s Ratio Prot		c0.10		0.02	c0.02		c0.33	0.15		0.00	c0.08	
v/s Ratio Perm			0.03									
v/c Ratio		0.54	0.19	0.28	0.31		0.75	0.26		0.17	0.53	
Uniform Delay, d1		44.7	41.9	53.2	53.3		28.3	13.4		58.2	47.7	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.4	0.2	0.9	1.1		4.4	0.2		2.1	2.8	
Delay (s)		46.1	42.1	54.1	54.4		32.6	13.6		60.2	50.5	
Level of Service		D	D	D	D		C	B		E	D	
Approach Delay (s/veh)		43.6			54.3			21.9			50.6	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		
Description: CL=120/120 Off=16/12			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	615	190	104	1135	0	0	0	0	681	0	81
Future Volume (vph)	0	615	190	104	1135	0	0	0	0	681	0	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4	5.4	4.7	5.4					5.1		5.1
Lane Util. Factor		0.95	1.00	1.00	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		3539	1583	1770	5085					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		3539	1583	1770	5085					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	668	207	113	1234	0	0	0	0	740	0	88
RTOR Reduction (vph)	0	0	121	0	0	0	0	0	0	0	0	60
Lane Group Flow (vph)	0	668	86	113	1234	0	0	0	0	740	0	28
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		6		5	2					4		
Permitted Phases			6									4
Actuated Green, G (s)		37.5	37.5	9.8	52.0					27.5		27.5
Effective Green, g (s)		37.5	37.5	9.8	52.0					27.5		27.5
Actuated g/C Ratio		0.42	0.42	0.11	0.58					0.31		0.31
Clearance Time (s)		5.4	5.4	4.7	5.4					5.1		5.1
Vehicle Extension (s)		4.0	4.0	3.0	4.0					5.5		5.5
Lane Grp Cap (vph)		1474	659	192	2938					1048		483
v/s Ratio Prot		c0.19		c0.06	0.24					c0.22		
v/s Ratio Perm			0.05									0.02
v/c Ratio		0.45	0.13	0.59	0.42					0.71		0.06
Uniform Delay, d1		18.9	16.2	38.2	10.6					27.7		22.1
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00
Incremental Delay, d2		1.0	0.4	4.6	0.4					3.0		0.1
Delay (s)		19.9	16.6	42.7	11.0					30.7		22.2
Level of Service		B	B	D	B					C		C
Approach Delay (s/veh)		19.1			13.7			0.0			29.8	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.2
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
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)	0	615	190	104	1135	0	0	0	0	681	0	81
Future Volume (veh/h)	0	615	190	104	1135	0	0	0	0	681	0	81
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	668	0	113	1234	0				740	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1616		186	3122	0				940	0	
Arrive On Green	0.00	0.45	0.00	0.10	0.61	0.00				0.27	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	668	0	113	1234	0				740	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	11.4	0.0	5.5	11.1	0.0				17.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	11.4	0.0	5.5	11.1	0.0				17.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1616		186	3122	0				940	0	
V/C Ratio(X)	0.00	0.41		0.61	0.40	0.00				0.79	0.00	
Avail Cap(c_a), veh/h	0	1616		342	3122	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	16.5	0.0	38.5	9.0	0.0				30.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.2	0.4	0.0				4.8	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	4.6	0.0	2.5	3.8	0.0				7.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	17.3	0.0	41.7	9.3	0.0				35.2	0.0	0.0
LnGrp LOS		B		D	A					D		
Approach Vol, veh/h		668			1347						740	
Approach Delay, s/veh		17.3			12.0						35.2	
Approach LOS		B			B						D	

Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	60.4	29.6	14.1	46.3
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	13.1	19.9	7.5	13.4
Green Ext Time (p_c), s	16.1	4.6	0.2	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	19.5
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	228	0	569	272	164	228	95	940	0	0	837	90
Future Volume (vph)	228	0	569	272	164	228	95	940	0	0	837	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Lane Util. Factor	1.00		1.00		0.95		1.00	0.95			0.91	
Frpb, ped/bikes	1.00		1.00		0.99		1.00	1.00			1.00	
Flpb, ped/bikes	1.00		1.00		1.00		1.00	1.00			1.00	
Frt	1.00		0.85		0.95		1.00	1.00			0.99	
Flt Protected	0.95		1.00		0.98		0.95	1.00			1.00	
Satd. Flow (prot)	1762		1583		3258		1764	3539			4996	
Flt Permitted	0.30		1.00		0.98		0.20	1.00			1.00	
Satd. Flow (perm)	559		1583		3258		364	3539			4996	
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.93	0.93	0.93	0.87	0.87	0.87
Adj. Flow (vph)	253	0	632	289	174	243	102	1011	0	0	962	103
RTOR Reduction (vph)	0	0	83	0	41	0	0	0	0	0	17	0
Lane Group Flow (vph)	253	0	549	0	665	0	102	1011	0	0	1048	0
Confl. Peds. (#/hr)	11					11	14		5	5		14
Confl. Bikes (#/hr)									1			2
Turn Type	Perm		Perm	Perm	NA		Perm	NA			NA	
Protected Phases					8			6			2	
Permitted Phases	4		4	8			6					
Actuated Green, G (s)	55.1		55.1		55.1		54.4	54.4			54.4	
Effective Green, g (s)	55.1		55.1		55.1		54.4	54.4			54.4	
Actuated g/C Ratio	0.46		0.46		0.46		0.45	0.45			0.45	
Clearance Time (s)	5.1		5.1		5.1		5.4	5.4			5.4	
Vehicle Extension (s)	2.5		2.5		2.5		5.0	5.0			5.0	
Lane Grp Cap (vph)	256		726		1495		165	1604			2264	
v/s Ratio Prot								c0.29			0.21	
v/s Ratio Perm	c0.45		0.35		0.20		0.28					
v/c Ratio	0.99		0.76		0.45		0.62	0.63			0.46	
Uniform Delay, d1	32.1		26.9		22.1		24.9	25.1			22.7	
Progression Factor	1.00		1.00		1.00		1.27	1.10			1.00	
Incremental Delay, d2	52.4		4.3		0.2		14.7	1.7			0.7	
Delay (s)	84.6		31.2		22.2		46.2	29.3			23.4	
Level of Service	F		C		C		D	C			C	
Approach Delay (s/veh)		46.5			22.2			30.9			23.4	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	10.5
Intersection Capacity Utilization	89.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	453	560	0	1296	878	0
Future Volume (veh/h)	453	560	0	1296	878	0
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1870	0
Adj Flow Rate, veh/h	393	795	0	1424	954	0
Peak Hour Factor	0.86	0.86	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	0	2	2	0
Cap, veh/h	521	927	0	3166	2204	0
Arrive On Green	0.29	0.29	0.00	0.62	0.62	0.00
Sat Flow, veh/h	1781	3170	0	5443	3741	0
Grp Volume(v), veh/h	393	795	0	1424	954	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1702	1777	0
Q Serve(g_s), s	24.0	28.4	0.0	17.6	16.7	0.0
Cycle Q Clear(g_c), s	24.0	28.4	0.0	17.6	16.7	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	521	927	0	3166	2204	0
V/C Ratio(X)	0.75	0.86	0.00	0.45	0.43	0.00
Avail Cap(c_a), veh/h	741	1318	0	3166	2204	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.71	1.00	0.00
Uniform Delay (d), s/veh	38.5	40.1	0.0	12.0	11.8	0.0
Incr Delay (d2), s/veh	2.7	4.2	0.0	0.3	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	11.3	0.0	6.4	6.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	41.3	44.3	0.0	12.3	12.5	0.0
LnGrp LOS	D	D		B	B	
Approach Vol, veh/h	1188			1424	954	
Approach Delay, s/veh	43.3			12.3	12.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		79.8		40.2		79.8
Change Period (Y+Rc), s		5.4		5.1		5.4
Max Green Setting (Gmax), s		59.6		49.9		59.6
Max Q Clear Time (g_c+I1), s		19.6		30.4		18.7
Green Ext Time (p_c), s		24.8		4.7		15.9

Intersection Summary	
HCM 7th Control Delay, s/veh	22.7
HCM 7th LOS	C

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)	62	521	87	33	332	45	114	345	60	66	309	47
Future Volume (veh/h)	62	521	87	33	332	45	114	345	60	66	309	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	0.99		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	537	90	38	382	52	121	367	64	69	325	49
Peak Hour Factor	0.97	0.97	0.97	0.87	0.87	0.87	0.94	0.94	0.94	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	650	109	141	627	85	286	841	145	262	860	128
Arrive On Green	0.11	0.42	0.42	0.08	0.39	0.39	0.28	0.28	0.28	0.28	0.28	0.28
Sat Flow, veh/h	1781	1559	261	1781	1606	219	1003	3024	522	952	3096	462
Grp Volume(v), veh/h	64	0	627	38	0	434	121	214	217	69	185	189
Grp Sat Flow(s),veh/h/ln	1781	0	1820	1781	0	1825	1003	1777	1770	952	1777	1781
Q Serve(g_s), s	2.6	0.0	23.7	1.6	0.0	14.8	8.6	7.7	7.8	5.0	6.5	6.6
Cycle Q Clear(g_c), s	2.6	0.0	23.7	1.6	0.0	14.8	15.2	7.7	7.8	12.8	6.5	6.6
Prop In Lane	1.00		0.14	1.00		0.12	1.00		0.30	1.00		0.26
Lane Grp Cap(c), veh/h	189	0	759	141	0	712	286	494	492	262	494	495
V/C Ratio(X)	0.34	0.00	0.83	0.27	0.00	0.61	0.42	0.43	0.44	0.26	0.37	0.38
Avail Cap(c_a), veh/h	253	0	1256	253	0	1260	499	871	868	464	871	873
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	20.1	33.6	0.0	18.9	28.8	23.0	23.0	28.3	22.6	22.6
Incr Delay (d2), s/veh	0.4	0.0	3.3	0.4	0.0	1.2	0.4	0.2	0.2	0.8	0.7	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(50%),veh/ln	1.1	0.0	9.7	0.7	0.0	6.1	2.0	3.1	3.2	1.2	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.5	0.0	23.4	33.9	0.0	20.1	29.1	23.2	23.3	29.0	23.2	23.3
LnGrp LOS	C		C	C		C	C	C	C	C	C	C
Approach Vol, veh/h		691			472			552			443	
Approach Delay, s/veh		24.3			21.2			24.5			24.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	36.7		27.5	11.1	38.8		27.5				
Change Period (Y+Rc), s	5.0	6.5		6.0	5.0	6.5		6.0				
Max Green Setting (Gmax), s	11.0	53.5		38.0	11.0	53.5		38.0				
Max Q Clear Time (g_c+I1), s	4.6	16.8		14.8	3.6	25.7		17.2				
Green Ext Time (p_c), s	0.0	4.5		3.7	0.0	6.6		2.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		23.6
HCM 7th LOS		C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Future Volume (veh/h)	46	535	43	43	336	15	34	16	18	12	16	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	0.98		0.96	0.98		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	594	48	48	378	17	47	22	25	15	20	34
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	157	780	63	150	805	36	212	99	78	111	125	154
Arrive On Green	0.09	0.46	0.46	0.08	0.45	0.45	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1706	138	1781	1775	80	604	516	406	174	654	804
Grp Volume(v), veh/h	51	0	642	48	0	395	94	0	0	69	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1844	1781	0	1855	1525	0	0	1632	0	0
Q Serve(g_s), s	1.5	0.0	16.3	1.4	0.0	8.3	0.7	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	0.0	16.3	1.4	0.0	8.3	2.7	0.0	0.0	1.9	0.0	0.0
Prop In Lane	1.00		0.07	1.00		0.04	0.50		0.27	0.22		0.49
Lane Grp Cap(c), veh/h	157	0	843	150	0	841	389	0	0	391	0	0
V/C Ratio(X)	0.33	0.00	0.76	0.32	0.00	0.47	0.24	0.00	0.00	0.18	0.00	0.00
Avail Cap(c_a), veh/h	396	0	1933	396	0	1945	983	0	0	1025	0	0
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	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.1	0.0	12.7	24.2	0.0	10.7	19.4	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	2.1	0.4	0.0	0.6	0.3	0.0	0.0	0.2	0.0	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(50%),veh/ln	0.6	0.0	5.8	0.6	0.0	3.0	1.0	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.5	0.0	14.8	24.7	0.0	11.3	19.7	0.0	0.0	19.4	0.0	0.0
LnGrp LOS	C		B	C		B	B			B		
Approach Vol, veh/h		693			443			94			69	
Approach Delay, s/veh		15.5			12.7			19.7			19.4	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	30.5		16.3	9.2	30.7		16.3				
Change Period (Y+Rc), s	4.5	5.0		5.5	4.5	5.0		5.5				
Max Green Setting (Gmax), s	12.5	59.0		33.5	12.5	59.0		33.5				
Max Q Clear Time (g_c+I1), s	3.5	10.3		3.9	3.4	18.3		4.7				
Green Ext Time (p_c), s	0.0	4.1		0.3	0.0	7.4		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh		15.1
HCM 7th LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Future Volume (vph)	24	543	28	11	382	25	14	14	6	23	8	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.0	5.0			6.0			6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.99			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.97	
Satd. Flow (prot)	1770	1847		1770	1841			1773			1730	
Flt Permitted	0.95	1.00		0.95	1.00			0.85			0.81	
Satd. Flow (perm)	1770	1847		1770	1841			1530			1441	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.73	0.73	0.73	0.67	0.67	0.67
Adj. Flow (vph)	27	603	31	12	429	28	19	19	8	34	12	19
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	27	633	0	12	455	0	0	46	0	0	65	0
Confl. Peds. (#/hr)	10		9	9		10	3		1	1		3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	1	1 2		7	2 7			8			8	
Permitted Phases							8			8		
Actuated Green, G (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Effective Green, g (s)	20.3	49.1		11.4	35.7			7.5			7.5	
Actuated g/C Ratio	0.24	0.59		0.14	0.43			0.09			0.09	
Clearance Time (s)	4.5			4.0				6.0			6.0	
Vehicle Extension (s)	2.0			2.0				3.0			3.0	
Lane Grp Cap (vph)	432	1092		243	791			138			130	
v/s Ratio Prot	0.02	c0.34		0.01	c0.25							
v/s Ratio Perm								0.03			c0.05	
v/c Ratio	0.06	0.58		0.05	0.58			0.33			0.50	
Uniform Delay, d1	24.1	10.5		31.1	17.9			35.4			36.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.5		0.0	1.2			1.4			3.0	
Delay (s)	24.1	11.0		31.1	19.1			36.8			39.0	
Level of Service	C	B		C	B			D			D	
Approach Delay (s/veh)		11.5			19.4			36.8			39.0	
Approach LOS		B			B			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	83.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.1%	ICU Level of Service	A
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)	44	495	32	47	254	110	50	317	106	235	530	85
Future Volume (veh/h)	44	495	32	47	254	110	50	317	106	235	530	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.98	1.00		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	569	37	49	267	116	62	391	131	250	564	90
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.81	0.81	0.81	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	627	41	172	441	192	156	940	399	372	943	400
Arrive On Green	0.10	0.36	0.36	0.10	0.36	0.36	0.09	0.26	0.26	0.09	0.27	0.27
Sat Flow, veh/h	1781	1736	113	1781	1227	533	1781	3554	1507	1781	3554	1507
Grp Volume(v), veh/h	51	0	606	49	0	383	62	391	131	250	564	90
Grp Sat Flow(s),veh/h/ln	1781	0	1849	1781	0	1760	1781	1777	1507	1781	1777	1507
Q Serve(g_s), s	3.0	0.0	35.5	2.9	0.0	20.3	3.7	10.4	8.0	10.1	15.8	5.3
Cycle Q Clear(g_c), s	3.0	0.0	35.5	2.9	0.0	20.3	3.7	10.4	8.0	10.1	15.8	5.3
Prop In Lane	1.00		0.06	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	0	668	172	0	633	156	940	399	372	943	400
V/C Ratio(X)	0.29	0.00	0.91	0.28	0.00	0.60	0.40	0.42	0.33	0.67	0.60	0.23
Avail Cap(c_a), veh/h	219	0	720	219	0	686	156	1248	529	372	1251	531
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.7	0.0	34.6	47.8	0.0	29.8	49.1	34.6	33.8	30.1	36.5	32.7
Incr Delay (d2), s/veh	0.3	0.0	15.1	0.3	0.0	1.7	0.6	0.5	0.8	3.8	1.0	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(50%),veh/ln	1.4	0.0	18.2	1.3	0.0	8.8	1.7	4.4	2.9	5.4	6.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.0	0.0	49.6	48.1	0.0	31.5	49.7	35.1	34.6	33.9	37.6	33.2
LnGrp LOS	D		D	D		C	D	D	C	C	D	C
Approach Vol, veh/h		657			432			584			904	
Approach Delay, s/veh		49.5			33.4			36.6			36.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.7	47.0	14.5	36.7	15.5	47.2	14.6	36.6
Change Period (Y+Rc), s	4.5	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green Setting (Gmax), s	14.0	44.4	10.0	40.1	14.0	44.4	10.1	40.0
Max Q Clear Time (g_c+I1), s	5.0	22.3	5.7	17.8	4.9	37.5	12.1	12.4
Green Ext Time (p_c), s	0.0	3.4	0.0	6.4	0.0	2.8	0.0	5.1

Intersection Summary	
HCM 7th Control Delay, s/veh	39.2
HCM 7th LOS	D

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	869	102	0	387	0	99
Future Vol, veh/h	869	102	0	387	0	99
Conflicting Peds, #/hr	0	7	7	0	0	21
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	97	97	82	82
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	915	107	0	399	0	121

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	996
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	-	0	-	0	296
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	288
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	26.26
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	288	-	-	-
HCM Lane V/C Ratio	0.42	-	-	-
HCM Control Delay (s/veh)	26.3	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	2	-	-	-



Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR	NBR2	SBL2
Lane Configurations												
Traffic Volume (vph)	79	538	1213	43	32	259	134	68	210	32	44	83
Future Volume (vph)	79	538	1213	43	32	259	134	68	210	32	44	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5			6.5		6.0	6.0			
Lane Util. Factor	1.00	1.00	1.00			0.95		1.00	1.00			
Frpb, ped/bikes	1.00	1.00	1.00			0.98		1.00	0.98			
Flpb, ped/bikes	1.00	1.00	1.00			1.00		0.99	1.00			
Frt	1.00	1.00	0.85			0.95		1.00	0.96			
Flt Protected	0.95	1.00	1.00			1.00		0.95	1.00			
Satd. Flow (prot)	1770	1863	1583			3305		1760	1749			
Flt Permitted	0.95	1.00	1.00			1.00		0.32	1.00			
Satd. Flow (perm)	1770	1863	1583			3305		598	1749			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.90	0.90	0.90	0.79	0.79	0.79	0.79	0.92
Adj. Flow (vph)	86	585	1318	47	36	288	149	86	266	41	56	90
RTOR Reduction (vph)	0	0	49	0	0	0	0	0	5	0	0	0
Lane Group Flow (vph)	86	585	1316	0	0	473	0	86	358	0	0	0
Confl. Peds. (#/hr)	14		10	10	10		14	9		49	12	49
Confl. Bikes (#/hr)			2				1					
Turn Type	Split	NA	pt+ov		Split	NA		Perm	NA			Perm
Protected Phases	3	3	3 2		4	4			1			
Permitted Phases								1				1
Actuated Green, G (s)	17.5	17.5	52.0			21.1		34.1	34.1			
Effective Green, g (s)	17.5	17.5	46.0			21.1		34.1	34.1			
Actuated g/C Ratio	0.14	0.14	0.36			0.17		0.27	0.27			
Clearance Time (s)	6.5	6.5				6.5		6.0	6.0			
Vehicle Extension (s)	4.0	4.0				0.2		4.5	4.5			
Lane Grp Cap (vph)	245	258	577			552		161	472			
v/s Ratio Prot	0.05	0.31	c0.83			c0.14			0.20			
v/s Ratio Perm								0.14				
v/c Ratio	0.35	2.27	2.28			0.86		0.53	0.76			
Uniform Delay, d1	49.2	54.4	40.1			51.1		39.3	42.3			
Progression Factor	1.00	1.00	1.00			1.00		1.00	1.00			
Incremental Delay, d2	1.2	582.6	581.9			12.0		5.2	7.7			
Delay (s)	50.4	636.9	622.0			63.1		44.5	50.0			
Level of Service	D	F	F			E		D	D			
Approach Delay (s/veh)		602.1				63.1			48.9			
Approach LOS		F				E			D			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	705.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.39		
Actuated Cycle Length (s)	126.2	Sum of lost time (s)	25.0
Intersection Capacity Utilization	184.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations						
Traffic Volume (vph)	695	256	46	407	295	80
Future Volume (vph)	695	256	46	407	295	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		
Lane Util. Factor	1.00	1.00		0.97		
Frpb, ped/bikes	1.00	1.00		0.95		
Flpb, ped/bikes	0.97	1.00		1.00		
Frt	1.00	0.98		0.93		
Flt Protected	0.95	1.00		0.97		
Satd. Flow (prot)	1713	1813		3091		
Flt Permitted	0.27	1.00		0.97		
Satd. Flow (perm)	485	1813		3091		
Peak-hour factor, PHF	0.92	0.92	0.92	0.96	0.96	0.96
Adj. Flow (vph)	755	278	50	424	307	83
RTOR Reduction (vph)	0	4	0	100	0	0
Lane Group Flow (vph)	845	324	0	714	0	0
Confl. Peds. (#/hr)	12		9	9	14	27
Confl. Bikes (#/hr)			3		1	1
Turn Type	Perm	NA		Prot		
Protected Phases		1		2		
Permitted Phases	1					
Actuated Green, G (s)	34.1	34.1		28.5		
Effective Green, g (s)	34.1	34.1		28.5		
Actuated g/C Ratio	0.27	0.27		0.23		
Clearance Time (s)	6.0	6.0		6.0		
Vehicle Extension (s)	4.5	4.5		4.0		
Lane Grp Cap (vph)	131	489		698		
v/s Ratio Prot		0.18		0.23		
v/s Ratio Perm	c1.74					
v/c Ratio	6.45	0.66		1.02		
Uniform Delay, d1	46.1	40.9		48.9		
Progression Factor	1.00	1.00		1.00		
Incremental Delay, d2	2468.8	4.0		40.0		
Delay (s)	2514.9	44.9		88.9		
Level of Service	F	D		F		
Approach Delay (s/veh)		1824.2		88.9		
Approach LOS		F		F		

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	189	12	101	102	129	24	1007	71	175	1165	97
Future Volume (veh/h)	137	189	12	101	102	129	24	1007	71	175	1165	97
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.91	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	222	14	123	124	0	27	1119	79	190	1266	105
Peak Hour Factor	0.85	0.85	0.85	0.82	0.82	0.82	0.90	0.90	0.90	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	509	32	168	522		126	1582	112	215	1350	585
Arrive On Green	0.11	0.29	0.29	0.09	0.28	0.00	0.07	0.33	0.33	0.12	0.38	0.38
Sat Flow, veh/h	1781	1728	109	1781	1870	1585	1781	4858	343	1781	3554	1541
Grp Volume(v), veh/h	161	0	236	123	124	0	27	784	414	190	1266	105
Grp Sat Flow(s),veh/h/ln	1781	0	1837	1781	1870	1585	1781	1702	1796	1781	1777	1541
Q Serve(g_s), s	11.3	0.0	13.3	8.6	6.5	0.0	1.8	25.7	25.8	13.4	43.8	5.8
Cycle Q Clear(g_c), s	11.3	0.0	13.3	8.6	6.5	0.0	1.8	25.7	25.8	13.4	43.8	5.8
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	195	0	542	168	522		126	1108	585	215	1350	585
V/C Ratio(X)	0.82	0.00	0.44	0.73	0.24		0.21	0.71	0.71	0.88	0.94	0.18
Avail Cap(c_a), veh/h	195	0	542	223	542		126	1108	585	269	1379	598
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.6	0.0	36.4	56.2	35.5	0.0	56.0	37.7	37.7	55.2	38.1	26.3
Incr Delay (d2), s/veh	22.6	0.0	0.8	4.9	0.3	0.0	0.3	2.6	4.9	20.6	12.2	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(50%),veh/ln	6.3	0.0	6.0	4.1	3.0	0.0	0.8	11.0	12.0	7.2	20.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.2	0.0	37.2	61.2	35.8	0.0	56.3	40.3	42.6	75.7	50.3	26.5
LnGrp LOS	E		D	E	D		E	D	D	E	D	C
Approach Vol, veh/h		397			247			1225			1561	
Approach Delay, s/veh		53.8			48.5			41.5			51.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.9	46.5	18.0	43.1	13.0	53.5	20.0	41.1
Change Period (Y+Rc), s	4.5	5.0	6.0	5.5	4.0	5.0	6.0	5.5
Max Green Setting (Gmax), s	19.3	38.7	16.0	35.0	9.0	49.5	14.0	37.0
Max Q Clear Time (g_c+I1), s	15.4	27.8	10.6	15.3	3.8	45.8	13.3	8.5
Green Ext Time (p_c), s	0.1	8.0	0.0	1.7	0.0	2.7	0.0	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	48.1
HCM 7th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	405	40	54	238	4	75	2	45	9	3	15
Future Volume (veh/h)	2	405	40	54	238	4	75	2	45	9	3	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.99	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	445	44	61	270	5	87	2	52	15	5	25
Peak Hour Factor	0.91	0.91	0.91	0.88	0.88	0.88	0.86	0.86	0.86	0.59	0.59	0.59
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	600	1198	118	495	1309	24	402	52	146	247	109	233
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	1098	3265	321	904	3567	66	750	196	553	295	413	885
Grp Volume(v), veh/h	2	241	248	61	134	141	141	0	0	45	0	0
Grp Sat Flow(s),veh/h/ln	1098	1777	1809	904	1777	1856	1499	0	0	1593	0	0
Q Serve(g_s), s	0.0	2.8	2.9	1.5	1.5	1.5	0.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.5	2.8	2.9	4.4	1.5	1.5	2.0	0.0	0.0	0.6	0.0	0.0
Prop In Lane	1.00		0.18	1.00		0.04	0.62		0.37	0.33		0.56
Lane Grp Cap(c), veh/h	600	652	664	495	652	681	600	0	0	588	0	0
V/C Ratio(X)	0.00	0.37	0.37	0.12	0.21	0.21	0.24	0.00	0.00	0.08	0.00	0.00
Avail Cap(c_a), veh/h	951	1220	1242	783	1220	1274	1750	0	0	1793	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	6.6	6.6	8.2	6.2	6.2	8.4	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.1	0.2	0.2	0.2	0.2	0.0	0.0	0.1	0.0	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(50%),veh/ln	0.0	0.5	0.6	0.2	0.3	0.3	0.5	0.0	0.0	0.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	6.7	6.7	6.7	8.3	6.4	6.4	8.6	0.0	0.0	8.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	A			A		
Approach Vol, veh/h		491			336			141			45	
Approach Delay, s/veh		6.7			6.7			8.6			8.0	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		15.9		12.5		15.9		12.5				
Change Period (Y+Rc), s		5.5		5.0		5.5		5.0				
Max Green Setting (Gmax), s		19.5		30.0		19.5		30.0				
Max Q Clear Time (g_c+I1), s		6.4		4.0		4.9		2.6				
Green Ext Time (p_c), s		2.0		0.8		1.6		0.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			7.0									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	887	65	105	296	127	70	842	111	354	731	26
Future Volume (veh/h)	30	887	65	105	296	127	70	842	111	354	731	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	32	954	70	115	325	140	78	936	123	365	754	27
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	88	1063	78	135	828	348	139	1236	162	309	1285	46
Arrive On Green	0.05	0.32	0.32	0.08	0.34	0.34	0.08	0.27	0.27	0.17	0.37	0.37
Sat Flow, veh/h	1781	3348	246	1781	2405	1010	1781	4534	593	1781	3493	125
Grp Volume(v), veh/h	32	506	518	115	238	227	78	702	357	365	383	398
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1638	1781	1702	1723	1781	1777	1841
Q Serve(g_s), s	2.1	32.2	32.2	7.5	12.0	12.5	5.0	22.4	22.5	20.5	20.6	20.6
Cycle Q Clear(g_c), s	2.1	32.2	32.2	7.5	12.0	12.5	5.0	22.4	22.5	20.5	20.6	20.6
Prop In Lane	1.00		0.14	1.00		0.62	1.00		0.34	1.00		0.07
Lane Grp Cap(c), veh/h	88	564	577	135	611	564	139	928	470	309	654	677
V/C Ratio(X)	0.36	0.90	0.90	0.85	0.39	0.40	0.56	0.76	0.76	1.18	0.59	0.59
Avail Cap(c_a), veh/h	135	571	584	135	611	564	163	964	488	309	654	677
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	38.5	38.5	54.0	29.4	29.5	52.6	39.4	39.5	48.9	30.2	30.2
Incr Delay (d2), s/veh	0.9	17.1	16.9	35.4	0.7	0.8	1.3	3.8	7.6	110.3	1.7	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(50%),veh/ln	0.9	16.4	16.7	4.7	5.2	5.0	2.3	9.7	10.4	18.4	8.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	55.4	55.7	55.4	89.4	30.1	30.3	53.9	43.3	47.1	159.2	31.8	31.8
LnGrp LOS	E	E	E	F	C	C	D	D	D	F	C	C
Approach Vol, veh/h		1056			580			1137			1146	
Approach Delay, s/veh		55.5			41.9			45.2			72.4	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	37.2	13.5	42.6	13.7	48.5	10.4	45.7
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	20.5	33.5	9.0	38.0	10.8	43.2	9.0	38.0
Max Q Clear Time (g_c+I1), s	22.5	24.5	9.5	34.2	7.0	22.6	4.1	14.5
Green Ext Time (p_c), s	0.0	5.9	0.0	2.6	0.0	6.7	0.0	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	55.4
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1297	31	42	487	11	15	57	101	29	55	6
Future Volume (veh/h)	17	1297	31	42	487	11	15	57	101	29	55	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	0.99		0.99	0.99		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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	1310	31	52	601	14	17	65	115	39	73	8
Peak Hour Factor	0.99	0.99	0.99	0.81	0.81	0.81	0.88	0.88	0.88	0.75	0.75	0.75
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	1971	47	263	1971	46	93	153	237	184	296	27
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	805	3547	84	407	3547	83	64	625	966	361	1204	112
Grp Volume(v), veh/h	17	656	685	52	301	314	197	0	0	120	0	0
Grp Sat Flow(s),veh/h/ln	805	1777	1854	407	1777	1852	1655	0	0	1678	0	0
Q Serve(g_s), s	0.6	13.1	13.1	5.2	4.6	4.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	13.1	13.1	18.3	4.6	4.6	5.0	0.0	0.0	2.6	0.0	0.0
Prop In Lane	1.00		0.05	1.00		0.04	0.09		0.58	0.32		0.07
Lane Grp Cap(c), veh/h	517	987	1030	263	987	1029	484	0	0	507	0	0
V/C Ratio(X)	0.03	0.66	0.67	0.20	0.30	0.31	0.41	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	1206	2507	2617	612	2507	2614	1344	0	0	1334	0	0
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	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	7.9	7.9	14.3	6.0	6.0	16.2	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.3	0.5	0.2	0.2	0.5	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.1	3.3	3.4	0.4	1.2	1.2	1.8	0.0	0.0	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.4	8.2	8.2	14.8	6.2	6.2	16.8	0.0	0.0	15.7	0.0	0.0
LnGrp LOS	A	A	A	B	A	A	B			B		
Approach Vol, veh/h		1358			667			197			120	
Approach Delay, s/veh		8.2			6.9			16.8			15.7	
Approach LOS		A			A			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		17.4		33.0		17.4				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		71.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s		20.3		7.0		15.1		4.6				
Green Ext Time (p_c), s		7.7		1.3		7.2		1.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.9
HCM 7th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	74	54	8	31	24	56	1022	16	34	964	71
Future Volume (veh/h)	61	74	54	8	31	24	56	1022	16	34	964	71
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	90	66	14	53	41	62	1123	18	36	1026	76
Peak Hour Factor	0.82	0.82	0.82	0.59	0.59	0.59	0.91	0.91	0.91	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	175	192	115	91	241	162	323	2077	33	312	1941	144
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	377	763	459	90	961	643	511	3577	57	492	3343	248
Grp Volume(v), veh/h	230	0	0	108	0	0	62	558	583	36	545	557
Grp Sat Flow(s),veh/h/ln	1599	0	0	1694	0	0	511	1777	1857	492	1777	1814
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	5.0	11.4	11.4	2.9	11.0	11.1
Cycle Q Clear(g_c), s	7.2	0.0	0.0	3.0	0.0	0.0	16.0	11.4	11.4	14.3	11.0	11.1
Prop In Lane	0.32		0.29	0.13		0.38	1.00		0.03	1.00		0.14
Lane Grp Cap(c), veh/h	482	0	0	494	0	0	323	1032	1078	312	1032	1053
V/C Ratio(X)	0.48	0.00	0.00	0.22	0.00	0.00	0.19	0.54	0.54	0.12	0.53	0.53
Avail Cap(c_a), veh/h	1237	0	0	1291	0	0	593	1971	2060	573	1971	2012
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	17.8	0.0	0.0	12.4	7.6	7.6	12.0	7.5	7.5
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.4	0.6	0.6	0.2	0.6	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(50%),veh/ln	2.6	0.0	0.0	1.1	0.0	0.0	0.5	3.3	3.4	0.3	3.2	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.0	0.0	0.0	18.0	0.0	0.0	12.8	8.3	8.2	12.2	8.1	8.1
LnGrp LOS	C			B			B	A	A	B	A	A
Approach Vol, veh/h		230			108			1203			1138	
Approach Delay, s/veh		20.0			18.0			8.5			8.3	
Approach LOS		C			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.6		20.0		39.6		20.0				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		66.0		44.0		66.0		44.0				
Max Q Clear Time (g_c+I1), s		18.0		9.2		16.3		5.0				
Green Ext Time (p_c), s		16.5		1.5		15.3		0.7				

Intersection Summary												
HCM 7th Control Delay, s/veh		9.8										
HCM 7th LOS		A										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	22	52	18	23	47	7	1004	29	32	971	26
Future Volume (veh/h)	47	22	52	18	23	47	7	1004	29	32	971	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.97		0.96	0.97		0.96	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	72	34	80	25	32	65	8	1116	32	33	1001	27
Peak Hour Factor	0.65	0.65	0.65	0.72	0.72	0.72	0.90	0.90	0.90	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	120	202	134	169	264	301	1841	53	265	1845	50
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	472	382	645	200	537	841	548	3523	101	489	3530	95
Grp Volume(v), veh/h	186	0	0	122	0	0	8	563	585	33	504	524
Grp Sat Flow(s),veh/h/ln	1500	0	0	1579	0	0	548	1777	1847	489	1777	1849
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.6	13.5	13.5	3.1	11.5	11.5
Cycle Q Clear(g_c), s	5.5	0.0	0.0	3.3	0.0	0.0	12.1	13.5	13.5	16.6	11.5	11.5
Prop In Lane	0.39		0.43	0.20		0.53	1.00		0.05	1.00		0.05
Lane Grp Cap(c), veh/h	552	0	0	567	0	0	301	928	965	265	928	966
V/C Ratio(X)	0.34	0.00	0.00	0.22	0.00	0.00	0.03	0.61	0.61	0.12	0.54	0.54
Avail Cap(c_a), veh/h	1193	0	0	1239	0	0	589	1863	1937	522	1863	1938
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	0.0	15.5	0.0	0.0	13.8	10.2	10.2	16.0	9.7	9.7
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.2	0.0	0.0	0.1	0.9	0.9	0.3	0.7	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(50%),veh/ln	1.9	0.0	0.0	1.2	0.0	0.0	0.1	4.3	4.5	0.3	3.7	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	0.0	0.0	15.7	0.0	0.0	13.8	11.1	11.1	16.3	10.4	10.4
LnGrp LOS	B			B			B	B	B	B	B	B
Approach Vol, veh/h		186			122			1156			1061	
Approach Delay, s/veh		16.5			15.7			11.1			10.6	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	36.9	24.1	36.9	24.1
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	64.0	46.0	64.0	46.0
Max Q Clear Time (g_c+I1), s	15.5	7.5	18.6	5.3
Green Ext Time (p_c), s	15.2	1.3	13.3	0.8

Intersection Summary	
HCM 7th Control Delay, s/veh	11.5
HCM 7th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	122	52	35	38	45	54	917	49	57	927	75
Future Volume (veh/h)	79	122	52	35	38	45	54	917	49	57	927	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.96	0.99		0.98	1.00		0.96	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	133	57	47	51	61	61	1042	56	60	976	79
Peak Hour Factor	0.92	0.92	0.92	0.74	0.74	0.74	0.88	0.88	0.88	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	187	266	99	178	190	183	305	1872	101	292	1815	147
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.55	0.55	0.55	0.55	0.55	0.55
Sat Flow, veh/h	381	902	334	353	644	620	534	3420	184	513	3316	268
Grp Volume(v), veh/h	276	0	0	159	0	0	61	541	557	60	523	532
Grp Sat Flow(s),veh/h/ln	1616	0	0	1617	0	0	534	1777	1827	513	1777	1808
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	5.3	12.6	12.6	5.5	12.0	12.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	4.5	0.0	0.0	17.2	12.6	12.6	18.1	12.0	12.0
Prop In Lane	0.31		0.21	0.30		0.38	1.00		0.10	1.00		0.15
Lane Grp Cap(c), veh/h	552	0	0	551	0	0	305	972	1000	292	972	989
V/C Ratio(X)	0.50	0.00	0.00	0.29	0.00	0.00	0.20	0.56	0.56	0.21	0.54	0.54
Avail Cap(c_a), veh/h	1173	0	0	1144	0	0	568	1848	1901	545	1848	1880
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	17.4	0.0	0.0	14.8	9.4	9.4	15.2	9.2	9.2
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.5	0.7	0.7	0.5	0.7	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(50%),veh/ln	3.2	0.0	0.0	1.7	0.0	0.0	0.6	4.0	4.1	0.6	3.8	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.4	0.0	0.0	17.6	0.0	0.0	15.2	10.1	10.1	15.7	9.9	9.9
LnGrp LOS	B			B			B	B	B	B	A	A
Approach Vol, veh/h		276			159			1159			1115	
Approach Delay, s/veh		19.4			17.6			10.3			10.2	
Approach LOS		B			B			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	39.7	23.7	39.7	23.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	66.0	44.0	66.0	44.0
Max Q Clear Time (g_c+I1), s	19.2	10.8	20.1	6.5
Green Ext Time (p_c), s	15.5	1.9	14.6	1.1

Intersection Summary	
HCM 7th Control Delay, s/veh	11.6
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	141	33	40	52	75	52	880	46	62	886	67
Future Volume (veh/h)	70	141	33	40	52	75	52	880	46	62	886	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.97	0.99		0.98	0.97		0.88	0.99		0.90
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	75	152	35	50	65	94	56	946	49	64	913	69
Peak Hour Factor	0.93	0.93	0.93	0.80	0.80	0.80	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	162	283	58	133	167	191	350	1485	77	377	1967	149
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.44	0.44	0.44	0.08	0.59	0.59
Sat Flow, veh/h	360	1091	224	259	642	737	558	3409	177	1781	3320	251
Grp Volume(v), veh/h	262	0	0	209	0	0	56	493	502	64	489	493
Grp Sat Flow(s),veh/h/ln	1675	0	0	1638	0	0	558	1777	1809	1781	1777	1794
Q Serve(g_s), s	1.8	0.0	0.0	0.0	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Cycle Q Clear(g_c), s	8.7	0.0	0.0	6.9	0.0	0.0	4.3	14.6	14.6	1.1	10.4	10.4
Prop In Lane	0.29		0.13	0.24		0.45	1.00		0.10	1.00		0.14
Lane Grp Cap(c), veh/h	503	0	0	491	0	0	350	774	788	377	1053	1063
V/C Ratio(X)	0.52	0.00	0.00	0.43	0.00	0.00	0.16	0.64	0.64	0.17	0.46	0.46
Avail Cap(c_a), veh/h	1005	0	0	974	0	0	577	1499	1526	467	1867	1884
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	21.1	0.0	0.0	12.0	14.9	14.9	9.5	7.7	7.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.6	0.0	0.0	0.3	1.2	1.2	0.2	0.5	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(50%),veh/ln	3.5	0.0	0.0	2.7	0.0	0.0	0.5	5.4	5.5	0.4	3.2	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	0.0	21.7	0.0	0.0	12.3	16.1	16.1	9.7	8.2	8.2
LnGrp LOS	C			C			B	B	B	A	A	A
Approach Vol, veh/h		262			209			1051			1046	
Approach Delay, s/veh		22.5			21.7			15.9			8.3	
Approach LOS		C			C			B			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	34.4		22.5		45.0		22.5				
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s	9.0	57.0		39.0		71.0		39.0				
Max Q Clear Time (g_c+I1), s	3.1	16.6		8.9		12.4		10.7				
Green Ext Time (p_c), s	0.0	12.8		1.4		12.2		1.7				

Intersection Summary												
HCM 7th Control Delay, s/veh			14.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	925	28	19	624	68	19	53	29	31	41	34
Future Volume (veh/h)	19	925	28	19	624	68	19	53	29	31	41	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.94	1.00		0.93	0.95		0.93	0.95		0.94
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1005	30	20	664	72	22	61	33	38	50	41
Peak Hour Factor	0.92	0.92	0.92	0.94	0.94	0.94	0.87	0.87	0.87	0.82	0.82	0.82
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	2378	70	71	2125	227	80	196	93	115	145	100
Arrive On Green	0.71	0.71	0.71	0.71	0.71	0.71	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	32	3363	99	47	3005	322	188	990	469	347	734	504
Grp Volume(v), veh/h	550	0	506	394	0	362	116	0	0	129	0	0
Grp Sat Flow(s),veh/h/ln	1818	0	1676	1756	0	1617	1647	0	0	1585	0	0
Q Serve(g_s), s	0.0	0.0	12.7	0.0	0.0	8.4	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	12.2	0.0	12.7	7.8	0.0	8.4	5.8	0.0	0.0	6.5	0.0	0.0
Prop In Lane	0.04		0.06	0.05		0.20	0.19		0.28	0.29		0.32
Lane Grp Cap(c), veh/h	1323	0	1185	1280	0	1144	369	0	0	360	0	0
V/C Ratio(X)	0.42	0.00	0.43	0.31	0.00	0.32	0.31	0.00	0.00	0.36	0.00	0.00
Avail Cap(c_a), veh/h	1323	0	1185	1280	0	1144	500	0	0	485	0	0
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	1.00	0.79	0.00	0.79	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.1	0.0	6.1	5.4	0.0	5.5	34.5	0.0	0.0	34.8	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	1.1	0.5	0.0	0.6	0.5	0.0	0.0	0.6	0.0	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(50%),veh/ln	4.6	0.0	4.3	2.8	0.0	2.6	2.5	0.0	0.0	2.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.0	0.0	7.3	5.9	0.0	6.1	35.0	0.0	0.0	35.4	0.0	0.0
LnGrp LOS	A		A	A		A	C			D		
Approach Vol, veh/h		1056			756			116			129	
Approach Delay, s/veh		7.1			6.0			35.0			35.4	
Approach LOS		A			A			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.2		24.8		75.2		24.8				
Change Period (Y+Rc), s		4.5		5.0		4.5		5.0				
Max Green Setting (Gmax), s		62.5		28.0		62.5		28.0				
Max Q Clear Time (g_c+I1), s		10.4		7.8		14.7		8.5				
Green Ext Time (p_c), s		8.9		0.6		14.7		0.6				

Intersection Summary												
HCM 7th Control Delay, s/veh		10.1										
HCM 7th LOS		B										



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	687	118	119	535	216	73	669	90	191	694	96
Future Volume (veh/h)	110	687	118	119	535	216	73	669	90	191	694	96
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.98		0.89	0.98		0.89	0.99		0.95	1.00		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	122	763	131	134	601	243	78	712	96	203	738	102
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	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	260	972	385	231	991	393	320	1347	182	378	1694	234
Arrive On Green	0.06	0.27	0.27	0.07	0.28	0.28	0.43	0.43	0.43	0.08	0.54	0.54
Sat Flow, veh/h	1781	3554	1408	1781	3554	1407	647	3124	421	1781	3116	430
Grp Volume(v), veh/h	122	763	131	134	601	243	78	405	403	203	421	419
Grp Sat Flow(s),veh/h/ln	1781	1777	1408	1781	1777	1407	647	1777	1767	1781	1777	1769
Q Serve(g_s), s	5.8	23.8	8.9	6.4	17.6	18.1	9.8	20.1	20.2	7.3	17.0	17.0
Cycle Q Clear(g_c), s	5.8	23.8	8.9	6.4	17.6	18.1	13.4	20.1	20.2	7.3	17.0	17.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.24	1.00		0.24
Lane Grp Cap(c), veh/h	260	972	385	231	991	393	320	766	762	378	966	962
V/C Ratio(X)	0.47	0.78	0.34	0.58	0.61	0.62	0.24	0.53	0.53	0.54	0.44	0.44
Avail Cap(c_a), veh/h	322	1111	440	314	1170	463	320	766	762	459	966	962
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)	0.91	0.91	0.91	0.91	0.91	0.91	0.85	0.85	0.85	0.86	0.86	0.86
Uniform Delay (d), s/veh	29.7	40.3	34.9	31.0	37.5	37.7	24.4	25.1	25.1	18.1	16.4	16.4
Incr Delay (d2), s/veh	0.9	2.5	0.2	1.6	0.3	0.8	1.5	2.2	2.2	0.8	1.2	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(50%),veh/ln	2.6	10.8	3.1	2.9	7.8	6.2	1.6	8.8	8.8	3.0	7.0	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.6	42.9	35.1	32.5	37.8	38.6	25.9	27.3	27.4	18.8	17.6	17.6
LnGrp LOS	C	D	D	C	D	D	C	C	C	B	B	B
Approach Vol, veh/h		1016			978			886			1043	
Approach Delay, s/veh		40.4			37.3			27.2			17.8	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	38.0	13.5	56.8	12.4	37.3		70.2				
Change Period (Y+Rc), s	4.0	4.5	4.0	5.0	4.0	4.5		5.0				
Max Green Setting (Gmax), s	12.0	39.5	15.0	36.0	14.0	37.5		55.0				
Max Q Clear Time (g_c+I1), s	7.8	20.1	9.3	22.2	8.4	25.8		19.0				
Green Ext Time (p_c), s	0.1	3.4	0.2	3.3	0.1	3.4		3.6				

Intersection Summary	
HCM 7th Control Delay, s/veh	30.6
HCM 7th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	843	120	97	627	264	157
Future Volume (veh/h)	843	120	97	627	264	157
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		0.90	0.99		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	958	136	107	689	287	171
Peak Hour Factor	0.88	0.88	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2200	312	371	2541	339	530
Arrive On Green	0.71	0.71	0.71	0.71	0.19	0.19
Sat Flow, veh/h	3171	437	511	3647	1781	2790
Grp Volume(v), veh/h	553	541	107	689	287	171
Grp Sat Flow(s),veh/h/ln	1777	1737	511	1777	1781	1395
Q Serve(g_s), s	12.9	12.9	11.0	6.9	15.6	5.3
Cycle Q Clear(g_c), s	12.9	12.9	23.9	6.9	15.6	5.3
Prop In Lane		0.25	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1270	1242	371	2541	339	530
V/C Ratio(X)	0.44	0.44	0.29	0.27	0.85	0.32
Avail Cap(c_a), veh/h	1270	1242	371	2541	632	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.9	5.9	10.8	5.0	39.1	34.9
Incr Delay (d2), s/veh	0.6	0.6	2.0	0.3	5.9	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.3	4.2	1.4	2.3	7.3	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	6.5	6.5	12.8	5.3	45.0	35.3
LnGrp LOS	A	A	B	A	D	D
Approach Vol, veh/h	1094			796	458	
Approach Delay, s/veh	6.5			6.3	41.4	
Approach LOS	A			A	D	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		76.5		23.5		76.5
Change Period (Y+Rc), s		5.0		4.5		5.0
Max Green Setting (Gmax), s		55.0		35.5		55.0
Max Q Clear Time (g_c+I1), s		25.9		17.6		14.9
Green Ext Time (p_c), s		9.8		1.5		5.6

Intersection Summary	
HCM 7th Control Delay, s/veh	13.2
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	115	45	44	56	55	48	752	20	57	779	58
Future Volume (veh/h)	56	115	45	44	56	55	48	752	20	57	779	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.95	0.99		0.95
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	74	151	59	51	64	63	53	826	22	63	856	64
Peak Hour Factor	0.76	0.76	0.76	0.87	0.87	0.87	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	291	99	184	217	168	350	1789	48	377	1691	126
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	299	1009	343	309	751	581	604	3531	94	645	3337	250
Grp Volume(v), veh/h	284	0	0	178	0	0	53	416	432	63	456	464
Grp Sat Flow(s),veh/h/ln	1651	0	0	1641	0	0	604	1777	1848	645	1777	1810
Q Serve(g_s), s	3.0	0.0	0.0	0.0	0.0	0.0	3.1	7.4	7.4	3.4	8.3	8.3
Cycle Q Clear(g_c), s	6.9	0.0	0.0	3.9	0.0	0.0	11.4	7.4	7.4	10.8	8.3	8.3
Prop In Lane	0.26		0.21	0.29		0.35	1.00		0.05	1.00		0.14
Lane Grp Cap(c), veh/h	569	0	0	568	0	0	350	900	936	377	900	917
V/C Ratio(X)	0.50	0.00	0.00	0.31	0.00	0.00	0.15	0.46	0.46	0.17	0.51	0.51
Avail Cap(c_a), veh/h	1677	0	0	1613	0	0	811	2255	2345	869	2255	2297
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	0.0	0.0	13.8	0.0	0.0	11.8	7.8	7.8	11.2	8.0	8.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.3	0.0	0.0	0.3	0.5	0.5	0.3	0.6	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(50%),veh/ln	2.4	0.0	0.0	1.4	0.0	0.0	0.4	2.1	2.2	0.4	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.4	0.0	0.0	14.1	0.0	0.0	12.1	8.3	8.3	11.5	8.6	8.6
LnGrp LOS	B			B			B	A	A	B	A	A
Approach Vol, veh/h		284			178			901			983	
Approach Delay, s/veh		15.4			14.1			8.5			8.8	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		29.7		19.1		29.7		19.1				
Change Period (Y+Rc), s		5.0		5.0		5.0		5.0				
Max Green Setting (Gmax), s		62.0		48.0		62.0		48.0				
Max Q Clear Time (g_c+I1), s		13.4		8.9		12.8		5.9				
Green Ext Time (p_c), s		10.5		2.0		12.0		1.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.9									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	126	1133	114	98	500	81	52	494	44	155	690	140
Future Volume (veh/h)	126	1133	114	98	500	81	52	494	44	155	690	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.96	1.00		0.96	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	134	1205	121	101	515	84	57	537	48	180	802	163
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	456	1352	135	243	1258	204	138	1209	108	264	1073	218
Arrive On Green	0.09	0.42	0.42	0.08	0.41	0.41	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1781	3247	325	1781	3040	493	581	3289	293	824	2919	593
Grp Volume(v), veh/h	134	658	668	101	300	299	57	289	296	180	488	477
Grp Sat Flow(s),veh/h/ln	1781	1777	1796	1781	1777	1756	581	1777	1805	824	1777	1736
Q Serve(g_s), s	4.6	39.0	39.4	3.4	13.5	13.7	10.8	14.0	14.1	24.0	27.2	27.2
Cycle Q Clear(g_c), s	4.6	39.0	39.4	3.4	13.5	13.7	38.0	14.0	14.1	38.1	27.2	27.2
Prop In Lane	1.00		0.18	1.00		0.28	1.00		0.16	1.00		0.34
Lane Grp Cap(c), veh/h	456	740	747	243	735	727	138	653	663	264	653	638
V/C Ratio(X)	0.29	0.89	0.89	0.42	0.41	0.41	0.41	0.44	0.45	0.68	0.75	0.75
Avail Cap(c_a), veh/h	458	805	813	249	805	795	146	680	690	277	680	664
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	30.8	30.9	23.8	23.5	23.5	47.9	27.2	27.2	41.6	31.4	31.4
Incr Delay (d2), s/veh	0.3	11.4	11.8	0.8	0.4	0.4	3.4	0.8	0.8	5.0	3.8	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(50%),veh/ln	1.9	18.3	18.8	1.4	5.6	5.6	1.7	6.0	6.1	5.2	12.1	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	42.1	42.6	24.6	23.9	23.9	51.3	28.0	28.0	46.6	35.2	35.2
LnGrp LOS	B	D	D	C	C	C	D	C	C	D	D	D
Approach Vol, veh/h		1460			700			642			1145	
Approach Delay, s/veh		40.0			24.0			30.1			37.0	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	52.6		47.3	13.6	52.8		47.3				
Change Period (Y+Rc), s	4.0	5.5		5.5	4.0	5.5		5.5				
Max Green Setting (Gmax), s	10.0	51.5		43.5	10.0	51.5		43.5				
Max Q Clear Time (g_c+I1), s	6.6	15.7		40.0	5.4	41.4		40.1				
Green Ext Time (p_c), s	0.1	3.9		1.8	0.1	6.0		1.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	34.7	
HCM 7th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	119	64	85	43	13	33	555	8	14	834	28
Future Volume (veh/h)	53	119	64	85	43	13	33	555	8	14	834	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	1.00		0.96	0.99		0.96
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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	143	77	97	49	15	36	603	9	15	916	31
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.92	0.92	0.92	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	261	122	333	152	37	331	1715	26	458	1677	57
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	254	965	454	765	564	137	591	3582	53	805	3502	119
Grp Volume(v), veh/h	284	0	0	161	0	0	36	299	313	15	465	482
Grp Sat Flow(s),veh/h/ln	1673	0	0	1466	0	0	591	1777	1858	805	1777	1843
Q Serve(g_s), s	2.8	0.0	0.0	0.0	0.0	0.0	2.1	4.8	4.8	0.5	8.5	8.5
Cycle Q Clear(g_c), s	6.7	0.0	0.0	3.7	0.0	0.0	10.5	4.8	4.8	5.4	8.5	8.5
Prop In Lane	0.23		0.27	0.60		0.09	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	548	0	0	522	0	0	331	851	890	458	851	883
V/C Ratio(X)	0.52	0.00	0.00	0.31	0.00	0.00	0.11	0.35	0.35	0.03	0.55	0.55
Avail Cap(c_a), veh/h	1710	0	0	1481	0	0	867	2465	2578	1189	2465	2557
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.6	0.0	0.0	13.5	0.0	0.0	12.1	7.5	7.5	9.2	8.4	8.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.3	0.0	0.0	0.2	0.4	0.3	0.0	0.8	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(50%),veh/ln	2.3	0.0	0.0	1.2	0.0	0.0	0.2	1.3	1.4	0.1	2.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.3	0.0	0.0	13.8	0.0	0.0	12.3	7.8	7.8	9.2	9.2	9.2
LnGrp LOS	B			B			B	A	A	A	A	A
Approach Vol, veh/h		284			161			648			962	
Approach Delay, s/veh		15.3			13.8			8.1			9.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.4	18.4	27.4	18.4
Change Period (Y+Rc), s	5.5	6.0	5.5	6.0
Max Green Setting (Gmax), s	63.5	45.0	63.5	45.0
Max Q Clear Time (g_c+I1), s	12.5	8.7	10.5	5.7
Green Ext Time (p_c), s	6.8	1.9	11.5	1.1

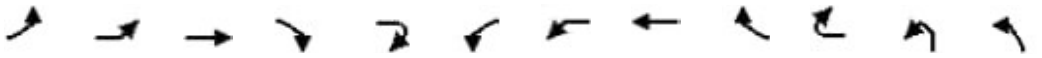
Intersection Summary	
HCM 7th Control Delay, s/veh	10.0
HCM 7th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	898	3	110	318	18	143	0	56	74	54	15
Future Volume (veh/h)	5	898	3	110	318	18	143	0	56	74	54	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870	1870
Adj Flow Rate, veh/h	6	1044	3	125	361	20	155	0	61	86	63	17
Peak Hour Factor	0.86	0.86	0.86	0.88	0.88	0.88	0.92	0.92	0.92	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	0	2	2	2	2
Cap, veh/h	23	1428	4	220	1723	95	0	0	0	186	136	37
Arrive On Green	0.01	0.39	0.39	0.12	0.50	0.50	0.00	0.00	0.00	0.20	0.20	0.20
Sat Flow, veh/h	1781	3635	10	1781	3420	189		0		928	680	183
Grp Volume(v), veh/h	6	510	537	125	187	194		0.0		166	0	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1868	1781	1777	1831				1791	0	0
Q Serve(g_s), s	0.2	13.5	13.5	3.6	3.2	3.2				4.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	13.5	13.5	3.6	3.2	3.2				4.5	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.10				0.52		0.10
Lane Grp Cap(c), veh/h	23	698	734	220	895	923				359	0	0
V/C Ratio(X)	0.26	0.73	0.73	0.57	0.21	0.21				0.46	0.00	0.00
Avail Cap(c_a), veh/h	258	870	915	268	895	923				390	0	0
HCM Platoon Ratio	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				1.00	0.00	0.00
Uniform Delay (d), s/veh	27.0	14.3	14.3	22.8	7.6	7.6				19.4	0.0	0.0
Incr Delay (d2), s/veh	6.0	2.9	2.8	2.3	0.2	0.2				0.9	0.0	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
%ile BackOfQ(50%),veh/ln	0.1	4.7	4.9	1.6	1.0	1.1				1.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	33.0	17.2	17.0	25.1	7.7	7.8				20.3	0.0	0.0
LnGrp LOS	C	B	B	C	A	A				C		
Approach Vol, veh/h		1053			506						166	
Approach Delay, s/veh		17.2			12.0						20.3	
Approach LOS		B			B						C	

Timer - Assigned Phs	1	2		4	5	6						
Phs Duration (G+Y+Rc), s	11.5	27.5		16.2	5.4	33.6						
Change Period (Y+Rc), s	4.7	5.8		5.1	4.7	5.8						
Max Green Setting (Gmax), s	8.3	27.0		12.0	8.0	27.3						
Max Q Clear Time (g_c+I1), s	5.6	15.5		6.5	2.2	5.2						
Green Ext Time (p_c), s	0.1	6.2		0.4	0.0	3.1						

Intersection Summary												
HCM 7th Control Delay, s/veh			16.0									
HCM 7th LOS			B									



Movement	EBL2	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	WBR2	NBL2	NBL
Lane Configurations												
Traffic Volume (vph)	18	9	157	776	69	333	17	135	7	6	40	262
Future Volume (vph)	18	9	157	776	69	333	17	135	7	6	40	262
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			7.5	7.5	7.5		7.0	7.0				7.0
Lane Util. Factor			1.00	0.76	1.00		1.00	0.95				0.97
Frpb, ped/bikes			1.00	1.00	0.97		1.00	0.99				1.00
Flpb, ped/bikes			1.00	1.00	1.00		1.00	1.00				1.00
Frt			1.00	0.85	0.85		1.00	0.99				1.00
Flt Protected			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (prot)			1849	3610	1542		1770	3446				3433
Flt Permitted			0.99	1.00	1.00		0.95	1.00				0.95
Satd. Flow (perm)			1849	3610	1542		1770	3446				3433
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.89	0.89	0.89	0.89	0.89	0.99	0.99
Adj. Flow (vph)	20	10	173	853	76	374	19	152	8	7	40	265
RTOR Reduction (vph)	0	0	0	0	62	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	0	203	853	14	0	393	165	0	0	0	305
Confl. Peds. (#/hr)	25	19							25	19		
Confl. Bikes (#/hr)					3				1			
Turn Type	Perm	Split	NA	Perm	Perm	Split	Split	NA			Prot	Prot
Protected Phases		4	4			3	3	3			5 8	5 8
Permitted Phases	4			4	4							
Actuated Green, G (s)			30.0	30.0	30.0		16.0	16.0				43.0
Effective Green, g (s)			30.0	30.0	30.0		16.0	16.0				36.5
Actuated g/C Ratio			0.19	0.19	0.19		0.10	0.10				0.23
Clearance Time (s)			7.5	7.5	7.5		7.0	7.0				
Vehicle Extension (s)			3.0	3.0	3.0		4.0	4.0				
Lane Grp Cap (vph)			343	669	286		175	340				774
v/s Ratio Prot			0.11				c0.22	0.05				0.09
v/s Ratio Perm				c0.24	0.01							
v/c Ratio			0.59	1.28	0.05		2.25	0.49				0.39
Uniform Delay, d1			60.2	65.9	54.1		72.9	69.0				53.2
Progression Factor			1.00	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2			2.7	135.2	0.1		578.5	1.5				0.1
Delay (s)			63.0	201.0	54.2		651.4	70.4				53.3
Level of Service			E	F	D		F	E				D
Approach Delay (s/veh)			166.4					478.1				
Approach LOS			F					F				

Intersection Summary			
HCM 2000 Control Delay (s/veh)	128.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	161.7	Sum of lost time (s)	35.0
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	NBT	NBR	NBR2	SBL	SBT	SBR	SBR2	NER2	SWR2
Lane Configurations									
Traffic Volume (vph)	594	282	507	9	897	13	30	245	22
Future Volume (vph)	594	282	507	9	897	13	30	245	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	6.5	7.0			7.0	7.0
Lane Util. Factor	0.91	0.91	1.00	1.00	0.91			1.00	1.00
Frpb, ped/bikes	1.00	0.98	0.98	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
Frt	0.99	0.85	0.85	1.00	0.99			0.87	0.87
Flt Protected	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)	3364	1419	1559	1770	5040			1611	1554
Flt Permitted	1.00	1.00	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)	3364	1419	1559	1770	5040			1611	1554
Peak-hour factor, PHF	0.99	0.99	0.99	0.83	0.83	0.83	0.83	0.88	0.97
Adj. Flow (vph)	600	285	512	11	1081	16	36	278	23
RTOR Reduction (vph)	0	0	270	0	2	0	0	0	17
Lane Group Flow (vph)	629	256	242	11	1131	0	0	278	6
Confl. Peds. (#/hr)		1	1	1		9	9		19
Confl. Bikes (#/hr)		2	2			6	6		2
Turn Type	NA	Perm	Perm	Prot	NA			pt+ov	Perm
Protected Phases	2			1	6			5 8	
Permitted Phases		2	2						6
Actuated Green, G (s)	54.6	54.6	54.6	5.1	44.2			43.0	44.2
Effective Green, g (s)	54.6	54.6	54.6	5.1	44.2			36.5	44.2
Actuated g/C Ratio	0.34	0.34	0.34	0.03	0.27			0.23	0.27
Clearance Time (s)	7.0	7.0	7.0	6.5	7.0				7.0
Vehicle Extension (s)	4.5	4.5	4.5	2.0	4.5				4.5
Lane Grp Cap (vph)	1135	479	526	55	1377			363	424
v/s Ratio Prot	0.19			0.01	c0.22			c0.17	
v/s Ratio Perm		0.18	0.16						0.00
v/c Ratio	0.55	0.53	0.46	0.20	0.82			0.77	0.01
Uniform Delay, d1	43.6	43.3	42.0	76.3	55.0			58.6	42.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.9	1.8	1.1	0.7	4.5			8.4	0.0
Delay (s)	44.5	45.1	43.1	77.0	59.5			67.0	42.9
Level of Service	D	D	D	E	E			E	D
Approach Delay (s/veh)	45.7				59.7				
Approach LOS	D				E				

Intersection Summary

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	16	22	378	5	62
Future Vol, veh/h	145	16	22	378	5	62
Conflicting Peds, #/hr	0	1	1	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	74	74	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	21	30	511	6	75

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	207	0	767	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	570	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1364	-	370	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1362	-	359	843
Mov Cap-2 Maneuver	-	-	-	-	359	-
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	548	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.42	10.25
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	766	-	-	99	-
HCM Lane V/C Ratio	0.105	-	-	0.022	-
HCM Control Delay (s/veh)	10.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	50	546	67	190	553
Future Vol, veh/h	21	50	546	67	190	553
Conflicting Peds, #/hr	0	0	0	6	6	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	80	80	78	78	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	26	63	700	86	207	601

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1763	749	0	0	792	0
Stage 1	749	-	-	-	-	-
Stage 2	1014	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	93	412	-	-	829	-
Stage 1	467	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	57	410	-	-	824	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	219	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	62.41	0	2.77
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	145	460	-
HCM Lane V/C Ratio	-	-	0.61	0.251	-
HCM Control Delay (s/veh)	-	-	62.4	10.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	3.2	1	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	258	134	12	34	40	187	10	1139	52	242	1241	212
Future Volume (veh/h)	258	134	12	34	40	187	10	1139	52	242	1241	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	331	172	15	52	62	288	11	1309	60	257	1320	226
Peak Hour Factor	0.78	0.78	0.78	0.65	0.65	0.65	0.87	0.87	0.87	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	98	9	93	111	431	130	1931	88	175	1690	286
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	538	280	24	169	319	1233	335	3459	158	397	3026	512
Grp Volume(v), veh/h	518	0	0	402	0	0	11	671	698	257	769	777
Grp Sat Flow(s),veh/h/ln	843	0	0	1720	0	0	335	1777	1841	397	1777	1761
Q Serve(g_s), s	17.9	0.0	0.0	0.0	0.0	0.0	3.2	32.2	32.3	34.7	40.4	41.9
Cycle Q Clear(g_c), s	42.0	0.0	0.0	24.1	0.0	0.0	45.1	32.2	32.3	67.0	40.4	41.9
Prop In Lane	0.64		0.03	0.13		0.72	1.00		0.09	1.00		0.29
Lane Grp Cap(c), veh/h	344	0	0	636	0	0	130	992	1028	175	992	983
V/C Ratio(X)	1.51	0.00	0.00	0.63	0.00	0.00	0.08	0.68	0.68	1.47	0.77	0.79
Avail Cap(c_a), veh/h	344	0	0	636	0	0	130	992	1028	175	992	983
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	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	0.0	0.0	33.3	0.0	0.0	38.8	18.8	18.8	48.6	20.6	21.0
Incr Delay (d2), s/veh	242.0	0.0	0.0	2.0	0.0	0.0	0.3	1.9	1.8	240.6	3.9	4.4
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(50%),veh/ln	33.6	0.0	0.0	10.2	0.0	0.0	0.3	13.3	13.8	17.0	17.1	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	287.5	0.0	0.0	35.3	0.0	0.0	39.1	20.7	20.7	289.3	24.5	25.4
LnGrp LOS	F			D			D	C	C	F	C	C
Approach Vol, veh/h		518			402			1380			1803	
Approach Delay, s/veh		287.5			35.3			20.8			62.6	
Approach LOS		F			D			C			E	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	73.0	47.0	73.0	47.0
Change Period (Y+Rc), s	6.0	5.0	6.0	5.0
Max Green Setting (Gmax), s	67.0	42.0	67.0	42.0
Max Q Clear Time (g_c+I1), s	47.1	44.0	69.0	26.1
Green Ext Time (p_c), s	10.1	0.0	0.0	2.5

Intersection Summary	
HCM 7th Control Delay, s/veh	74.3
HCM 7th LOS	E

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	382	46	10	209	53	49
Future Vol, veh/h	382	46	10	209	53	49
Conflicting Peds, #/hr	0	3	3	0	2	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	90	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	62	62	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	429	52	16	337	79	73

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	484	0	829	462
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1079	-	340	600
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	698	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1076	-	334	596
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	635	-
Stage 2	-	-	-	-	686	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.38	18.22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	423	-	-	1076	-
HCM Lane V/C Ratio	0.36	-	-	0.015	-
HCM Control Delay (s/veh)	18.2	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.6	-	-	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	6	229	0	2	5	80	448	2	6	547	62
Future Volume (vph)	166	6	229	0	2	5	80	448	2	6	547	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Lane Util. Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.98			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.85			0.90		1.00	1.00		1.00	0.98	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1552			1674		1770	1861		1770	1830	
Flt Permitted	0.95	1.00			1.00		0.29	1.00		0.32	1.00	
Satd. Flow (perm)	1770	1552			1674		534	1861		588	1830	
Peak-hour factor, PHF	0.84	0.84	0.84	0.58	0.58	0.58	0.71	0.71	0.71	0.90	0.90	0.90
Adj. Flow (vph)	198	7	273	0	3	9	113	631	3	7	608	69
RTOR Reduction (vph)	0	221	0	0	9	0	0	0	0	0	3	0
Lane Group Flow (vph)	198	59	0	0	3	0	113	634	0	7	674	0
Confl. Peds. (#/hr)	2		1									
Confl. Bikes (#/hr)			1									2
Turn Type	Split	NA			NA		Perm	NA		Perm	NA	
Protected Phases	3	3			4			6			2	
Permitted Phases							6			2		
Actuated Green, G (s)	13.0	13.0			1.1		40.6	40.6		40.6	40.6	
Effective Green, g (s)	13.0	13.0			1.1		40.6	40.6		40.6	40.6	
Actuated g/C Ratio	0.19	0.19			0.02		0.59	0.59		0.59	0.59	
Clearance Time (s)	4.6	4.6			4.6		5.0	5.0		5.0	5.0	
Vehicle Extension (s)	3.0	3.0			3.0		4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	333	292			26		314	1096		346	1078	
v/s Ratio Prot	c0.11	0.04			c0.00			0.34			c0.37	
v/s Ratio Perm							0.21			0.01		
v/c Ratio	0.59	0.20			0.12		0.36	0.58		0.02	0.63	
Uniform Delay, d1	25.5	23.6			33.4		7.4	8.8		5.9	9.2	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.8	0.3			2.1		1.0	0.9		0.0	1.3	
Delay (s)	28.4	23.9			35.5		8.3	9.7		5.9	10.5	
Level of Service	C	C			D		A	A		A	B	
Approach Delay (s/veh)		25.8			35.5			9.5			10.5	
Approach LOS		C			D			A			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	68.9	Sum of lost time (s)	14.2
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	13.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	178	125	39	131	150	119
Future Vol, veh/h	178	125	39	131	150	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	82	82	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	266	187	48	160	179	142

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	504	249	320	0	-	0
Stage 1	249	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	527	789	1240	-	-	-
Stage 1	792	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	505	789	1240	-	-	-
Mov Cap-2 Maneuver	505	-	-	-	-	-
Stage 1	759	-	-	-	-	-
Stage 2	788	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	27.89	1.84	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	413	-	593	-	-
HCM Lane V/C Ratio	0.038	-	0.762	-	-
HCM Control Delay (s/veh)	8	0	27.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	6.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Future Volume (veh/h)	49	1074	1	1	1019	18	9	1	3	84	0	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	1096	1	1	1145	20	15	2	5	120	0	259
Peak Hour Factor	0.98	0.98	0.98	0.89	0.89	0.89	0.60	0.60	0.60	0.70	0.70	0.70
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	301	2033	2	322	1977	35	179	33	29	451	0	363
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.23	0.23	0.23	0.23	0.00	0.23
Sat Flow, veh/h	474	3586	3	502	3487	61	292	143	128	1406	0	1581
Grp Volume(v), veh/h	50	535	562	1	570	595	22	0	0	120	0	259
Grp Sat Flow(s),veh/h/ln	474	1749	1840	502	1735	1813	563	0	0	1406	0	1581
Q Serve(g_s), s	4.1	10.3	10.3	0.1	11.5	11.5	0.1	0.0	0.0	0.0	0.0	8.2
Cycle Q Clear(g_c), s	15.6	10.3	10.3	10.4	11.5	11.5	8.3	0.0	0.0	4.0	0.0	8.2
Prop In Lane	1.00		0.00	1.00		0.03	0.68		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	301	992	1043	322	984	1028	241	0	0	451	0	363
V/C Ratio(X)	0.17	0.54	0.54	0.00	0.58	0.58	0.09	0.00	0.00	0.27	0.00	0.71
Avail Cap(c_a), veh/h	479	1647	1733	510	1634	1708	623	0	0	881	0	847
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	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	7.3	7.3	10.5	7.6	7.6	16.8	0.0	0.0	17.6	0.0	19.2
Incr Delay (d2), s/veh	0.4	0.7	0.6	0.0	0.8	0.7	0.2	0.0	0.0	0.3	0.0	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(50%),veh/ln	0.4	2.6	2.7	0.0	2.9	3.0	0.2	0.0	0.0	1.2	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.9	8.0	7.9	10.6	8.3	8.3	16.9	0.0	0.0	17.9	0.0	21.8
LnGrp LOS	B	A	A	B	A	A	B			B		C
Approach Vol, veh/h		1147			1166			22			379	
Approach Delay, s/veh		8.2			8.3			16.9			20.6	
Approach LOS		A			A			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.7		17.4		36.7		17.4				
Change Period (Y+Rc), s		6.0		5.0		6.0		5.0				
Max Green Setting (Gmax), s		51.0		29.0		51.0		29.0				
Max Q Clear Time (g_c+I1), s		13.5		10.3		17.6		10.2				
Green Ext Time (p_c), s		13.7		0.1		13.1		1.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			10.0									
HCM 7th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	936	23	55	665	182	44	786	50	299	698	310
Future Volume (veh/h)	189	936	23	55	665	182	44	786	50	299	698	310
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	199	985	24	65	782	214	46	819	52	308	720	320
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.96	0.96	0.96	0.97	0.97	0.97
Percent Heavy Veh, %	4	4	4	6	6	6	2	2	2	2	2	2
Cap, veh/h	175	1251	30	82	815	223	59	925	407	267	1339	747
Arrive On Green	0.10	0.36	0.36	0.05	0.31	0.31	0.03	0.26	0.26	0.15	0.38	0.38
Sat Flow, veh/h	1753	3489	85	1725	2659	728	1781	3554	1563	1781	3554	1562
Grp Volume(v), veh/h	199	494	515	65	506	490	46	819	52	308	720	320
Grp Sat Flow(s),veh/h/ln	1753	1749	1825	1725	1721	1666	1781	1777	1563	1781	1777	1562
Q Serve(g_s), s	12.0	30.3	30.3	4.5	34.7	34.7	3.1	26.6	3.1	18.0	19.0	16.2
Cycle Q Clear(g_c), s	12.0	30.3	30.3	4.5	34.7	34.7	3.1	26.6	3.1	18.0	19.0	16.2
Prop In Lane	1.00		0.05	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	175	627	655	82	527	511	59	925	407	267	1339	747
V/C Ratio(X)	1.14	0.79	0.79	0.79	0.96	0.96	0.78	0.89	0.13	1.15	0.54	0.43
Avail Cap(c_a), veh/h	175	627	655	101	527	511	119	977	430	267	1339	747
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	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.0	34.4	34.4	56.5	40.9	40.9	57.6	42.7	34.0	51.0	29.2	20.6
Incr Delay (d2), s/veh	109.0	9.6	9.3	25.9	28.6	29.2	19.2	9.8	0.2	102.7	0.6	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(50%),veh/ln	10.5	14.1	14.6	2.5	18.4	17.9	1.7	12.6	1.2	15.5	8.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	163.0	44.0	43.7	82.4	69.5	70.1	76.7	52.5	34.2	153.7	29.8	21.2
LnGrp LOS	F	D	D	F	E	E	E	D	C	F	C	C
Approach Vol, veh/h		1208			1061			917			1348	
Approach Delay, s/veh		63.5			70.6			52.7			56.1	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	49.0	23.0	37.2	17.0	42.8	9.0	51.2
Change Period (Y+Rc), s	5.0	6.0	5.0	6.0	5.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	7.0	40.0	18.0	33.0	12.0	35.0	8.0	43.0
Max Q Clear Time (g_c+I1), s	6.5	32.3	20.0	28.6	14.0	36.7	5.1	21.0
Green Ext Time (p_c), s	0.0	4.5	0.0	2.6	0.0	0.0	0.0	8.5

Intersection Summary	
HCM 7th Control Delay, s/veh	60.7
HCM 7th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1269	5	36	798	12	48	47	263	26	16	56
Future Volume (veh/h)	11	1269	5	36	798	12	48	47	263	26	16	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.99	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1826	1826	1811	1811	1811	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1365	5	40	877	13	56	55	309	39	24	85
Peak Hour Factor	0.93	0.93	0.93	0.91	0.91	0.91	0.85	0.85	0.85	0.66	0.66	0.66
Percent Heavy Veh, %	5	5	5	6	6	6	2	2	2	2	2	2
Cap, veh/h	30	1656	6	71	1704	25	362	67	374	139	99	351
Arrive On Green	0.02	0.47	0.47	0.04	0.49	0.49	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1739	3545	13	1725	3470	51	1283	242	1361	1017	361	1278
Grp Volume(v), veh/h	12	668	702	40	435	455	56	0	364	39	0	109
Grp Sat Flow(s),veh/h/ln	1739	1735	1823	1725	1721	1800	1283	0	1603	1017	0	1639
Q Serve(g_s), s	0.6	31.5	31.5	2.2	16.3	16.3	3.4	0.0	20.1	3.5	0.0	4.9
Cycle Q Clear(g_c), s	0.6	31.5	31.5	2.2	16.3	16.3	8.2	0.0	20.1	23.7	0.0	4.9
Prop In Lane	1.00		0.01	1.00		0.03	1.00		0.85	1.00		0.78
Lane Grp Cap(c), veh/h	30	810	852	71	845	884	362	0	440	139	0	450
V/C Ratio(X)	0.40	0.82	0.82	0.56	0.51	0.51	0.15	0.00	0.83	0.28	0.00	0.24
Avail Cap(c_a), veh/h	368	918	965	365	910	953	417	0	509	182	0	520
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	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.0	21.8	21.8	44.5	16.4	16.4	29.8	0.0	32.2	43.3	0.0	26.6
Incr Delay (d2), s/veh	3.2	6.0	5.8	2.6	0.7	0.7	0.2	0.0	9.6	1.1	0.0	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(50%),veh/ln	0.3	12.9	13.5	0.9	6.0	6.3	1.0	0.0	8.8	0.9	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.2	27.8	27.6	47.0	17.1	17.0	30.0	0.0	41.8	44.4	0.0	26.9
LnGrp LOS	D	C	C	D	B	B	C		D	D		C
Approach Vol, veh/h		1382			930			420			148	
Approach Delay, s/veh		27.9			18.3			40.2			31.5	
Approach LOS		C			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	53.9		33.0	9.9	51.6		33.0				
Change Period (Y+Rc), s	6.0	7.5		7.0	6.0	7.5		7.0				
Max Green Setting (Gmax), s	20.0	50.0		30.0	20.0	50.0		30.0				
Max Q Clear Time (g_c+I1), s	2.6	18.3		25.7	4.2	33.5		22.1				
Green Ext Time (p_c), s	0.0	8.9		0.2	0.0	10.6		1.6				

Intersection Summary												
HCM 7th Control Delay, s/veh			26.8									
HCM 7th LOS			C									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1389	43	47	737	102	24	84	44	262	206	80
Future Volume (veh/h)	142	1389	43	47	737	102	24	84	44	262	206	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1826	1826	1826	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	160	1561	48	48	752	104	35	122	64	301	237	92
Peak Hour Factor	0.89	0.89	0.89	0.98	0.98	0.98	0.69	0.69	0.69	0.87	0.87	0.87
Percent Heavy Veh, %	4	4	4	5	5	5	2	2	2	2	2	2
Cap, veh/h	190	1593	49	60	1178	163	44	129	616	56	0	617
Arrive On Green	0.11	0.46	0.46	0.07	0.77	0.77	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1753	3461	106	1739	3049	422	0	328	1561	0	0	1562
Grp Volume(v), veh/h	160	787	822	48	428	428	157	0	64	538	0	92
Grp Sat Flow(s),veh/h/ln	1753	1749	1819	1739	1735	1736	328	0	1561	0	0	1562
Q Serve(g_s), s	9.0	44.1	44.6	2.7	11.1	11.1	0.0	0.0	2.6	0.0	0.0	3.8
Cycle Q Clear(g_c), s	9.0	44.1	44.6	2.7	11.1	11.1	39.5	0.0	2.6	39.5	0.0	3.8
Prop In Lane	1.00		0.06	1.00		0.24	0.22		1.00	0.56		1.00
Lane Grp Cap(c), veh/h	190	805	837	60	670	671	174	0	616	56	0	617
V/C Ratio(X)	0.84	0.98	0.98	0.79	0.64	0.64	0.90	0.00	0.10	9.58	0.00	0.15
Avail Cap(c_a), veh/h	210	805	837	70	670	671	174	0	616	56	0	617
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.7	26.5	26.6	46.2	8.2	8.2	28.3	0.0	19.1	50.0	0.0	19.4
Incr Delay (d2), s/veh	23.4	26.7	27.1	33.7	4.3	4.3	42.2	0.0	0.1	3897.8	0.0	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(50%),veh/ln	5.0	22.6	23.8	1.7	3.2	3.2	4.6	0.0	0.9	62.2	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	67.1	53.2	53.7	79.9	12.5	12.5	70.5	0.0	19.2	3947.8	0.0	19.6
LnGrp LOS	E	D	D	E	B	B	E		B	F		B
Approach Vol, veh/h		1769			904			221			630	
Approach Delay, s/veh		54.7			16.1			55.6			3374.1	
Approach LOS		D			B			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.9	43.1		43.0	6.5	50.5		43.0				
Change Period (Y+Rc), s	3.0	4.5		3.5	3.0	4.5		3.5				
Max Green Setting (Gmax), s	12.0	37.5		39.5	4.0	45.5		39.5				
Max Q Clear Time (g_c+I1), s	11.0	13.1		41.5	4.7	46.6		41.5				
Green Ext Time (p_c), s	0.0	7.8		0.0	0.0	0.0		0.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			638.3									
HCM 7th LOS			F									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1646	32	0	725	201	34	60	40	109	53	89
Future Volume (veh/h)	0	1646	32	0	725	201	34	60	40	109	53	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	0	1841	1841	0	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	1751	34	0	763	212	49	86	57	124	60	101
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.70	0.70	0.70	0.88	0.88	0.88
Percent Heavy Veh, %	0	4	4	0	7	7	2	2	2	2	2	2
Cap, veh/h	0	2554	49	0	1909	530	144	240	172	225	115	210
Arrive On Green	0.00	1.00	1.00	0.00	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	0	3601	68	0	2713	729	447	1219	873	801	581	1066
Grp Volume(v), veh/h	0	871	914	0	496	479	92	0	100	144	0	141
Grp Sat Flow(s),veh/h/ln	0	1749	1828	0	1706	1646	1000	0	1539	962	0	1486
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	3.6	0.0	5.6	10.2	0.0	8.4
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	12.0	0.0	5.6	15.8	0.0	8.4
Prop In Lane	0.00		0.04	0.00		0.44	0.54		0.57	0.86		0.72
Lane Grp Cap(c), veh/h	0	1273	1331	0	1242	1198	253	0	304	257	0	293
V/C Ratio(X)	0.00	0.68	0.69	0.00	0.40	0.40	0.36	0.00	0.33	0.56	0.00	0.48
Avail Cap(c_a), veh/h	0	1273	1331	0	1242	1198	329	0	385	325	0	371
HCM Platoon Ratio	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.19	0.19	0.00	0.77	0.77	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	37.6	0.0	34.5	40.8	0.0	35.6
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.0	0.7	0.8	0.9	0.0	0.6	2.7	0.0	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(50%),veh/ln	0.0	0.2	0.2	0.0	0.3	0.3	2.1	0.0	2.2	3.6	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	0.6	0.6	0.0	0.7	0.8	38.5	0.0	35.1	43.5	0.0	37.3
LnGrp LOS		A	A		A	A	D		D	D		D
Approach Vol, veh/h		1785			975			192			285	
Approach Delay, s/veh		0.6			0.8			36.7			40.5	
Approach LOS		A			A			D			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		77.3		22.7		77.3		22.7				
Change Period (Y+Rc), s		4.5		3.0		4.5		3.0				
Max Green Setting (Gmax), s		67.5		25.0		67.5		25.0				
Max Q Clear Time (g_c+I1), s		2.0		14.0		2.0		17.8				
Green Ext Time (p_c), s		11.9		0.8		35.7		1.3				

Intersection Summary												
HCM 7th Control Delay, s/veh			6.3									
HCM 7th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	193	1370	193	100	678	77	73	375	127	127	543	66
Future Volume (veh/h)	193	1370	193	100	678	77	73	375	127	127	543	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	208	1473	208	106	721	82	80	412	140	153	654	80
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	243	1566	218	120	1349	153	148	755	254	204	922	113
Arrive On Green	0.05	0.17	0.17	0.14	0.88	0.88	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	1767	3101	432	1711	3083	350	721	2603	874	852	3178	388
Grp Volume(v), veh/h	208	828	853	106	399	404	80	280	272	153	365	369
Grp Sat Flow(s),veh/h/ln	1767	1763	1770	1711	1706	1727	721	1777	1701	852	1777	1789
Q Serve(g_s), s	11.7	46.4	47.7	6.1	5.5	5.5	10.6	13.3	13.5	15.5	18.4	18.4
Cycle Q Clear(g_c), s	11.7	46.4	47.7	6.1	5.5	5.5	29.0	13.3	13.5	29.0	18.4	18.4
Prop In Lane	1.00		0.24	1.00		0.20	1.00		0.51	1.00		0.22
Lane Grp Cap(c), veh/h	243	890	894	120	747	755	148	515	493	204	515	519
V/C Ratio(X)	0.86	0.93	0.95	0.89	0.53	0.53	0.54	0.54	0.55	0.75	0.71	0.71
Avail Cap(c_a), veh/h	371	890	894	120	747	755	148	515	493	204	515	519
HCM Platoon Ratio	0.33	0.33	0.33	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.70	0.70	0.70	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.7	39.9	40.5	42.6	3.9	3.9	45.0	29.9	30.0	43.3	31.7	31.7
Incr Delay (d2), s/veh	5.4	13.3	16.3	45.3	2.5	2.5	2.2	0.7	0.8	12.9	3.8	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(50%),veh/ln	5.8	24.9	26.4	3.8	1.7	1.7	2.0	5.5	5.4	4.5	8.1	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	52.2	53.2	56.8	87.9	6.4	6.4	47.1	30.6	30.8	56.2	35.6	35.6
LnGrp LOS	D	D	E	F	A	A	D	C	C	E	D	D
Approach Vol, veh/h		1889			909			632			887	
Approach Delay, s/veh		54.8			15.9			32.8			39.2	
Approach LOS		D			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	48.3		33.0	12.0	55.0		33.0				
Change Period (Y+Rc), s	5.0	4.5		4.0	5.0	4.5		4.0				
Max Green Setting (Gmax), s	21.0	36.5		29.0	7.0	50.5		29.0				
Max Q Clear Time (g_c+I1), s	13.7	7.5		31.0	8.1	49.7		31.0				
Green Ext Time (p_c), s	0.1	7.6		0.0	0.0	0.7		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		40.1
HCM 7th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1607	55	29	797	55	29	24	31	50	46	41
Future Volume (veh/h)	40	1607	55	29	797	55	29	24	31	50	46	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	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
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1796	1796	1796	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	45	1806	62	32	866	60	36	30	38	64	59	53
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.81	0.81	0.81	0.78	0.78	0.78
Percent Heavy Veh, %	3	3	3	7	7	7	2	2	2	2	2	2
Cap, veh/h	57	2556	87	40	2348	163	103	85	80	119	89	68
Arrive On Green	0.06	1.00	1.00	0.02	0.73	0.73	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1767	3477	119	1711	3232	224	398	621	587	511	649	500
Grp Volume(v), veh/h	45	911	957	32	457	469	104	0	0	176	0	0
Grp Sat Flow(s),veh/h/ln	1767	1763	1833	1711	1706	1749	1605	0	0	1660	0	0
Q Serve(g_s), s	2.5	0.0	0.0	1.9	10.0	10.0	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear(g_c), s	2.5	0.0	0.0	1.9	10.0	10.0	5.7	0.0	0.0	10.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.13	0.35		0.37	0.36		0.30
Lane Grp Cap(c), veh/h	57	1296	1348	40	1240	1271	267	0	0	275	0	0
V/C Ratio(X)	0.79	0.70	0.71	0.79	0.37	0.37	0.39	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	124	1296	1348	68	1240	1271	424	0	0	436	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.18	0.18	0.18	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	46.4	0.0	0.0	48.6	5.1	5.1	39.7	0.0	0.0	41.4	0.0	0.0
Incr Delay (d2), s/veh	1.7	0.6	0.6	12.2	0.8	0.8	0.9	0.0	0.0	2.5	0.0	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(50%),veh/ln	1.1	0.2	0.2	0.9	3.0	3.0	2.4	0.0	0.0	4.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	0.6	0.6	60.8	6.0	5.9	40.6	0.0	0.0	43.9	0.0	0.0
LnGrp LOS	D	A	A	E	A	A	D			D		
Approach Vol, veh/h		1913			958			104			176	
Approach Delay, s/veh		1.7			7.8			40.6			43.9	
Approach LOS		A			A			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	77.1		16.6	5.4	78.0		16.6				
Change Period (Y+Rc), s	3.0	4.5		3.0	3.0	4.5		3.0				
Max Green Setting (Gmax), s	7.0	58.5		24.0	4.0	61.5		24.0				
Max Q Clear Time (g_c+I1), s	4.5	12.0		7.7	3.9	2.0		12.0				
Green Ext Time (p_c), s	0.0	10.3		0.5	0.0	36.9		0.7				

Intersection Summary		
HCM 7th Control Delay, s/veh	7.2	
HCM 7th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	1492	15	4	889	293	11	54	84	299	64	94
Future Volume (vph)	80	1492	15	4	889	293	11	54	84	299	64	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91		1.00	1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.96		1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (prot)	1770	5077		1769	4855		1770	1679		1681	1714	1552
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	0.97	1.00
Satd. Flow (perm)	1770	5077		1769	4855		1770	1679		1681	1714	1552
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.92	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	85	1587	16	4	956	315	12	59	91	336	72	106
RTOR Reduction (vph)	0	1	0	0	49	0	0	57	0	0	0	87
Lane Group Flow (vph)	85	1602	0	4	1222	0	12	93	0	202	206	19
Confl. Peds. (#/hr)	5		1	1		5	7					7
Confl. Bikes (#/hr)									1			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases												3
Actuated Green, G (s)	7.6	51.6		0.8	44.8		10.0	10.0		17.6	17.6	17.6
Effective Green, g (s)	7.6	51.6		0.8	44.8		10.0	10.0		17.6	17.6	17.6
Actuated g/C Ratio	0.08	0.52		0.01	0.45		0.10	0.10		0.18	0.18	0.18
Clearance Time (s)	4.0	6.0		4.0	6.0		5.0	5.0		5.0	5.0	5.0
Vehicle Extension (s)	2.5	4.5		2.5	4.5		3.0	3.0		2.5	2.5	2.5
Lane Grp Cap (vph)	134	2619		14	2175		177	167		295	301	273
v/s Ratio Prot	c0.05	c0.32		0.00	0.25		0.01	c0.06		0.12	c0.12	
v/s Ratio Perm												0.01
v/c Ratio	0.63	0.61		0.29	0.56		0.07	0.56		0.68	0.68	0.07
Uniform Delay, d1	44.9	17.1		49.3	20.4		40.8	42.9		38.6	38.6	34.4
Progression Factor	0.75	1.31		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.6	0.4		8.0	1.1		0.2	4.0		5.9	5.8	0.1
Delay (s)	39.4	22.7		57.3	21.4		40.9	46.9		44.5	44.4	34.4
Level of Service	D	C		E	C		D	D		D	D	C
Approach Delay (s/veh)		23.6			21.5			46.5			42.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	69.6%	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)	103	26	212	56	40	13	426	365	31	33	980	46
Future Volume (vph)	103	26	212	56	40	13	426	365	31	33	980	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Lane Util. Factor		1.00	1.00	1.00	1.00		1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00	0.99	1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt		1.00	0.85	1.00	0.96		1.00	0.99		1.00	0.99	
Flt Protected		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1791	1561	1770	1782		1770	5020		1770	5045	
Flt Permitted		0.96	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1791	1561	1770	1782		1770	5020		1770	5045	
Peak-hour factor, PHF	0.92	0.92	0.92	0.78	0.78	0.78	0.97	0.97	0.97	0.92	0.92	0.92
Adj. Flow (vph)	112	28	230	72	51	17	439	376	32	36	1065	50
RTOR Reduction (vph)	0	0	199	0	13	0	0	6	0	0	5	0
Lane Group Flow (vph)	0	140	31	72	55	0	439	402	0	36	1110	0
Confl. Peds. (#/hr)	9		1	1		9	4		2	2		4
Confl. Bikes (#/hr)						1						
Turn Type	Split	NA	Perm	Split	NA		Prot	NA		Prot	NA	
Protected Phases	4	4		3	3		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Effective Green, g (s)		16.1	16.1	9.0	9.0		36.2	68.2		6.0	38.0	
Actuated g/C Ratio		0.13	0.13	0.08	0.08		0.30	0.57		0.05	0.32	
Clearance Time (s)		5.1	5.1	5.1	5.1		4.7	5.8		4.7	5.8	
Vehicle Extension (s)		2.5	2.5	2.5	2.5		3.9	4.0		2.5	4.0	
Lane Grp Cap (vph)		240	209	132	133		533	2853		88	1597	
v/s Ratio Prot		c0.08		c0.04	0.03		c0.25	0.08		0.02	c0.22	
v/s Ratio Perm			0.02									
v/c Ratio		0.58	0.15	0.55	0.41		0.82	0.14		0.41	0.70	
Uniform Delay, d1		48.8	45.9	53.5	53.0		38.9	12.2		55.3	35.9	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.0	0.2	3.6	1.5		10.4	0.1		2.2	2.5	
Delay (s)		51.8	46.1	57.1	54.5		49.3	12.3		57.5	38.4	
Level of Service		D	D	E	D		D	B		E	D	
Approach Delay (s/veh)		48.3			55.9			31.5			39.0	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.7
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
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)	0	1043	416	257	1067	0	0	0	0	157	0	14
Future Volume (veh/h)	0	1043	416	257	1067	0	0	0	0	157	0	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1134	0	279	1160	0				171	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1937		314	3951	0				379	0	
Arrive On Green	0.00	0.55	0.00	0.18	0.77	0.00				0.11	0.00	0.00
Sat Flow, veh/h	0	3647	1585	1781	5274	0				3456	0	1585
Grp Volume(v), veh/h	0	1134	0	279	1160	0				171	0	0
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1781	1702	0				1728	0	1585
Q Serve(g_s), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	19.2	0.0	13.8	6.0	0.0				4.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1937		314	3951	0				379	0	
V/C Ratio(X)	0.00	0.59		0.89	0.29	0.00				0.45	0.00	
Avail Cap(c_a), veh/h	0	1937		342	3951	0				1148	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	13.7	0.0	36.2	3.0	0.0				37.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	22.2	0.2	0.0				2.3	0.0	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
%ile BackOfQ(50%),veh/ln	0.0	7.4	0.0	7.8	1.5	0.0				1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	15.0	0.0	58.4	3.2	0.0				39.9	0.0	0.0
LnGrp LOS		B		E	A					D		
Approach Vol, veh/h		1134			1439						171	
Approach Delay, s/veh		15.0			13.9						39.9	
Approach LOS		B			B						D	

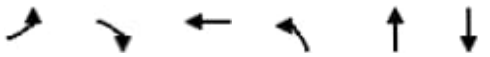
Timer - Assigned Phs	2	4	5	6
Phs Duration (G+Y+Rc), s	75.0	15.0	20.6	54.5
Change Period (Y+Rc), s	5.4	5.1	4.7	5.4
Max Green Setting (Gmax), s	49.6	29.9	17.3	27.6
Max Q Clear Time (g_c+I1), s	8.0	6.2	15.8	21.2
Green Ext Time (p_c), s	15.7	1.4	0.1	4.6

Intersection Summary	
HCM 7th Control Delay, s/veh	16.0
HCM 7th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Attachment C Queue Analysis



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	46	222	783	189	870	809
v/c Ratio	0.75	0.38	0.85	0.49	0.38	0.25
Control Delay (s/veh)	101.0	6.3	48.5	13.7	7.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.0	6.3	48.5	13.7	7.3	9.1
Queue Length 50th (ft)	32	0	278	43	101	89
Queue Length 95th (ft)	#106	60	331	145	102	104
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	63	593	939	399	2369	3361
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.37	0.83	0.47	0.37	0.24

Intersection Summary

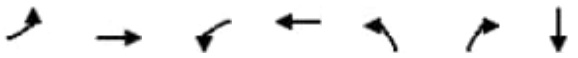
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	795	418	1496	611
v/c Ratio	0.78	0.79	0.46	0.27
Control Delay (s/veh)	35.2	31.8	12.6	8.3
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	35.2	31.8	13.0	8.3
Queue Length 50th (ft)	230	190	194	71
Queue Length 95th (ft)	229	243	304	m127
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1539	741	3255	2265
Starvation Cap Reductn	0	0	1036	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.56	0.67	0.27

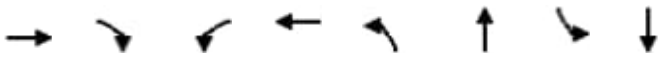
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	628	193	392	137	100	163
v/c Ratio	0.04	0.72	0.68	0.25	0.49	0.22	0.55
Control Delay (s/veh)	33.2	31.7	43.1	14.7	37.1	1.2	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	31.7	43.1	14.7	37.1	1.2	35.4
Queue Length 50th (ft)	3	146	90	54	63	0	68
Queue Length 95th (ft)	15	193	156	111	107	0	82
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	189	972	335	1550	283	448	299
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.65	0.58	0.25	0.48	0.22	0.55

Intersection Summary

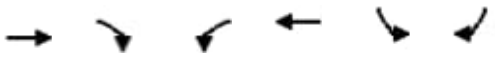


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	165	285	31	47	558	714	5	378
v/c Ratio	0.54	0.57	0.21	0.29	0.70	0.23	0.03	0.51
Control Delay (s/veh)	52.8	9.7	54.9	46.9	34.6	12.1	51.3	47.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	9.7	54.9	46.9	34.6	12.1	51.3	47.1
Queue Length 50th (ft)	119	0	23	27	343	82	4	97
Queue Length 95th (ft)	168	49	42	49	#626	150	16	117
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	303	502	486	500	800	3101	166	1887
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.57	0.06	0.09	0.70	0.23	0.03	0.20

Intersection Summary

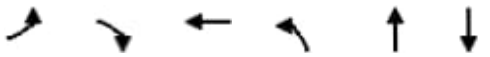
Description: CL=120/120 Off=16/12

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	642	199	109	1186	711	85
v/c Ratio	0.42	0.25	0.48	0.40	0.69	0.16
Control Delay (s/veh)	20.9	4.1	43.0	11.1	31.4	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.9	4.1	43.0	11.1	31.4	5.8
Queue Length 50th (ft)	140	0	59	130	177	0
Queue Length 95th (ft)	209	45	106	167	232	30
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1536	799	340	2967	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.32	0.40	0.62	0.15

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	240	599	669	97	957	1009
v/c Ratio	0.81	0.70	0.41	0.60	0.64	0.47
Control Delay (s/veh)	51.4	24.0	20.0	41.6	27.6	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.4	24.0	20.0	41.6	27.6	24.0
Queue Length 50th (ft)	151	252	148	43	228	197
Queue Length 95th (ft)	#372	#551	250	124	357	172
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	298	859	1626	253	2344	3318
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.70	0.41	0.38	0.41	0.30

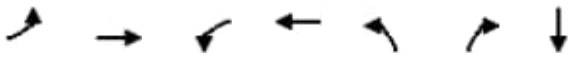
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	764	351	1349	904
v/c Ratio	0.78	0.76	0.42	0.40
Control Delay (s/veh)	40.7	39.4	11.9	13.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	40.7	39.4	12.2	13.7
Queue Length 50th (ft)	251	206	173	138
Queue Length 95th (ft)	266	273	259	338
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1432	652	3245	2258
Starvation Cap Reductn	0	0	1075	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.54	0.62	0.40

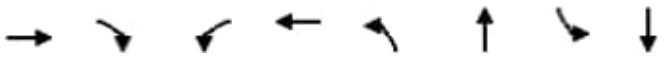
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	6	1004	119	366	149	59	159
v/c Ratio	0.03	0.78	0.56	0.23	0.48	0.14	0.50
Control Delay (s/veh)	33.0	28.2	46.6	13.6	37.5	0.7	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	28.2	46.6	13.6	37.5	0.7	36.5
Queue Length 50th (ft)	3	241	58	49	70	0	72
Queue Length 95th (ft)	13	297	#125	100	129	0	125
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	207	1400	215	1740	311	419	319
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.72	0.55	0.21	0.48	0.14	0.50

Intersection Summary

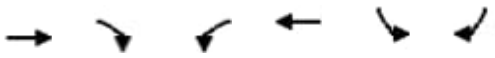
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	216	68	64	412	384	34	1047
v/c Ratio	0.59	0.56	0.43	0.37	0.71	0.13	0.23	0.67
Control Delay (s/veh)	59.8	12.0	59.7	47.4	47.0	12.6	55.6	37.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.8	12.0	59.7	47.4	47.0	12.6	55.6	37.6
Queue Length 50th (ft)	97	0	51	38	288	50	25	256
Queue Length 95th (ft)	157	68	83	69	#610	79	59	276
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	223	383	486	501	578	3029	166	1895
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.56	0.14	0.13	0.71	0.13	0.20	0.55

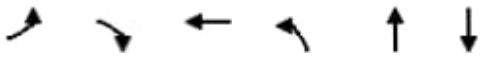
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1064	425	262	1089	160	14
v/c Ratio	0.62	0.43	0.71	0.29	0.35	0.05
Control Delay (s/veh)	20.0	3.3	43.6	3.9	37.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.0	3.3	43.6	3.9	37.2	0.3
Queue Length 50th (ft)	223	0	139	57	43	0
Queue Length 95th (ft)	344	55	206	83	70	0
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1730	991	390	3810	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.43	0.67	0.29	0.14	0.02

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	48	231	816	196	906	843
v/c Ratio	0.77	0.38	0.85	0.54	0.40	0.26
Control Delay (s/veh)	106.3	6.5	47.4	16.0	7.9	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.3	6.5	47.4	16.0	7.9	9.7
Queue Length 50th (ft)	33	2	285	46	109	100
Queue Length 95th (ft)	#115	64	#377	156	66	105
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	62	608	964	377	2352	3338
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.38	0.85	0.52	0.39	0.25

Intersection Summary

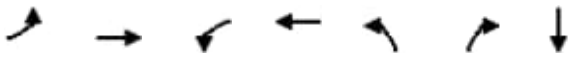
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	829	435	1557	637
v/c Ratio	0.78	0.80	0.49	0.29
Control Delay (s/veh)	35.0	33.7	14.1	9.3
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	35.0	33.7	14.5	9.3
Queue Length 50th (ft)	247	216	216	78
Queue Length 95th (ft)	240	264	337	m140
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1532	733	3165	2203
Starvation Cap Reductn	0	0	960	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.54	0.59	0.71	0.29

Intersection Summary

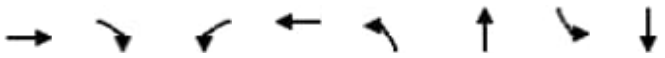
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	662	202	412	144	105	171
v/c Ratio	0.04	0.75	0.70	0.26	0.52	0.24	0.58
Control Delay (s/veh)	33.2	33.0	44.4	14.7	38.2	1.2	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	33.0	44.4	14.7	38.2	1.2	36.8
Queue Length 50th (ft)	3	158	94	57	68	0	73
Queue Length 95th (ft)	15	205	#168	116	111	0	86
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	188	963	331	1561	280	446	297
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.69	0.61	0.26	0.51	0.24	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

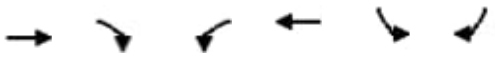


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	299	33	48	585	747	5	395
v/c Ratio	0.54	0.57	0.22	0.30	0.76	0.24	0.03	0.51
Control Delay (s/veh)	51.6	9.3	55.1	47.1	38.6	12.7	51.3	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.6	9.3	55.1	47.1	38.6	12.7	51.3	46.5
Queue Length 50th (ft)	124	0	24	27	382	89	4	100
Queue Length 95th (ft)	174	49	45	49	#693	160	16	121
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	320	526	486	500	770	3053	166	1887
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.57	0.07	0.10	0.76	0.24	0.03	0.21

Intersection Summary

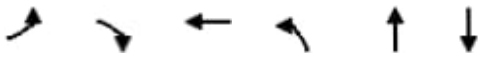
Description: CL=120/120 Off=16/12

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	673	209	114	1241	743	89
v/c Ratio	0.45	0.26	0.49	0.42	0.71	0.16
Control Delay (s/veh)	21.7	4.2	43.2	11.6	31.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.7	4.2	43.2	11.6	31.5	6.1
Queue Length 50th (ft)	151	0	62	141	185	1
Queue Length 95th (ft)	222	47	109	176	244	32
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1507	794	340	2935	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.26	0.34	0.42	0.65	0.15

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	254	634	708	102	1015	1070
v/c Ratio	1.01	0.79	0.46	0.61	0.63	0.46
Control Delay (s/veh)	94.3	31.4	23.2	43.4	28.1	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.3	31.4	23.2	43.4	28.1	21.8
Queue Length 50th (ft)	190	317	170	51	270	201
Queue Length 95th (ft)	#437	#684	292	122	346	161
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	252	802	1524	241	2344	3321
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.79	0.46	0.42	0.43	0.32

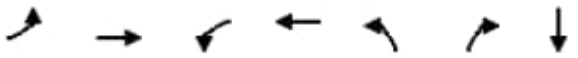
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	810	372	1431	959
v/c Ratio	0.78	0.77	0.46	0.44
Control Delay (s/veh)	40.0	40.7	13.7	16.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	40.0	40.7	14.1	16.7
Queue Length 50th (ft)	272	234	199	148
Queue Length 95th (ft)	279	295	298	392
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1425	645	3138	2184
Starvation Cap Reductn	0	0	979	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.58	0.66	0.44

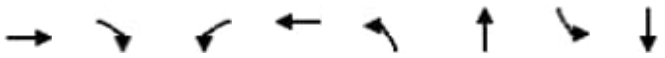
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	6	1051	125	383	155	62	166
v/c Ratio	0.03	0.88	0.69	0.23	0.58	0.16	0.61
Control Delay (s/veh)	33.2	35.7	55.4	13.9	41.4	0.9	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	35.7	55.4	13.9	41.4	0.9	41.0
Queue Length 50th (ft)	3	256	61	52	73	0	76
Queue Length 95th (ft)	13	#324	#133	104	133	0	131
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	178	1198	184	1640	266	384	274
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.88	0.68	0.23	0.58	0.16	0.61

Intersection Summary

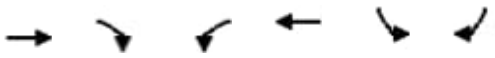
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	230	72	68	439	408	36	1115
v/c Ratio	0.58	0.56	0.44	0.39	0.82	0.14	0.24	0.68
Control Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Length 50th (ft)	103	0	54	40	327	55	27	269
Queue Length 95th (ft)	165	71	86	71	#669	86	61	297
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	241	408	486	500	534	2974	166	1895
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.56	0.15	0.14	0.82	0.14	0.22	0.59

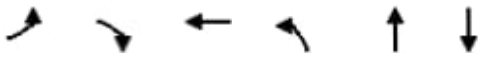
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1134	453	279	1160	171	15
v/c Ratio	0.68	0.46	0.72	0.31	0.36	0.05
Control Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Length 50th (ft)	253	0	147	64	46	0
Queue Length 95th (ft)	385	58	217	91	74	0
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1679	989	403	3796	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.46	0.69	0.31	0.15	0.03

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	48	232	822	198	913	848
v/c Ratio	0.77	0.38	0.85	0.56	0.41	0.27
Control Delay (s/veh)	106.3	6.8	47.3	16.6	8.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.3	6.8	47.3	16.6	8.0	9.9
Queue Length 50th (ft)	33	3	287	47	111	101
Queue Length 95th (ft)	#115	66	#383	159	61	106
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	62	609	968	375	2349	3333
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.38	0.85	0.53	0.39	0.25

Intersection Summary

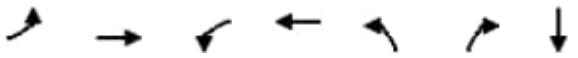
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	835	439	1569	641
v/c Ratio	0.78	0.81	0.50	0.29
Control Delay (s/veh)	34.9	34.2	14.4	9.4
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	34.9	34.2	14.9	9.4
Queue Length 50th (ft)	251	221	220	80
Queue Length 95th (ft)	241	270	344	m142
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1530	732	3149	2191
Starvation Cap Reductn	0	0	946	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.60	0.71	0.29

Intersection Summary

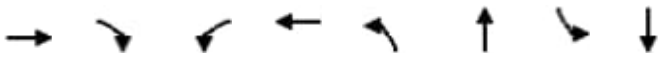
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	662	202	410	143	105	171
v/c Ratio	0.04	0.75	0.70	0.26	0.51	0.24	0.58
Control Delay (s/veh)	33.2	33.0	44.4	14.7	38.1	1.2	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	33.0	44.4	14.7	38.1	1.2	36.8
Queue Length 50th (ft)	3	158	94	57	67	0	73
Queue Length 95th (ft)	15	205	#168	116	111	0	86
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	188	963	331	1561	280	446	297
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.69	0.61	0.26	0.51	0.24	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

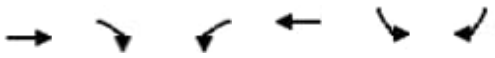


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	171	298	33	48	581	744	5	393
v/c Ratio	0.54	0.57	0.22	0.30	0.75	0.24	0.03	0.51
Control Delay (s/veh)	51.8	9.4	55.1	47.1	38.0	12.6	51.3	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.8	9.4	55.1	47.1	38.0	12.6	51.3	46.5
Queue Length 50th (ft)	124	0	24	27	377	88	4	100
Queue Length 95th (ft)	173	49	45	49	#684	159	16	121
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	317	523	486	500	774	3059	166	1887
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.57	0.07	0.10	0.75	0.24	0.03	0.21

Intersection Summary

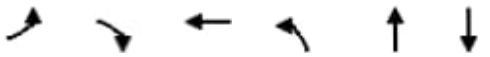
Description: CL=120/120 Off=16/12

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	668	207	113	1234	740	88
v/c Ratio	0.44	0.26	0.49	0.42	0.71	0.16
Control Delay (s/veh)	21.6	4.2	43.2	11.5	31.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	4.2	43.2	11.5	31.5	6.0
Queue Length 50th (ft)	148	0	61	140	184	1
Queue Length 95th (ft)	220	46	109	175	243	32
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1510	794	340	2938	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.26	0.33	0.42	0.65	0.15

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	253	632	706	102	1011	1065
v/c Ratio	0.99	0.78	0.46	0.62	0.63	0.47
Control Delay (s/veh)	88.5	30.5	22.9	44.5	28.6	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.5	30.5	22.9	44.5	28.6	22.1
Queue Length 50th (ft)	185	309	167	53	277	202
Queue Length 95th (ft)	#431	#675	289	123	347	162
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	256	809	1537	241	2344	3318
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.78	0.46	0.42	0.43	0.32

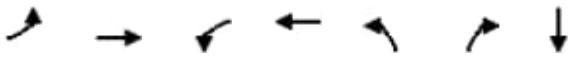
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	807	371	1424	954
v/c Ratio	0.78	0.77	0.45	0.44
Control Delay (s/veh)	40.0	40.6	13.6	16.4
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	40.0	40.6	14.0	16.4
Queue Length 50th (ft)	270	231	197	144
Queue Length 95th (ft)	278	294	296	388
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1425	645	3143	2187
Starvation Cap Reductn	0	0	983	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.58	0.66	0.44

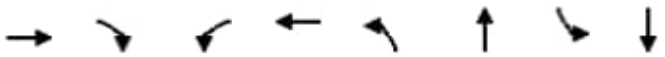
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	6	1047	125	381	155	61	166
v/c Ratio	0.03	0.88	0.69	0.23	0.58	0.16	0.61
Control Delay (s/veh)	33.2	35.5	55.4	13.9	41.4	0.9	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	35.5	55.4	13.9	41.4	0.9	40.9
Queue Length 50th (ft)	3	255	61	52	73	0	76
Queue Length 95th (ft)	13	#320	#133	103	133	0	131
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	178	1199	184	1639	266	384	274
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.87	0.68	0.23	0.58	0.16	0.61

Intersection Summary

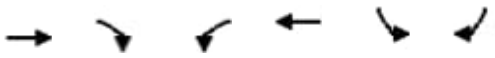
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	230	72	68	439	408	36	1115
v/c Ratio	0.58	0.56	0.44	0.39	0.82	0.14	0.24	0.68
Control Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Length 50th (ft)	103	0	54	40	327	55	27	269
Queue Length 95th (ft)	165	71	86	71	#669	86	61	297
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	241	408	486	500	534	2974	166	1895
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.56	0.15	0.14	0.82	0.14	0.22	0.59

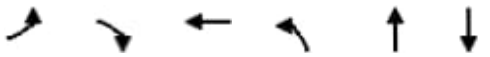
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1134	452	279	1160	171	15
v/c Ratio	0.68	0.46	0.72	0.31	0.36	0.05
Control Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Length 50th (ft)	253	0	147	64	46	0
Queue Length 95th (ft)	385	58	217	91	74	0
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1679	988	403	3796	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.46	0.69	0.31	0.15	0.03

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	46	222	783	189	870	809
v/c Ratio	0.75	0.38	0.85	0.49	0.38	0.25
Control Delay (s/veh)	101.0	6.3	48.5	13.7	7.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	101.0	6.3	48.5	13.7	7.3	9.1
Queue Length 50th (ft)	32	0	278	43	101	89
Queue Length 95th (ft)	#106	60	331	145	102	104
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	63	593	939	399	2369	3361
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.37	0.83	0.47	0.37	0.24

Intersection Summary

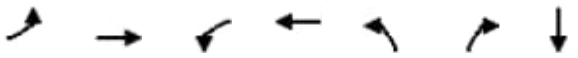
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	795	418	1496	611
v/c Ratio	0.78	0.79	0.46	0.27
Control Delay (s/veh)	35.2	31.8	12.6	8.3
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	35.2	31.8	13.0	8.3
Queue Length 50th (ft)	230	190	194	71
Queue Length 95th (ft)	229	243	304	m127
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1539	741	3255	2265
Starvation Cap Reductn	0	0	1036	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.52	0.56	0.67	0.27

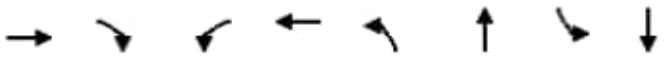
Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	628	193	392	137	100	163
v/c Ratio	0.04	0.72	0.68	0.25	0.49	0.22	0.55
Control Delay (s/veh)	33.2	31.7	43.1	14.7	37.1	1.2	35.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	31.7	43.1	14.7	37.1	1.2	35.4
Queue Length 50th (ft)	3	146	90	54	63	0	68
Queue Length 95th (ft)	15	193	156	111	107	0	82
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	189	972	335	1550	283	448	299
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.65	0.58	0.25	0.48	0.22	0.55

Intersection Summary

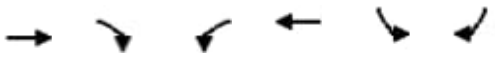


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	165	285	31	47	558	714	5	378
v/c Ratio	0.54	0.57	0.21	0.29	0.70	0.23	0.03	0.51
Control Delay (s/veh)	52.8	9.7	54.9	46.9	34.6	12.1	51.3	47.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.8	9.7	54.9	46.9	34.6	12.1	51.3	47.1
Queue Length 50th (ft)	119	0	23	27	343	82	4	97
Queue Length 95th (ft)	168	49	42	49	#626	150	16	117
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	303	502	486	500	800	3101	166	1887
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.57	0.06	0.09	0.70	0.23	0.03	0.20

Intersection Summary

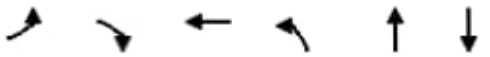
Description: CL=120/120 Off=16/12

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	642	199	109	1186	711	85
v/c Ratio	0.42	0.25	0.48	0.40	0.69	0.16
Control Delay (s/veh)	20.9	4.1	43.0	11.1	31.4	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.9	4.1	43.0	11.1	31.4	5.8
Queue Length 50th (ft)	140	0	59	130	177	0
Queue Length 95th (ft)	209	45	106	167	232	30
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1536	799	340	2967	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.25	0.32	0.40	0.62	0.15

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	240	599	669	97	957	1009
v/c Ratio	0.81	0.70	0.41	0.60	0.64	0.47
Control Delay (s/veh)	51.4	24.0	20.0	41.6	27.6	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.4	24.0	20.0	41.6	27.6	24.0
Queue Length 50th (ft)	151	252	148	43	228	197
Queue Length 95th (ft)	#372	#551	250	124	357	172
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	298	859	1626	253	2344	3318
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.70	0.41	0.38	0.41	0.30

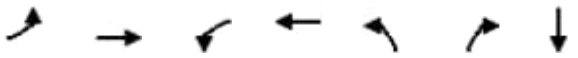
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	764	351	1349	904
v/c Ratio	0.78	0.76	0.42	0.40
Control Delay (s/veh)	40.7	39.4	11.9	13.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	40.7	39.4	12.2	13.7
Queue Length 50th (ft)	251	206	173	138
Queue Length 95th (ft)	266	273	259	338
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1432	652	3245	2258
Starvation Cap Reductn	0	0	1075	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.53	0.54	0.62	0.40

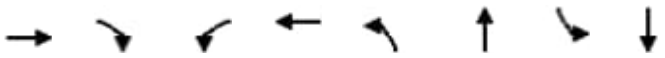
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	6	1004	119	366	149	59	159
v/c Ratio	0.03	0.78	0.56	0.23	0.48	0.14	0.50
Control Delay (s/veh)	33.0	28.2	46.6	13.6	37.5	0.7	36.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.0	28.2	46.6	13.6	37.5	0.7	36.5
Queue Length 50th (ft)	3	241	58	49	70	0	72
Queue Length 95th (ft)	13	297	#125	100	129	0	125
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	207	1400	215	1740	311	419	319
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.72	0.55	0.21	0.48	0.14	0.50

Intersection Summary

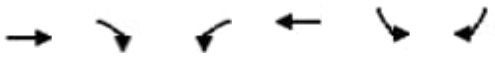
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	131	216	68	64	412	384	34	1047
v/c Ratio	0.59	0.56	0.43	0.37	0.71	0.13	0.23	0.67
Control Delay (s/veh)	59.8	12.0	59.7	47.4	47.0	12.6	55.6	37.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	59.8	12.0	59.7	47.4	47.0	12.6	55.6	37.6
Queue Length 50th (ft)	97	0	51	38	288	50	25	256
Queue Length 95th (ft)	157	68	83	69	#610	79	59	276
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	223	383	486	501	578	3029	166	1895
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.56	0.14	0.13	0.71	0.13	0.20	0.55

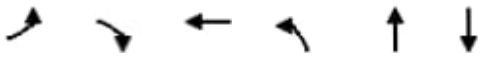
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1064	425	262	1089	160	14
v/c Ratio	0.62	0.43	0.71	0.29	0.35	0.05
Control Delay (s/veh)	20.0	3.3	43.6	3.9	37.2	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.0	3.3	43.6	3.9	37.2	0.3
Queue Length 50th (ft)	223	0	139	57	43	0
Queue Length 95th (ft)	344	55	206	83	70	0
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1730	991	390	3810	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.43	0.67	0.29	0.14	0.02

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	48	231	816	196	906	843
v/c Ratio	0.77	0.38	0.85	0.54	0.40	0.26
Control Delay (s/veh)	106.3	6.5	47.4	16.0	7.9	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.3	6.5	47.4	16.0	7.9	9.7
Queue Length 50th (ft)	33	2	285	46	109	100
Queue Length 95th (ft)	#115	64	#377	156	66	105
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	62	608	964	377	2352	3338
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.38	0.85	0.52	0.39	0.25

Intersection Summary

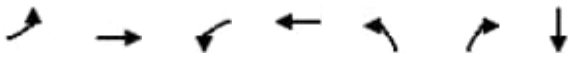
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	829	435	1557	637
v/c Ratio	0.78	0.80	0.49	0.29
Control Delay (s/veh)	35.0	33.7	14.1	9.3
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	35.0	33.7	14.5	9.3
Queue Length 50th (ft)	247	216	216	78
Queue Length 95th (ft)	240	264	337	m140
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1532	733	3165	2203
Starvation Cap Reductn	0	0	960	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.54	0.59	0.71	0.29

Intersection Summary

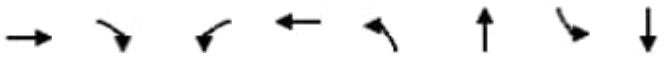
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	662	202	412	144	105	171
v/c Ratio	0.04	0.75	0.70	0.26	0.52	0.24	0.58
Control Delay (s/veh)	33.2	33.0	44.4	14.7	38.2	1.2	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	33.0	44.4	14.7	38.2	1.2	36.8
Queue Length 50th (ft)	3	158	94	57	68	0	73
Queue Length 95th (ft)	15	205	#168	116	111	0	86
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	188	963	331	1561	280	446	297
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.69	0.61	0.26	0.51	0.24	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

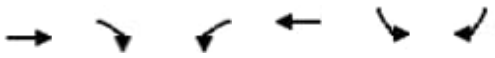


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	172	299	33	48	585	747	5	395
v/c Ratio	0.54	0.57	0.22	0.30	0.76	0.24	0.03	0.51
Control Delay (s/veh)	51.6	9.3	55.1	47.1	38.6	12.7	51.3	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.6	9.3	55.1	47.1	38.6	12.7	51.3	46.5
Queue Length 50th (ft)	124	0	24	27	382	89	4	100
Queue Length 95th (ft)	174	49	45	49	#693	160	16	121
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	320	526	486	500	770	3053	166	1887
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.57	0.07	0.10	0.76	0.24	0.03	0.21

Intersection Summary

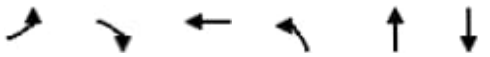
Description: CL=120/120 Off=16/12

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	673	209	114	1241	743	89
v/c Ratio	0.45	0.26	0.49	0.42	0.71	0.16
Control Delay (s/veh)	21.7	4.2	43.2	11.6	31.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.7	4.2	43.2	11.6	31.5	6.1
Queue Length 50th (ft)	151	0	62	141	185	1
Queue Length 95th (ft)	222	47	109	176	244	32
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1507	794	340	2935	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.26	0.34	0.42	0.65	0.15

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	254	634	708	102	1015	1070
v/c Ratio	1.01	0.79	0.46	0.61	0.63	0.46
Control Delay (s/veh)	94.3	31.4	23.2	43.4	28.1	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	94.3	31.4	23.2	43.4	28.1	21.8
Queue Length 50th (ft)	190	317	170	51	270	201
Queue Length 95th (ft)	#437	#684	292	122	346	161
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	252	802	1524	241	2344	3321
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.79	0.46	0.42	0.43	0.32

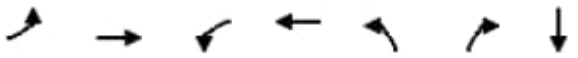
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	810	372	1431	959
v/c Ratio	0.78	0.77	0.46	0.44
Control Delay (s/veh)	40.0	40.7	13.7	16.7
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	40.0	40.7	14.1	16.7
Queue Length 50th (ft)	272	234	199	148
Queue Length 95th (ft)	279	295	298	392
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1425	645	3138	2184
Starvation Cap Reductn	0	0	979	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.58	0.66	0.44

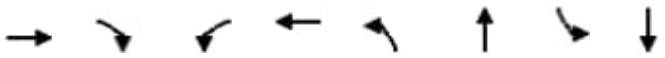
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	6	1051	125	383	155	62	166
v/c Ratio	0.03	0.88	0.69	0.23	0.58	0.16	0.61
Control Delay (s/veh)	33.2	35.7	55.4	13.9	41.4	0.9	41.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	35.7	55.4	13.9	41.4	0.9	41.0
Queue Length 50th (ft)	3	256	61	52	73	0	76
Queue Length 95th (ft)	13	#324	#133	104	133	0	131
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	178	1198	184	1640	266	384	274
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.88	0.68	0.23	0.58	0.16	0.61

Intersection Summary

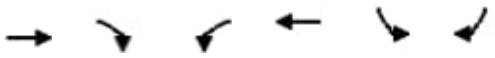
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	230	72	68	439	408	36	1115
v/c Ratio	0.58	0.56	0.44	0.39	0.82	0.14	0.24	0.68
Control Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Length 50th (ft)	103	0	54	40	327	55	27	269
Queue Length 95th (ft)	165	71	86	71	#669	86	61	297
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	241	408	486	500	534	2974	166	1895
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.56	0.15	0.14	0.82	0.14	0.22	0.59

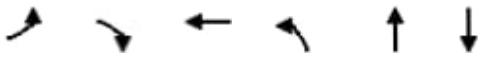
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1134	453	279	1160	171	15
v/c Ratio	0.68	0.46	0.72	0.31	0.36	0.05
Control Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Length 50th (ft)	253	0	147	64	46	0
Queue Length 95th (ft)	385	58	217	91	74	0
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1679	989	403	3796	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.46	0.69	0.31	0.15	0.03

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	48	232	822	198	913	848
v/c Ratio	0.77	0.38	0.85	0.56	0.41	0.27
Control Delay (s/veh)	106.3	6.8	47.3	16.6	8.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	106.3	6.8	47.3	16.6	8.0	9.9
Queue Length 50th (ft)	33	3	287	47	111	101
Queue Length 95th (ft)	#115	66	#383	159	61	106
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	62	609	968	375	2349	3333
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.38	0.85	0.53	0.39	0.25

Intersection Summary

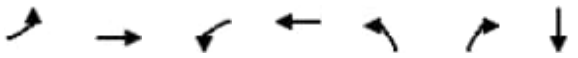
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	835	439	1569	641
v/c Ratio	0.78	0.81	0.50	0.29
Control Delay (s/veh)	34.9	34.2	14.4	9.4
Queue Delay	0.0	0.0	0.4	0.0
Total Delay (s/veh)	34.9	34.2	14.9	9.4
Queue Length 50th (ft)	251	221	220	80
Queue Length 95th (ft)	241	270	344	m142
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1530	732	3149	2191
Starvation Cap Reductn	0	0	946	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.60	0.71	0.29

Intersection Summary

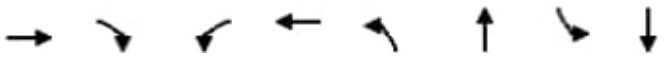
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	7	662	202	410	143	105	171
v/c Ratio	0.04	0.75	0.70	0.26	0.51	0.24	0.58
Control Delay (s/veh)	33.2	33.0	44.4	14.7	38.1	1.2	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	33.0	44.4	14.7	38.1	1.2	36.8
Queue Length 50th (ft)	3	158	94	57	67	0	73
Queue Length 95th (ft)	15	205	#168	116	111	0	86
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	188	963	331	1561	280	446	297
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.69	0.61	0.26	0.51	0.24	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

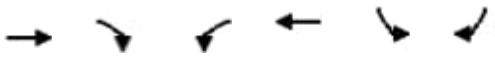


Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	171	298	33	48	581	744	5	393
v/c Ratio	0.54	0.57	0.22	0.30	0.75	0.24	0.03	0.51
Control Delay (s/veh)	51.8	9.4	55.1	47.1	38.0	12.6	51.3	46.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.8	9.4	55.1	47.1	38.0	12.6	51.3	46.5
Queue Length 50th (ft)	124	0	24	27	377	88	4	100
Queue Length 95th (ft)	173	49	45	49	#684	159	16	121
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	317	523	486	500	774	3059	166	1887
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.57	0.07	0.10	0.75	0.24	0.03	0.21

Intersection Summary

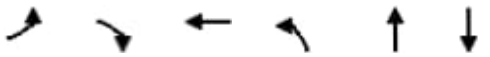
Description: CL=120/120 Off=16/12

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	668	207	113	1234	740	88
v/c Ratio	0.44	0.26	0.49	0.42	0.71	0.16
Control Delay (s/veh)	21.6	4.2	43.2	11.5	31.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.6	4.2	43.2	11.5	31.5	6.0
Queue Length 50th (ft)	148	0	61	140	184	1
Queue Length 95th (ft)	220	46	109	175	243	32
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1510	794	340	2938	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.26	0.33	0.42	0.65	0.15

Intersection Summary



Lane Group	EBL	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	253	632	706	102	1011	1065
v/c Ratio	0.99	0.78	0.46	0.62	0.63	0.47
Control Delay (s/veh)	88.5	30.5	22.9	44.5	28.6	22.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	88.5	30.5	22.9	44.5	28.6	22.1
Queue Length 50th (ft)	185	309	167	53	277	202
Queue Length 95th (ft)	#431	#675	289	123	347	162
Internal Link Dist (ft)			522		361	1199
Turn Bay Length (ft)	105			180		
Base Capacity (vph)	256	809	1537	241	2344	3318
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.78	0.46	0.42	0.43	0.32

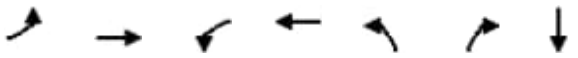
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	807	371	1424	954
v/c Ratio	0.78	0.77	0.45	0.44
Control Delay (s/veh)	40.0	40.6	13.6	16.4
Queue Delay	0.0	0.0	0.3	0.0
Total Delay (s/veh)	40.0	40.6	14.0	16.4
Queue Length 50th (ft)	270	231	197	144
Queue Length 95th (ft)	278	294	296	388
Internal Link Dist (ft)	451		457	302
Turn Bay Length (ft)				
Base Capacity (vph)	1425	645	3143	2187
Starvation Cap Reductn	0	0	983	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.57	0.58	0.66	0.44

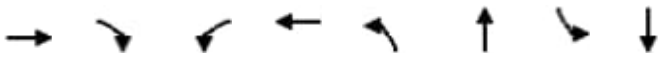
Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBL	NBR	SBT
Lane Group Flow (vph)	6	1047	125	381	155	61	166
v/c Ratio	0.03	0.88	0.69	0.23	0.58	0.16	0.61
Control Delay (s/veh)	33.2	35.5	55.4	13.9	41.4	0.9	40.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	33.2	35.5	55.4	13.9	41.4	0.9	40.9
Queue Length 50th (ft)	3	255	61	52	73	0	76
Queue Length 95th (ft)	13	#320	#133	103	133	0	131
Internal Link Dist (ft)		485		477			377
Turn Bay Length (ft)	100		150		50		
Base Capacity (vph)	178	1199	184	1639	266	384	274
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.87	0.68	0.23	0.58	0.16	0.61

Intersection Summary

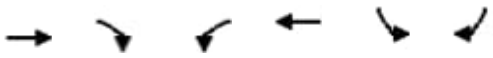
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	140	230	72	68	439	408	36	1115
v/c Ratio	0.58	0.56	0.44	0.39	0.82	0.14	0.24	0.68
Control Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	58.2	11.4	60.1	47.4	55.8	13.2	55.9	36.8
Queue Length 50th (ft)	103	0	54	40	327	55	27	269
Queue Length 95th (ft)	165	71	86	71	#669	86	61	297
Internal Link Dist (ft)	654			228		462		298
Turn Bay Length (ft)		400	50		390		150	
Base Capacity (vph)	241	408	486	500	534	2974	166	1895
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.56	0.15	0.14	0.82	0.14	0.22	0.59

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

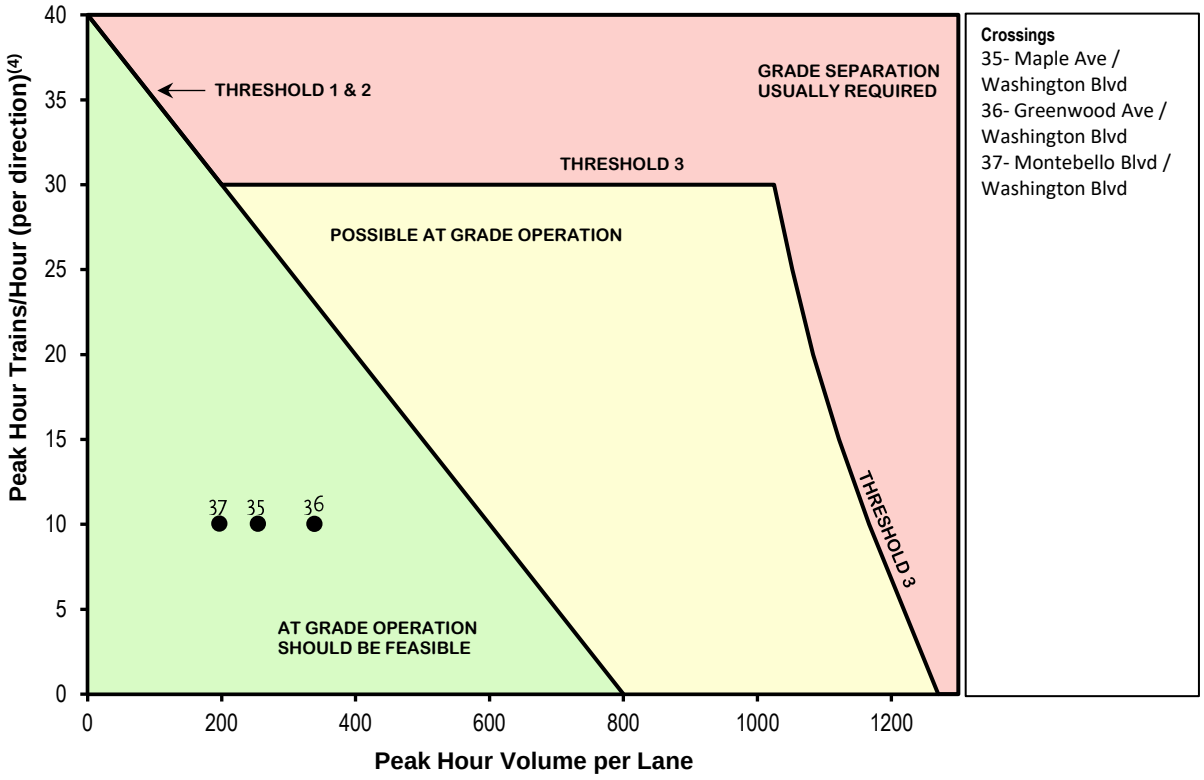


Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1134	452	279	1160	171	15
v/c Ratio	0.68	0.46	0.72	0.31	0.36	0.05
Control Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.2	3.5	42.8	4.1	37.1	0.4
Queue Length 50th (ft)	253	0	147	64	46	0
Queue Length 95th (ft)	385	58	217	91	74	0
Internal Link Dist (ft)	368			692		
Turn Bay Length (ft)			280		360	
Base Capacity (vph)	1679	988	403	3796	1140	583
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.46	0.69	0.31	0.15	0.03

Intersection Summary

Attachment D Grade Crossing Initial Screening

Build Alternative Grade Crossing Analysis



NOTES:
- Roadway volume is peak hour, highest per lane flow rate
- Adapted from Institute of Transportation Engineers Informational report, Light Rail Transit Grade Separation Guildlines, 1992, Threshold 1 & Threshold 2 combines.