APPENDIX C
Traffic Analysis Technical Memorandum

DRAFT

MEMORANDUM

TO: Natalie Thompson, AECOM

FROM: Jonathan Chambers, P.E., and Casey Le, P.E.

DATE: December 23, 2019

RE: Construction Traffic Analysis for the
LAX Terminal 6 Renovation Project
Los Angeles, California **Ref:** J1690a

Gibson Transportation Consulting, Inc. (GTC) was asked to assess construction traffic for the proposed Los Angeles International Airport (LAX) Terminal 6 Renovation Project (Project). GTC reviewed the construction assumptions provided by the Project development team and evaluated pertinent data relative to traffic and circulation. This construction traffic analysis relates to the temporary impacts that may result from the construction activities of the Project, which may include safety, operational, or capacity impacts, and was performed in accordance with the guidelines outlined in *L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles* (City of Los Angeles [City], 2006) (*L.A. CEQA Thresholds Guide*) and Section 3.4 of *Transportation Assessment Guidelines* (Los Angeles Department of Transportation [LADOT], July 2019) (LADOT Guidelines).

PROJECT BACKGROUND

As detailed in *Project Description: Los Angeles International Airport (LAX) Terminal 6 Renovation Project* (Los Angeles World Airports, September 23, 2019) and illustrated in Figures 1A and 1B, the Project proposes to improve existing components of the passenger concourse in the Terminal 6 Building and replace the associated aircraft parking apron, hydrant fuel, and gate systems. The Project itself would not construct any new buildings and would not generate new external trips to the site, as compared to pre-Project conditions, once operational. Therefore, only potential construction-period traffic impacts were evaluated.

The Project is located within the *Coastal Transportation Corridor Specific Plan* (Los Angeles Department of City Planning, September 22, 1993) area of the City. As shown in Figure 1A, the Project site is centrally located in LAX and is bordered by World Way to the north, Taxiway C7 to the east, Taxiway C to the south, and Taxiway C8 to the west. Landside access to the Project site is provided from the LAX Central Terminal Area roadways. Construction-related vehicular access will be provided via 104th Street along Aviation Boulevard.

TYPES OF CONSTRUCTION IMPACTS

L.A. CEQA Thresholds Guide identifies four types of in-street construction impacts. Each of the four types of impacts refers to a particular population that could be inconvenienced by construction activities. The four types of impacts and related populations are:

1. Temporary traffic impacts: potential impacts on vehicular travel on roadways
2. Temporary loss of access: potential impacts on visitors entering and leaving sites
3. Temporary loss of bus stops or rerouting of bus lines: potential impacts on bus travelers
4. Temporary loss of on-street parking: potential impacts on parkers

Each of these issues were examined. The factors used to determine the significance of a project's impacts involve the likelihood and extent to which an impact might occur, the potential inconvenience caused to a population, and consideration for public safety. Traffic impacts from construction activities would be expected to occur as a result of the following types of activities:

- Increases in truck traffic associated with export of fill materials and delivery of construction materials
- Increases in automobile traffic associated with construction workers traveling to and from the site
- Reductions in existing street capacity or on-street parking from temporary lane closures necessary for the construction of roadway improvements, utility relocation, and drainage facilities
- Blocking of existing vehicle or pedestrian access to other parcels fronting street

Should any impacts resulting from Project construction be identified, they are temporary in nature and are generally not considered to be significant.

CONSTRUCTION ASSUMPTIONS

GTC reviewed the detailed construction information provided by the Project team in order to develop analysis assumptions related to the construction schedule and haul routes.

Construction Schedule

The Project is anticipated to be constructed over a period of approximately 36 months, with completion anticipated in February 2023. Typical construction activity would occur Monday through Saturday on a 24-hour work schedule, with no construction activity on Sundays. Construction workers would be on-site for one of the three eight-hour shifts per day.

The Project would be constructed in several phases to allow for continuous use of the terminal by the public and to minimize impacts to existing operations. Table 1 summarizes the Project construction phasing schedule and corresponding number of daily construction workers during each phase. As shown in Table 1, the maximum number of construction workers would be required during Phases 2 and 4, with up to 62 workers per shift.

Based on data provided regarding the volume of materials to be imported/exported, worker requirements, and delivery needs, GTC determined that the maximum truck demand would be 19 trucks per day (each with a capacity of 14 cubic yards). Additionally, it is anticipated that a maximum of 62 construction workers and up to six equipment vehicles would travel to/from the site per day during these highest-activity phases of construction.

Construction Trip Distribution

The construction staging and laydown area would be located on an existing Los Angeles World Airports (LAWA) parcel along Westchester Parkway, west of Sepulveda Boulevard. Construction truck haul routes typically utilize the most convenient paths of travel to nearby landfill facilities while remaining in compliance with approved truck routes designated within the City and along State highways, including avoidance of restricted roadways. The construction truck haul route for the Project is shown in Figure 2 and is consistent with current operations for other construction projects occurring at LAX.

Construction workers for projects at LAX are eligible to park at any of the available public parking lots in the LAX area and ride airport shuttles to the Project site. The locations of the public parking lots are shown in Figure 3. Worker trips were, therefore, distributed between number of potential parking locations.

Based on the anticipated haul route and parking locations, a total of seven signalized intersections were selected for a detailed analysis of potential temporary construction impacts. The seven signalized intersections are listed in Table 2 and shown in Figure 4. Consistent with LADOT Guidelines, traffic counts were conducted at the seven locations during typical weekday commuter peak hours, 7:00 to 10:00 AM and 3:00 to 6:00 PM; however, to ensure that worst-case traffic conditions in the LAX area were sampled, these count windows were extended beyond the required peak periods and included 6:00 to 10:00 AM and 3:00 to 8:00 PM on weekdays as well as 10:00 AM to 3:00 PM on a Saturday.

Construction Trip Generation

Peak levels of truck and worker trips were estimated on a daily and peak hour basis. For the purposes of analyzing the potential impacts of large trucks, heavy vehicles were converted into passenger car equivalencies (PCEs). *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* (Transportation Research Board, 1980) *(Circular No. 212)* defines PCE for a heavy vehicle as the number of through moving passenger cars to which it is equivalent based on the vehicle's headway and delay-creating potential.

Table 8 of *Circular No. 212* and Exhibit 22.11 of *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2016) (HCM) suggest a PCE of 2.0 for trucks using the local terrain. Based on a PCE factor of 2.0, the 19 haul trucks arriving to/departing from the Project site during this period will generate 76 daily PCE trips (38 PCE trips inbound, 38 PCE trips outbound), with approximately 10 PCE trips (five PCE trips inbound, five PCE trips outbound) occurring each hour uniformly over a typical eight-hour workday.

Although most equipment trucks would be staged on-site for the duration of the construction period, up to six equipment trucks will arrive to/depart from the site each day. The six equipment trucks equate to 24 daily PCE trips (12 PCE trips inbound, 12 PCE trips outbound). Although these trips would likely occur outside of typical commuter peak periods, it was conservatively assumed that all equipment truck trips enter the site during the commuter morning peak hour and all equipment truck trips exit during the commuter afternoon peak hour.

In addition, a maximum of 62 construction workers would be on-site at one time. To provide a conservative analysis, no carpooling was assumed amongst the construction workers. With construction workers on three eight-hour shift schedules, 62 construction workers would result in a total of 372 vehicle trips to and from the Project site on a daily basis (62 workers multiplied by three shifts, multiplied by two trips). Although construction worker shifts may begin and end outside the commuter peak hours, it was conservatively assumed that construction worker trips related to any changes in shifts would occur during the morning and afternoon peak hours. Thus, 62 worker vehicles would enter and exit the site during both the morning and afternoon peak hours.

Table 3 summarizes the potential trip generation for the on-site construction activities. As shown, the total construction-related traffic would generate 146 morning and 146 afternoon peak hour trips on weekdays. It is anticipated that typical construction activity on Saturdays would be similar to weekday morning activities and, thus, construction-related traffic would also generate 146 midday trips on Saturdays. As described above, these estimates for analysis are based on very conservative assumptions about both the number of trips and the time of day that they would occur. Actual construction-related traffic during commuter peak hours and the Saturday midday peak hour would be much lower.

Worker trips and construction truck trips were assigned to the street system, including through the study intersections, according to the distribution patterns previously described. Figure 5A details the intersection-level trip distribution pattern for the construction truck trips and Figure 5B details the intersection-level trip distribution pattern for the worker trips. Workforce vehicles are assumed to come from all directions to the available parking locations. The trip generation of the construction phase summarized in Table 3 and the trip distribution pattern in Figures 5A and 5B were used to assign the construction-generated traffic through the study intersections. Figure 6 illustrates the combined construction-only peak hour traffic volumes at the study intersections during weekday morning and afternoon and Saturday midday peak hours.

PEAK HOUR TRAFFIC VOLUMES

Existing Conditions

Weekday morning and afternoon and Saturday midday peak hour turning movement counts, as shown in Figure 7, were collected at the study intersections in September 2019. The traffic count worksheets are provided in Attachment A. The construction-only peak hour traffic volumes detailed in Figure 6 were added to the traffic volumes shown in Figure 7. Figure 8 shows the Existing with Project Construction Conditions peak hour traffic volumes.

Future Conditions

Future traffic volumes for year 2022 were forecasted to correspond with Phase 4 construction period. The *2010 Los Angeles County Congestion Management Program* (Metro, 2010) (CMP) general growth factors, which are based on regional modeling, were used for projecting future traffic growth. As shown in Exhibit D-1 of the CMP, the South Bay/LAX area (Regional Statistical Area 18) is estimated to experience a total regional growth in traffic of 2.17% between the years of 2015 and 2025, which equates to an ambient growth factor of approximately 0.22% per year. The compounded growth factor adjustment was applied over the three-year period for a total of 0.66%.

Future traffic volumes, without Project construction traffic, for weekday morning and afternoon and Saturday midday peak hours are detailed in Figure 9. The construction-only peak hour traffic volumes detailed in Figure 6 were added to the peak hour traffic volumes shown in Figure 9. Figure 10 shows the Future with Project Construction Conditions peak hour traffic volumes.

CONSTRUCTION TRAFFIC IMPACTS

Construction activities would generate traffic associated with workers traveling to and from the proposed parking and staging areas, truck and/or equipment haul/delivery trips, and miscellaneous construction-related trips. Delivery of materials would be scheduled to reduce disruptions to the local roadway network. No closures of roadways within the local transportation network, transit stops, or bicycle and pedestrian facilities are proposed during construction.

Based on the number of construction workers, haul truck trip demand, and construction equipment demand, the peak construction period would result in a total of 472 daily trips, with 146 trips occurring during the Morning Peak Hour, 146 occurring during the Evening Peak Hour, and 146 occurring during the Saturday Midday Peak Hour. CEQA Guidelines Section 15064.3 establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts. VMT refers to the amount and distance of automobile travel attributable to a project. Due to the temporary nature of construction traffic associated with the proposed project, and the relatively low increase in added traffic trips from construction workers, haul/delivery trucks, and equipment, a VMT analysis was not performed. Additionally, significant impacts associated with an increase in VMT are generally associated with land use specific trips generated following construction. Projects that do not increase the number of trips are presumed to result in less than significant impact per CEQA Guidelines Section 15064.3.

CONSTRUCTION TRAFFIC LOS ANALYSIS

The following analysis is provided for background purposes.

Although LADOT has not established a significance threshold for construction impacts, Section 3.4 of the LADOT Guidelines identifies a list of screening criteria for project construction. If project construction meets any of screening criteria, further analysis will be required to assess for any potential impacts to existing pedestrian, bicycle, transit or vehicle circulation. The Project construction does not meet any of the screening criteria for further analysis. Nevertheless, an assessment of intersection operations without and with Project construction traffic was reviewed for any substantial intersection delays or changes to intersection level of service (LOS) operations.

Intersection Analysis Methodology

A detailed intersection capacity analysis was conducted for the weekday morning and afternoon peak hours and Saturday midday. LOS is a qualitative measure used to describe the condition of traffic flow on the street system, ranging from free-flowing conditions at LOS A to overloaded or congested conditions at LOS F. LOS D is typically recognized as the minimum acceptable LOS in urban areas.

In accordance with LADOT Guidelines, the signalized intersections were analyzed using HCM methodology to determine the overall intersection delay. The HCM methodology calculates the average delay, in seconds, of a vehicle passing through the intersection in any direction. The average delay is used to determine the intersection LOS according to the LOS definitions provided in Table 4.

Construction Traffic LOS Analysis

As shown in Table 5, construction traffic would increase intersection delay by, at most, 1.9 seconds per vehicle during any of the analyzed peak hours under Existing with Project Construction Conditions and does not change any of the intersection LOS operations. As shown in Table 6, construction traffic would increase intersection delay by, at most, 2.0 seconds per vehicle during any of the analyzed peak hours under Future with Project Construction Conditions. Although it is anticipated that construction traffic would result in a change of intersection LOS operations from LOS C to LOS D at the intersection of Sepulveda Boulevard & Westchester Parkway (Intersection #1) during the weekday morning peak hour, the intersection would still operate at an acceptable service level. Therefore, construction traffic would not result in any substantial changes to delay or change the LOS intersection operations to unacceptable levels and would not result in any temporary traffic impacts associated with vehicular travel on roadways.

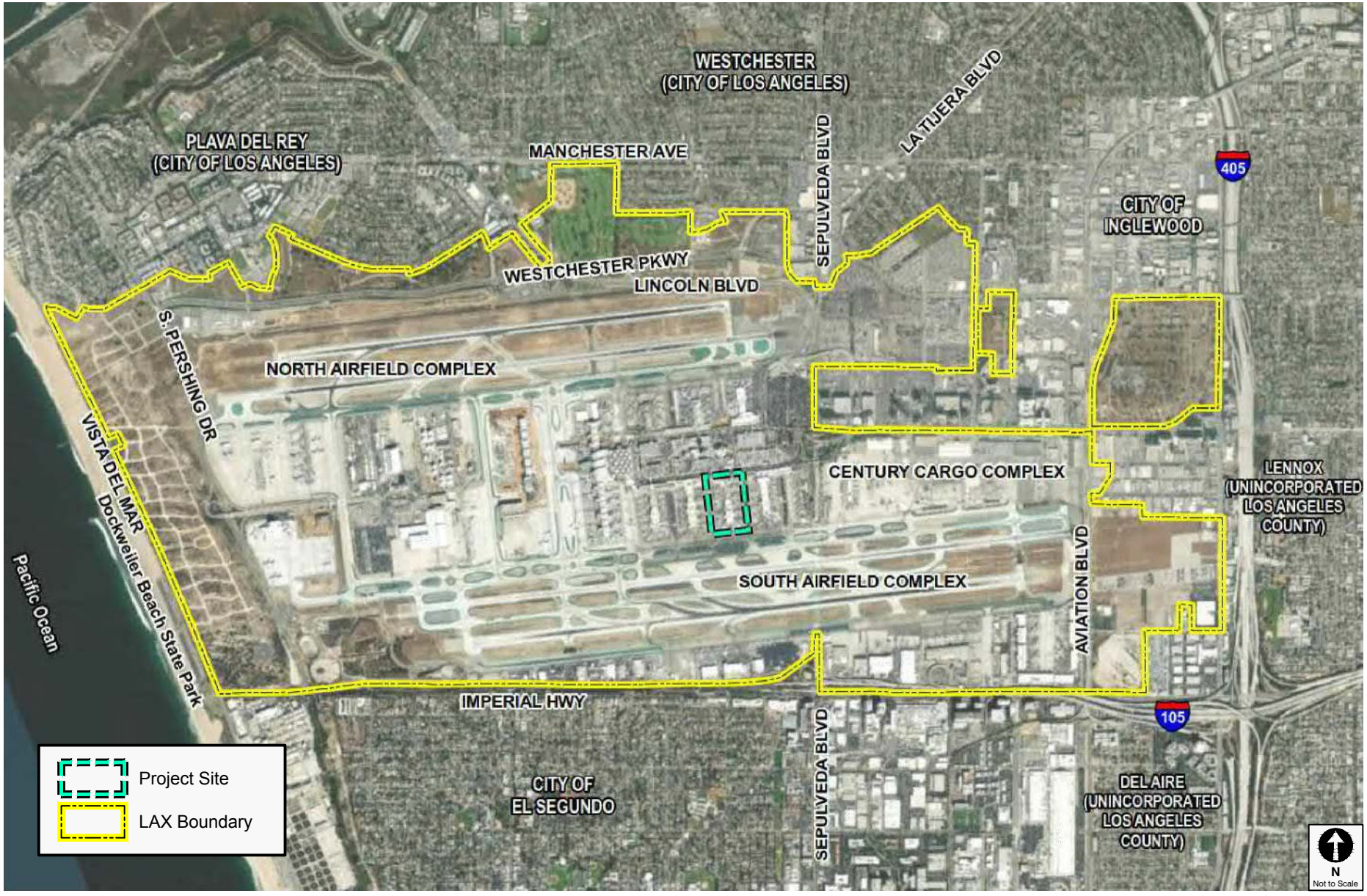
Intersection analysis worksheets are provided in Attachment B.

POTENTIAL IMPACTS ON ACCESS, TRANSIT, AND PARKING

Construction activities would be fully contained within the Project Site and staging area boundaries. Its effects on public streets would be limited to the small additions of traffic and intersection delays described in the previous section. Project construction would not inhibit access to other properties or affect transit operations or on-street parking in the vicinity of the Project Site and, therefore, would not result in any significant impacts to access, transit or parking.

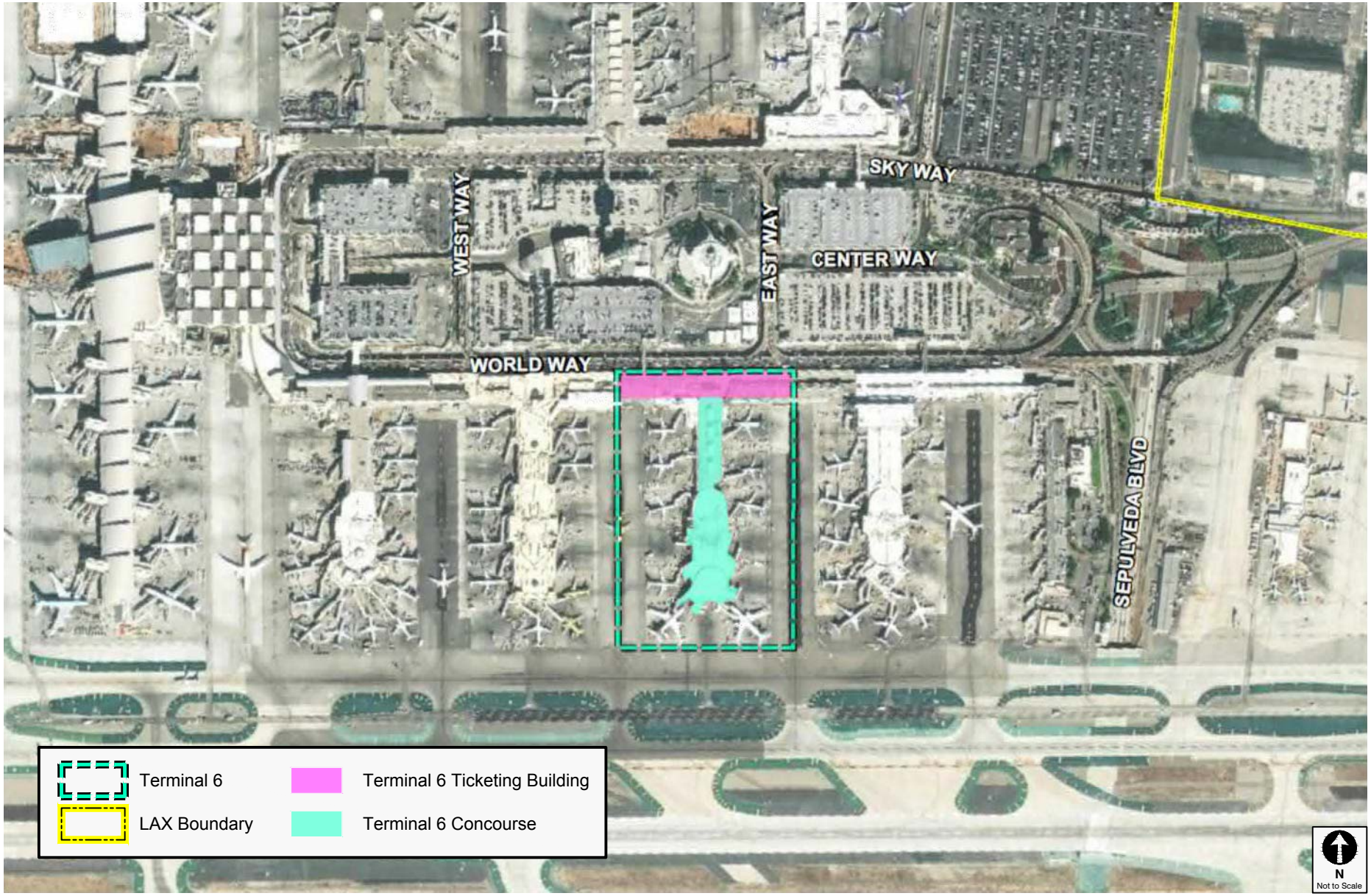
CONCLUSION

Based on GTC's analysis of the Project's anticipated construction activities, Project construction would not result in any temporary traffic impacts on vehicular travel and would not result in loss of access, loss of bus stops or rerouting of bus lines, or loss of on-street parking.



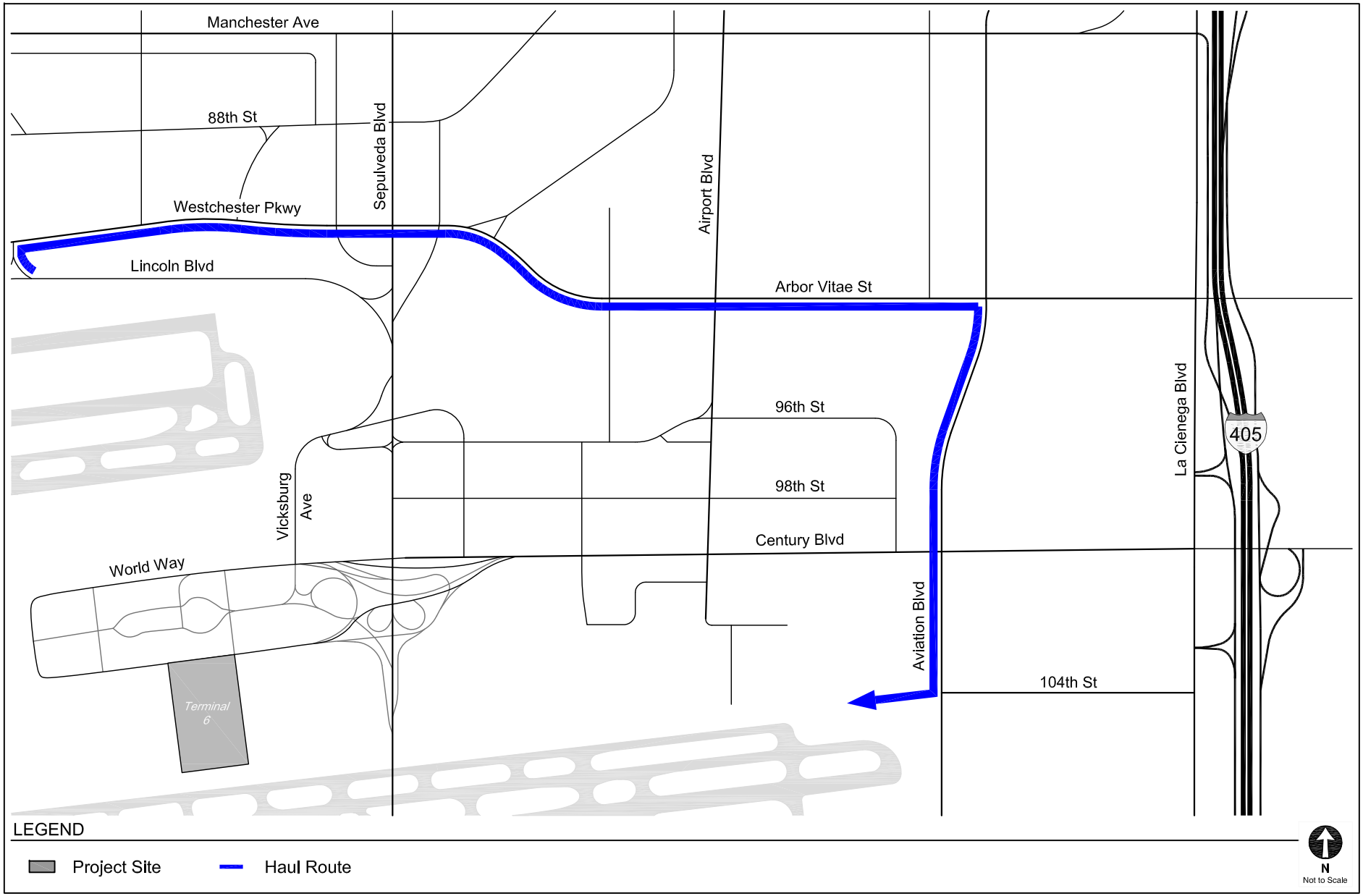
PROJECT SITE PLAN

FIGURE
1A



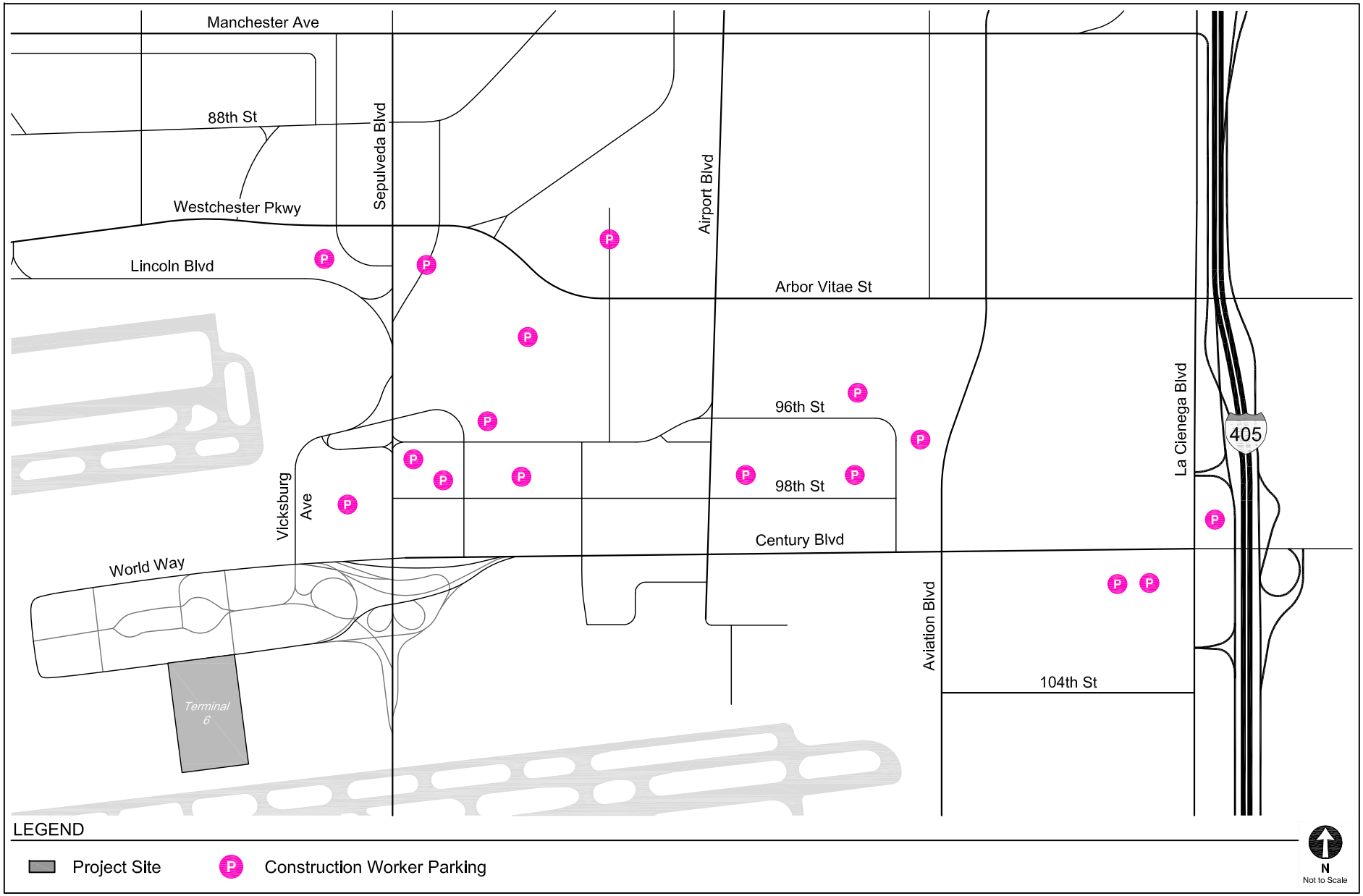
PROJECT SITE PLAN

FIGURE 1B



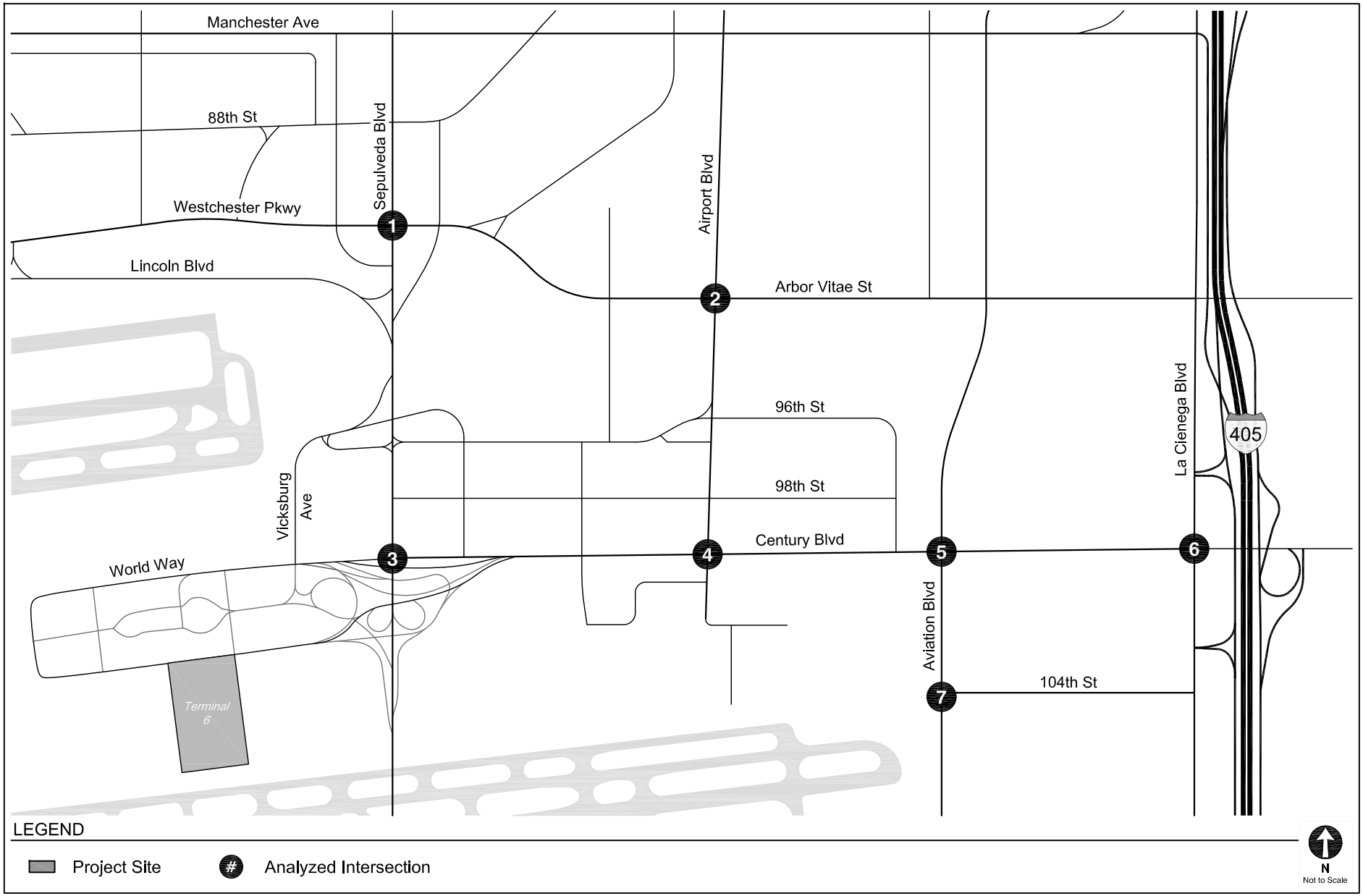
CONSTRUCTION TRUCK HAUL ROUTE

FIGURE 2



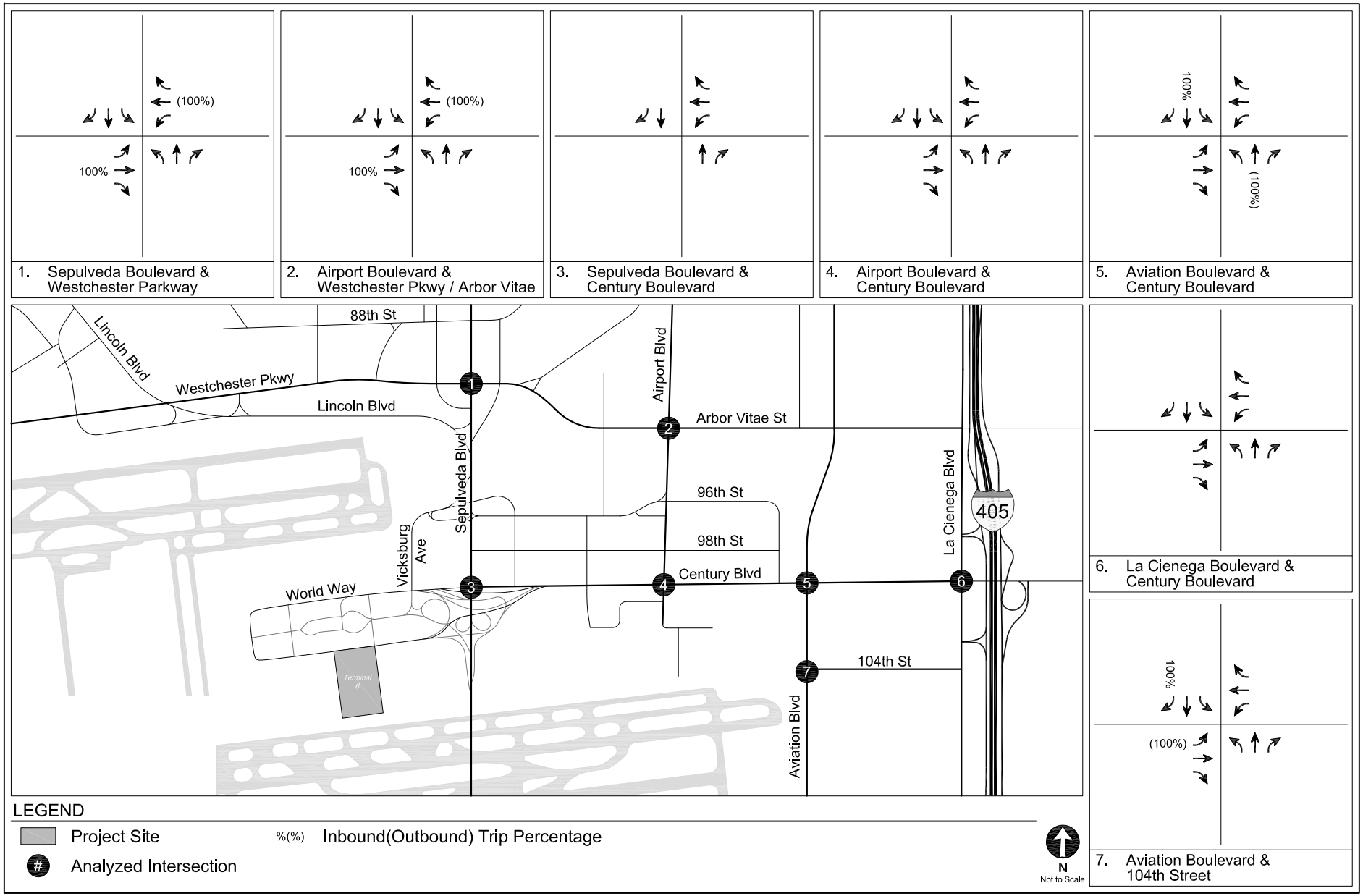
CONSTRUCTION WORKER PARKING AREAS

FIGURE 3



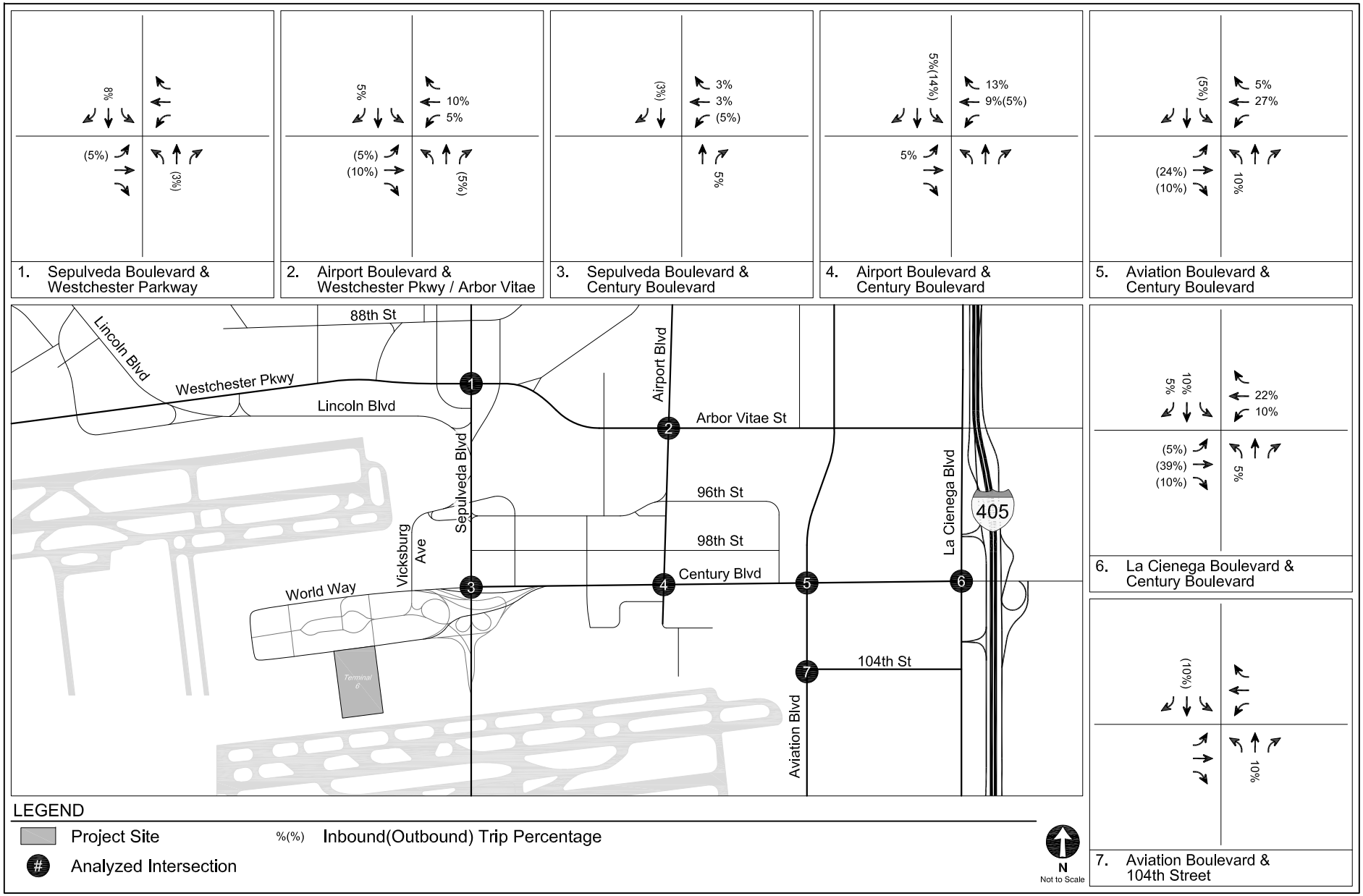
STUDY AREA & ANALYZED INTERSECTIONS

FIGURE 4



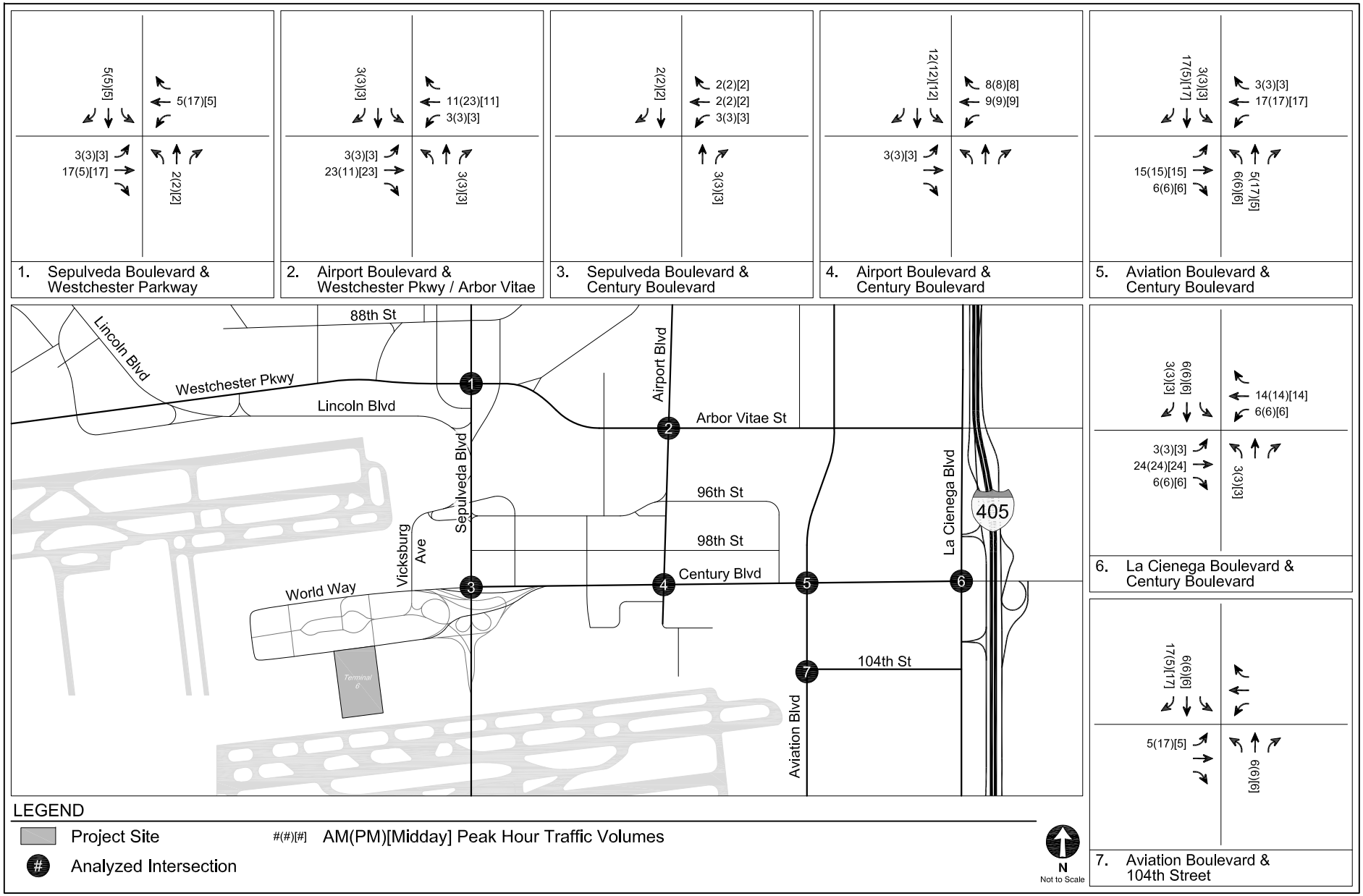
TRIP DISTRIBUTION
CONSTRUCTION TRUCK TRIPS

FIGURE
5A



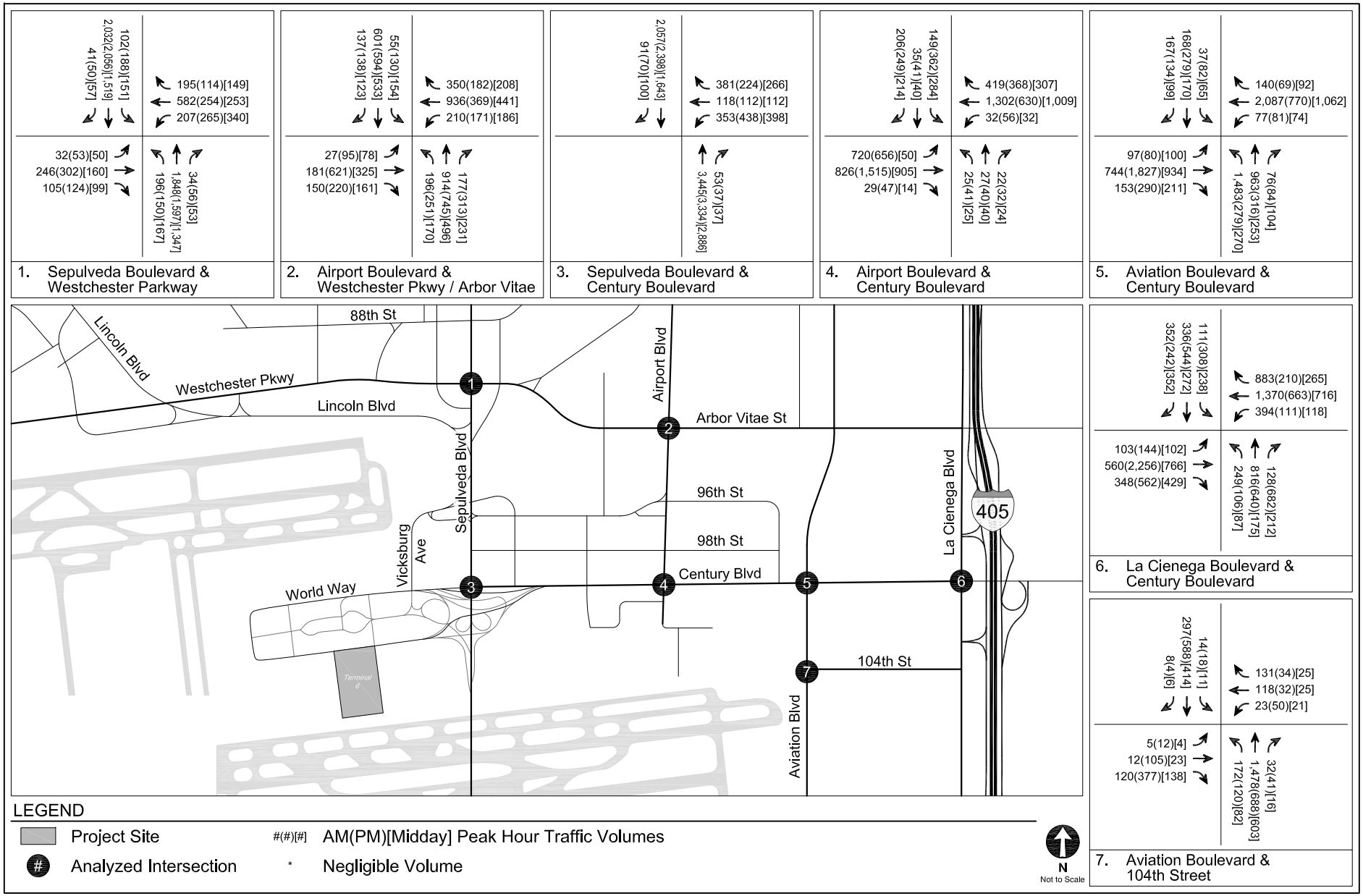
TRIP DISTRIBUTION
CONSTRUCTION WORKER TRIPS

FIGURE
5B



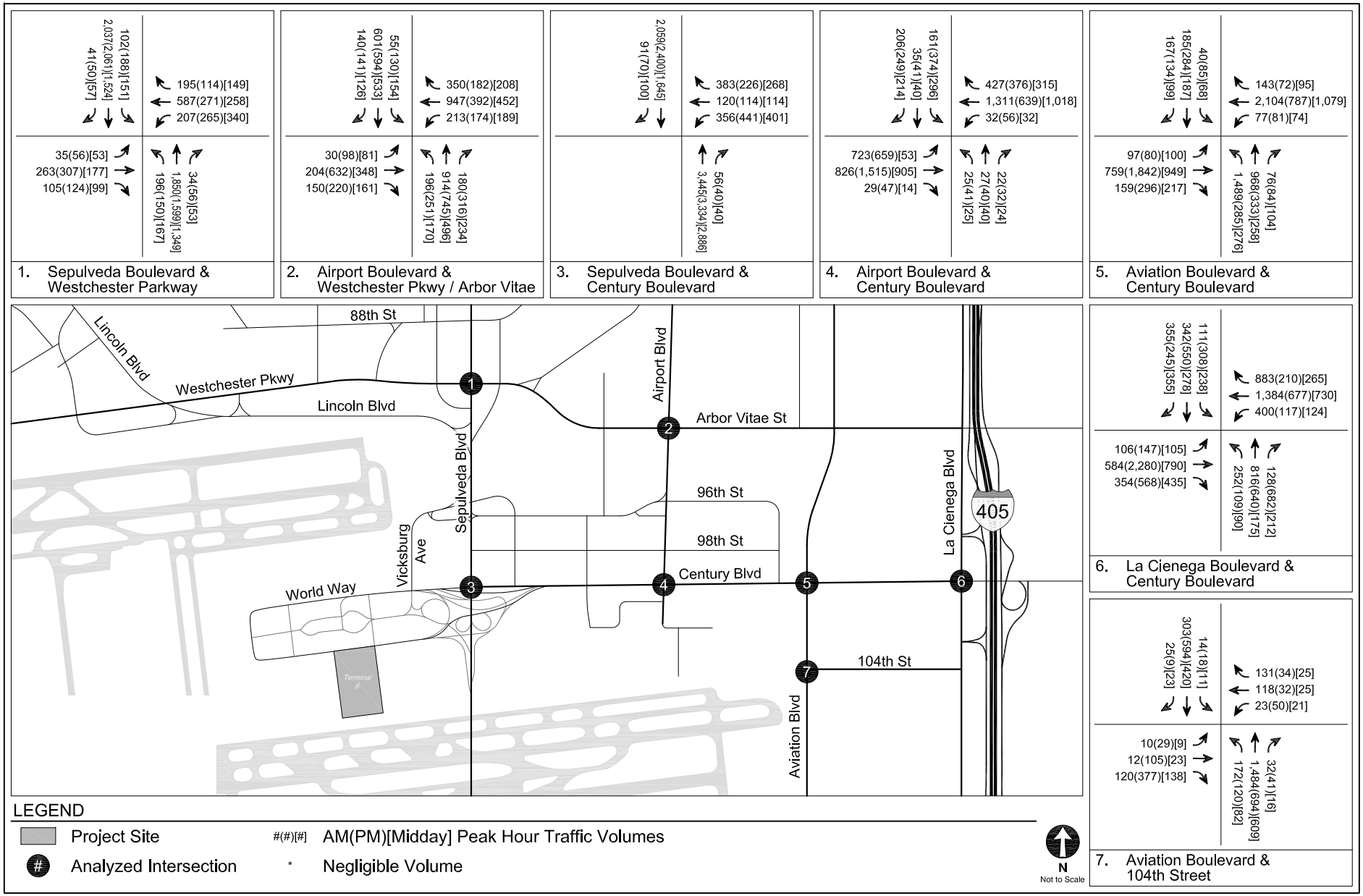
TOTAL CONSTRUCTION-ONLY
PEAK HOUR TRAFFIC VOLUMES

FIGURE
6



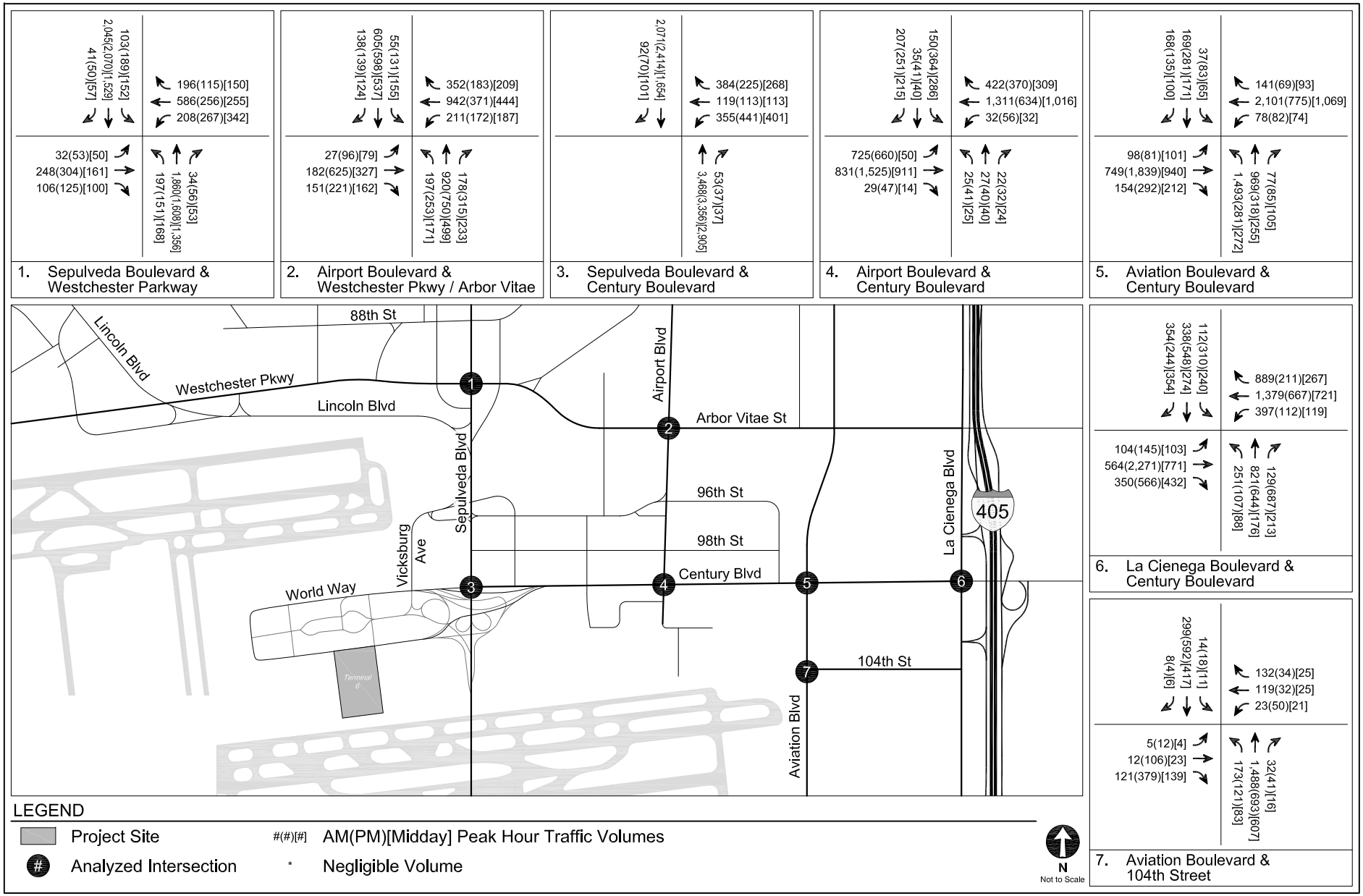
EXISTING CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 7



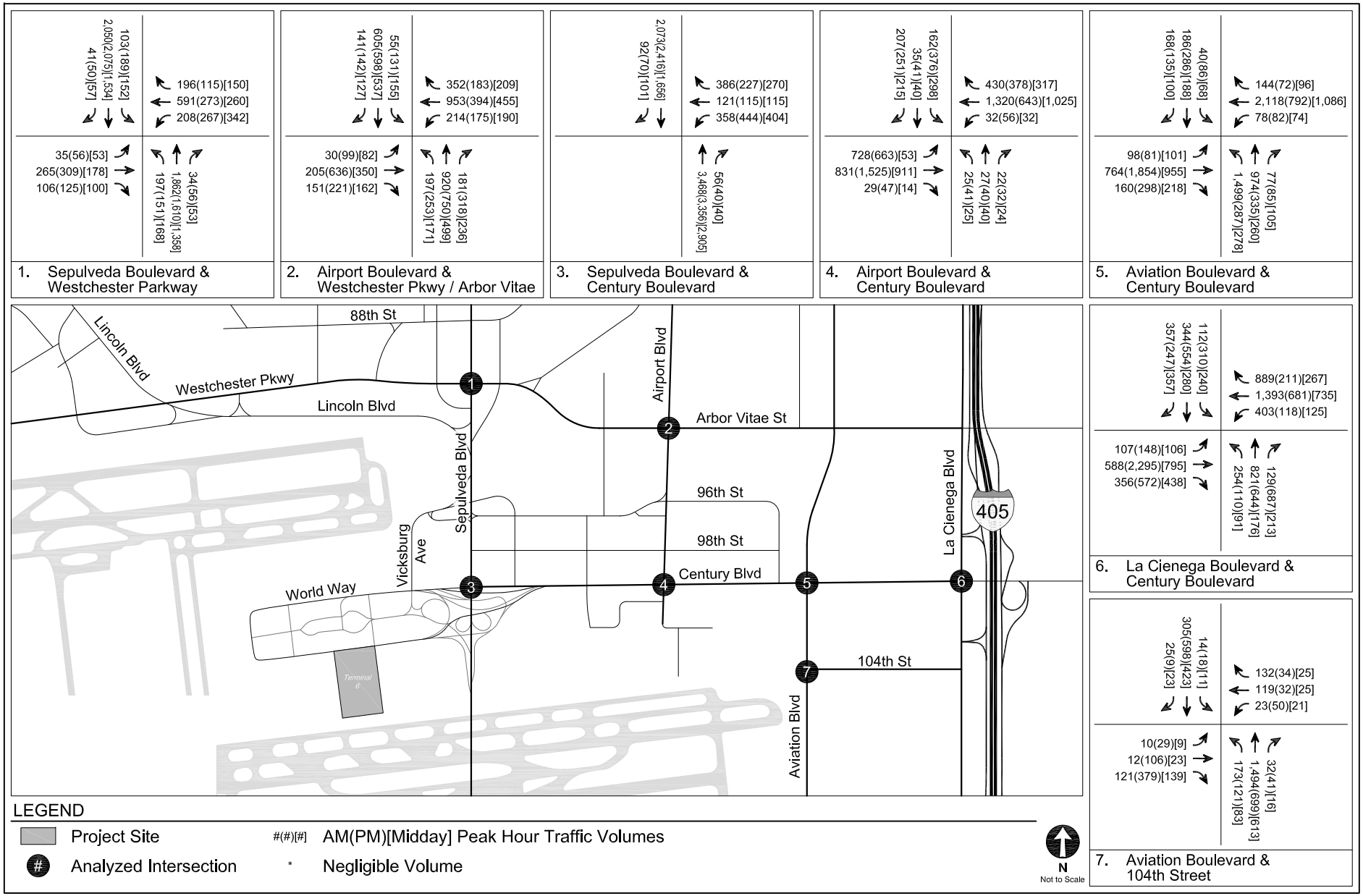
EXISTING WITH PROJECT CONSTRUCTION CONDITIONS (YEAR 2019)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 8



FUTURE WITHOUT PROJECT CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE 9



FUTURE WITH PROJECT CONSTRUCTION CONDITIONS (YEAR 2022)
PEAK HOUR TRAFFIC VOLUMES

FIGURE
10

TABLE 1
CONSTRUCTION SCHEDULE SUMMARY

Construction Phase	Anticipated Schedule	Number of Construction Workers		
		Daily Average	Daily Peak	Peak per Shift [a]
1	March 2020 - October 2020	103	165	55
2	October 2020 - June 2021	132	186	62
3	June 2021 - December 2021	86	103	34
4	December 2021 - June 2022	145	186	62
5	June 2022 - October 2022	140	165	55
6	October 2022 - February 2023	78	103	34

Notes

[a] Construction activities would occur on a 24-hour work schedule with workers on-site for one of three eight-hour shifts per day.

TABLE 2
STUDY INTERSECTIONS

No.	North/South Street	East/West Street	Jurisdiction
1.	Sepulveda Boulevard	Westchester Parkway	City of Los Angeles
2.	Airport Boulevard	Westchester Parkway/Arbor Vitae Street	City of Los Angeles
3.	Sepulveda Boulevard	Century Boulevard	City of Los Angeles / Caltrans
4.	Airport Boulevard	Century Boulevard	City of Los Angeles
5.	Aviation Boulevard	Century Boulevard	City of Los Angeles
6.	La Cienega Boulevard	Century Boulevard	City of Los Angeles
7.	Aviation Boulevard	104th Street	City of Los Angeles

TABLE 3
CONSTRUCTION TRIP GENERATION

Land Use	Units per day	Daily	Morning Peak Hour			Afternoon Peak Hour			Saturday Midday Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
Construction Trip Generation											
Haul Truck Vehicles [a]	19 trucks										
(converted to PCE x 2.0)	38 pce	76	5	5	10	5	5	10	5	5	10
Equipment Truck Vehicles [b]	6 trucks										
(converted to PCE x 2.0)	12 pce	24	12	0	12	0	12	12	12	0	12
Construction Workers [c]	62 ppl	372	62	62	124	62	62	124	62	62	124
Total Construction Trips		**472**	**79**	**67**	**146**	**67**	**79**	**146**	**79**	**67**	**146**

Notes

PCE = passenger car equivalency (to convert trucks into passenger cars for analysis)

[a] it is anticipated that 15 haul trucks are required during construction and four haul trucks are required for airside construction activities.

[b] Most equipment trucks would be staged on-site for the duration of construction, with approximately six equipment trucks traveling to and from the project site.

[c] Peak number of construction workers based on a 24-hour work schedule, or three eight-hour shifts.

TABLE 4
INTERSECTION LEVEL OF SERVICE DEFINITIONS

Level of Service	Description	Delay [a]
		Signalized Intersections
A	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.	≤ 10
B	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.	> 10 and ≤ 20
C	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.	> 20 and ≤ 35
D	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.	> 35 and ≤ 55
E	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.	> 55 and ≤ 80
F	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.	> 80

Notes

Source: *Highway Capacity Manual, 6th Edition, A Guide for Multimodal Mobility Analysis* (Transportation Research Board, 2016).

[a] Measured in seconds.

TABLE 5
EXISTING WITH PROJECT CONSTRUCTION CONDITIONS (YEAR 2019)
INTERSECTION LEVELS OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Existing Conditions		Existing with Project Construction Conditions		
			Delay	LOS	Delay	LOS	Change in Delay
1.	Sepulveda Boulevard & Westchester Parkway	AM	34.0	C	34.6	C	0.6
		PM	30.8	C	29.2	C	-1.6
		MD	26.1	C	26.5	C	0.4
2.	Airport Boulevard & Westchester Parkway/Arbor Vitae Street	AM	44.5	D	45.8	D	1.3
		PM	23.2	C	22.8	C	-0.4
		MD	28.5	C	28.9	C	0.4
3.	Sepulveda Boulevard & Century Boulevard	AM	15.0	B	15.0	B	0.0
		PM	15.6	B	15.2	B	-0.4
		MD	14.1	B	14.2	B	0.1
4.	Airport Boulevard & Century Boulevard	AM	68.0	E	69.4	E	1.4
		PM	40.3	D	38.4	D	-1.9
		MD	33.0	C	32.9	C	-0.1
5.	Aviation Boulevard & Century Boulevard	AM	191.6	F	193.5	F	1.9
		PM	36.1	D	35.2	D	-0.9
		MD	38.8	D	39.0	D	0.2
6.	La Cienega Boulevard & Century Boulevard	AM	68.0	E	67.8	E	-0.2
		PM	64.2	E	61.6	E	-2.6
		MD	30.6	C	31.0	C	0.4
7.	Aviation Boulevard & 104th Steet	AM	19.3	B	19.5	B	0.2
		PM	27.8	C	26.6	C	-1.2
		MD	13.0	B	13.0	B	0.0

Notes

AM: Weekday Morning Peak Hour; PM: Weekday Afternoon Peak Hour; MD: Saturday Midday Peak Hour
Delay (seconds per vehicle) based on Synchro 10 analysis
LOS = Level of Service based on delay

TABLE 6
FUTURE WITH PROJECT CONSTRUCTION CONDITIONS (YEAR 2022)
INTERSECTION LEVELS OF SERVICE ANALYSIS

No	Intersection	Peak Hour	Future Conditions		Future with Project Construction Conditions		
			Delay	LOS	Delay	LOS	Change in Delay
1.	Sepulveda Boulevard & Westchester Parkway	AM	34.8	C	35.5	D	0.7
		PM	31.3	C	31.7	C	0.4
		MD	26.3	C	26.7	C	0.4
2.	Airport Boulevard & Westchester Parkway/Arbor Vitae Street	AM	44.9	D	46.2	D	1.3
		PM	23.4	C	23.9	C	0.5
		MD	28.6	C	29.0	C	0.4
3.	Sepulveda Boulevard & Century Boulevard	AM	15.1	B	15.2	B	0.1
		PM	15.8	B	15.9	B	0.1
		MD	14.3	B	14.4	B	0.1
4.	Airport Boulevard & Century Boulevard	AM	69.8	E	71.1	E	1.3
		PM	40.3	D	40.7	D	0.4
		MD	33.0	C	32.9	C	-0.1
5.	Aviation Boulevard & Century Boulevard	AM	194.6	F	196.5	F	1.9
		PM	36.4	D	37.1	D	0.7
		MD	38.9	D	39.0	D	0.1
6.	La Cienega Boulevard & Century Boulevard	AM	68.6	E	68.5	E	-0.1
		PM	65.7	E	67.7	E	2.0
		MD	30.9	C	31.2	C	0.3
7.	Aviation Boulevard & 104th Steet	AM	19.5	B	19.7	B	0.2
		PM	28.1	C	28.2	C	0.1
		MD	13.0	B	13.0	B	0.0

Notes

AM: Weekday Morning Peak Hour; PM: Weekday Afternoon Peak Hour; MD: Saturday Midday Peak Hour
Delay (seconds per vehicle) based on Synchro 10 analysis
LOS = Level of Service based on delay

Attachment A

Intersection Movement Counts

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

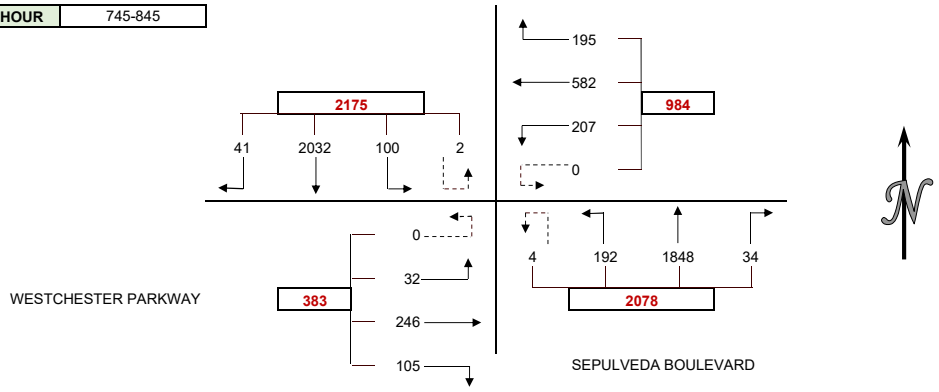
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 6:00 AM TO 10:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W WESTCHESTER PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-615	10	359	13	0	17	27	20	0	3	251	17	5	14	17	1	0	754
615-630	11	421	14	0	30	45	18	0	2	420	25	1	11	18	0	0	1016
630-645	17	454	18	0	50	47	29	0	7	474	20	2	20	25	6	0	1169
645-700	8	356	20	0	84	75	33	0	4	498	23	3	17	40	7	0	1168
700-715	9	444	17	0	111	74	34	0	4	488	29	3	11	27	16	0	1267
715-730	7	402	19	0	77	119	43	0	8	450	40	0	11	21	17	0	1214
730-745	19	443	29	0	82	158	30	0	12	442	61	1	21	49	7	0	1354
745-800	3	495	23	0	51	197	44	0	9	457	62	0	29	52	2	0	1424
800-815	13	502	26	0	52	160	47	0	6	455	49	1	28	57	9	0	1405
815-830	12	489	32	0	45	138	53	0	14	459	54	2	26	76	10	0	1410
830-845	13	546	19	2	47	87	63	0	5	477	27	1	22	61	11	0	1381
845-900	8	442	22	0	46	79	45	0	8	473	22	5	22	42	8	0	1222
900-915	18	507	27	0	42	82	60	0	19	424	34	4	17	45	7	0	1286
915-930	13	470	28	0	45	54	67	0	19	342	34	3	24	36	9	0	1144
930-945	13	499	38	2	33	46	62	0	16	382	37	0	27	28	11	0	1194
945-1000	12	446	33	0	68	70	62	0	20	437	23	3	27	37	7	0	1245
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-700	46	1590	65	0	181	194	100	0	16	1643	85	11	62	100	14	0	4107
615-715	45	1675	69	0	275	241	114	0	17	1880	97	9	59	110	29	0	4620
630-715	41	1656	74	0	322	315	139	0	23	1910	112	8	59	113	46	0	4818
645-745	43	1645	85	0	354	426	140	0	28	1878	153	7	60	137	47	0	5003
700-800	38	1784	88	0	321	548	151	0	33	1837	192	4	72	149	42	0	5259
715-815	42	1842	97	0	262	634	164	0	35	1804	212	2	89	179	35	0	5397
730-830	47	1929	110	0	230	653	174	0	41	1813	226	4	104	234	28	0	5593
745-845	41	2032	100	2	195	582	207	0	34	1848	192	4	105	246	32	0	5620
800-900	46	1979	99	2	190	464	208	0	33	1864	152	9	98	236	38	0	5418
815-915	51	1984	100	2	180	386	221	0	46	1833	137	12	87	224	36	0	5299
830-930	52	1965	96	2	180	302	235	0	51	1716	117	13	85	184	35	0	5033
845-945	52	1918	115	2	166	261	234	0	62	1621	127	12	90	151	35	0	4846
900-1000	56	1922	126	2	188	252	251	0	74	1585	128	10	95	146	34	0	4869

PEAK HOUR	745-845



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	1	0	0	2
615-630	1	1	0	2	4
630-645	2	2	1	2	7
645-700	2	2	0	1	5
700-715	1	1	4	2	8
715-730	3	3	2	0	8
730-745	2	2	0	0	4
745-800	1	1	2	1	5
800-815	5	5	6	1	17
815-830	2	2	4	0	8
830-845	2	2	2	3	9
845-900	1	1	6	2	10
900-915	9	9	8	3	29
915-930	3	3	10	1	17
930-945	1	1	7	5	14
945-1000	5	5	8	2	20

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	1	1
615-630	1	1	1	0	3
630-645	0	0	1	1	2
645-700	1	0	1	0	2
700-715	0	0	0	1	1
715-730	3	1	0	1	5
730-745	2	1	1	0	4
745-800	2	0	1	0	3
800-815	1	0	0	2	3
815-830	2	1	1	0	4
830-845	0	0	0	0	0
845-900	0	1	1	0	2
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	2	2	0	0	4
945-1000	0	0	0	0	0

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	6	6	1	5	18
615-715	6	6	5	7	24
630-715	8	8	7	5	28
645-745	8	8	6	3	25
700-800	7	7	8	3	25
715-815	11	11	10	2	34
730-830	10	10	12	2	34
745-845	10	10	14	5	39
800-900	10	10	18	6	44
815-915	14	14	20	8	56
830-930	15	15	26	9	65
845-945	14	14	31	11	70
900-1000	18	18	33	11	80

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	2	1	3	2	8
615-715	2	1	3	2	8
630-715	4	1	2	3	10
645-745	6	2	2	2	12
700-800	7	2	2	2	13
715-815	8	2	2	3	15
730-830	7	2	3	2	14
745-845	5	1	2	2	10
800-900	3	2	2	2	9
815-915	2	2	2	0	6
830-930	0	1	1	0	2
845-945	2	3	1	0	6
900-1000	2	2	0	0	4

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
600-700	1701	1838	475	181	1755	1763	176	325
615-715	1789	2184	630	196	2003	1857	198	383
630-715	1771	2278	776	210	2053	1862	218	468
645-745	1773	2279	920	250	2066	1852	244	622
700-800	1910	2200	1020	270	2066	2011	263	778
715-815	1981	2101	1060	311	2053	2097	303	888
730-830	2086	2071	1057	385	2084	2211	366	926
745-845	2175	2077	984	380	2078	2348	383	815
800-900	2126	2094	862	368	2058	2294	372	662
815-915	2137	2051	787	370	2028	2304	347	574
830-930	2115	1933	717	331	1897	2298	304	471
845-945	2087	1824	661	328	1822	2254	276	440
900-1000	2106	1809	691	346	1797	2278	275	436

WILTEC

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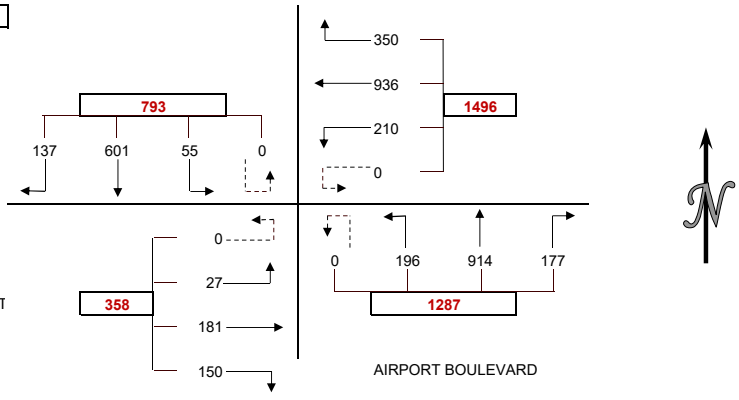
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: TUESDAY SEPTEMBER 17, 2019
PERIOD: 6:00 AM TO 10:00 AM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W WESTCHESTER PARKWAY / ARBOR VITAE STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-615	30	109	5	0	17	68	26	0	38	108	30	0	26	8	1	0	466
615-630	27	101	3	0	30	106	32	0	26	94	29	0	30	18	5	0	501
630-645	34	149	7	0	74	136	33	0	44	125	43	0	25	21	11	0	702
645-700	22	135	13	0	89	211	40	0	37	149	28	0	17	24	5	0	770
700-715	26	151	15	0	102	257	43	0	35	188	40	0	33	32	4	0	926
715-730	23	140	11	0	123	192	40	0	32	262	66	1	34	32	6	0	962
730-745	38	101	9	0	81	266	47	0	56	254	44	0	39	37	3	0	975
745-800	25	169	11	0	68	237	47	0	50	197	58	0	42	44	11	0	959
800-815	45	160	24	0	84	234	53	0	39	211	34	0	31	46	8	0	969
815-830	29	171	11	0	117	199	63	0	32	252	60	0	38	54	5	0	1031
830-845	34	162	20	0	87	181	69	0	50	179	39	0	33	56	8	0	918
845-900	21	171	15	0	77	148	65	0	43	185	38	0	38	42	9	0	852
900-915	20	156	12	0	109	152	59	0	37	152	49	0	44	49	7	0	846
915-930	24	146	17	0	86	188	66	0	48	113	47	0	43	29	4	0	811
930-945	24	142	13	0	68	192	74	0	54	141	58	0	36	38	3	0	843
945-1000	27	142	17	0	78	176	60	0	44	155	44	0	44	55	8	0	850
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-700	113	494	28	0	210	521	131	0	145	476	130	0	98	71	22	0	2439
615-715	109	536	38	0	295	710	148	0	142	556	140	0	105	95	25	0	2899
630-715	105	575	46	0	388	796	156	0	148	724	177	1	109	109	26	0	3360
645-745	109	527	48	0	395	926	170	0	160	853	178	1	123	125	18	0	3633
700-800	112	561	46	0	374	952	177	0	173	901	208	1	148	145	24	0	3822
715-815	131	570	55	0	356	929	187	0	177	924	202	1	146	159	28	0	3865
730-830	137	601	55	0	350	936	210	0	177	914	196	0	150	181	27	0	3934
745-845	133	662	66	0	356	851	232	0	171	839	191	0	144	200	32	0	3877
800-900	129	664	70	0	365	762	250	0	164	827	171	0	140	198	30	0	3770
815-915	104	660	58	0	390	680	256	0	162	768	186	0	153	201	29	0	3647
830-930	99	635	64	0	359	669	259	0	178	629	173	0	158	176	28	0	3427
845-945	89	615	57	0	340	680	264	0	182	591	192	0	161	158	23	0	3352
900-1000	95	586	59	0	341	708	259	0	183	561	198	0	167	171	22	0	3350

PEAK HOUR	730-830



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	3	0	3
615-630	0	0	1	0	1
630-645	0	0	2	1	3
645-700	1	1	2	0	4
700-715	3	3	2	4	12
715-730	2	2	2	3	9
730-745	2	2	6	0	10
745-800	2	2	2	2	8
800-815	1	1	0	2	4
815-830	1	1	0	1	3
830-845	3	3	2	0	8
845-900	3	3	0	0	6
900-915	3	3	1	0	7
915-930	1	1	5	3	10
930-945	7	7	1	0	15
945-1000	0	0	3	2	5

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	2	0	0	0	2
615-630	3	0	0	0	3
630-645	0	0	0	0	0
645-700	1	0	1	0	2
700-715	0	0	1	1	2
715-730	2	0	0	1	3
730-745	2	0	1	0	3
745-800	1	0	1	0	2
800-815	5	0	0	0	5
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	1	0	0	1
915-930	0	0	0	0	0
930-945	0	0	1	0	1
945-1000	0	0	0	1	1

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	1	1	8	1	11
615-715	4	4	7	5	20
630-715	6	6	8	8	28
645-745	8	8	12	7	35
700-800	9	9	12	9	39
715-815	7	7	10	7	31
730-830	6	6	8	5	25
745-845	7	7	4	5	23
800-900	8	8	2	3	21
815-915	10	10	3	1	24
830-930	10	10	8	3	31
845-945	14	14	7	3	38
900-1000	11	11	10	5	37

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	6	0	1	0	7
615-715	4	0	2	1	7
630-715	3	0	2	2	7
645-745	5	0	3	2	10
700-800	5	0	3	2	10
715-815	10	0	2	1	13
730-830	8	0	2	0	10
745-845	6	0	1	0	7
800-900	5	0	0	0	5
815-915	0	1	0	0	1
830-930	0	1	0	0	1
845-945	0	1	1	0	2
900-1000	0	1	1	1	3

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
600-700	635	708		862	244		751	723		191	764
615-715	683	876		1153	275		838	789		225	959
630-715	726	1138		1340	303		1050	841		244	1078
645-745	684	1266		1491	333		1192	821		266	1213
700-800	719	1299		1503	364		1283	887		317	1272
715-815	756	1308		1472	391		1304	904		333	1262
730-830	793	1291		1496	413		1287	961		358	1269
745-845	861	1227		1439	437		1201	1038		376	1175
800-900	863	1222		1377	432		1162	1054		368	1062
815-915	822	1187		1326	421		1116	1069		383	970
830-930	798	1016		1287	418		980	1052		362	941
845-945	761	954		1284	397		965	1040		342	961
900-1000	740	924		1308	413		942	1012		360	1001

WILTEC

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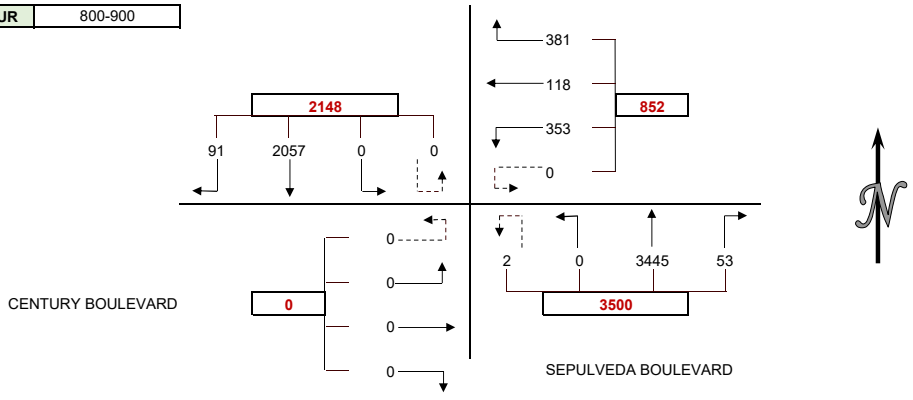
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 6:00 AM TO 10:00 AM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-615	25	119	0	0	49	19	42	0	8	573	1	1	0	0	0	0	837
615-630	37	184	0	0	79	26	46	0	9	758	0	0	0	0	0	0	1139
630-645	25	190	0	0	101	26	44	0	3	891	0	0	0	0	0	0	1280
645-700	31	245	0	0	175	30	53	0	15	941	0	0	0	0	0	0	1490
700-715	35	270	0	0	141	24	63	0	13	889	0	0	0	0	0	0	1435
715-730	30	328	0	0	101	30	91	0	10	948	0	0	0	0	0	0	1538
730-745	31	408	0	0	81	37	79	0	6	869	0	0	0	0	0	0	1511
745-800	33	479	0	0	105	28	77	0	22	795	0	0	0	0	0	0	1539
800-815	16	523	0	0	94	22	83	0	10	964	0	0	0	0	0	0	1712
815-830	25	524	0	0	70	34	68	0	19	803	0	0	0	0	0	0	1543
830-845	30	517	0	0	109	32	99	0	13	861	0	1	0	0	0	0	1662
845-900	20	493	0	0	108	30	103	0	11	817	0	1	0	0	0	0	1583
900-915	23	433	0	0	81	28	92	0	12	876	0	1	0	0	0	0	1546
915-930	40	414	0	0	114	34	85	0	13	775	0	0	0	0	0	0	1475
930-945	28	394	0	0	105	37	88	0	10	836	0	0	0	0	0	0	1498
945-1000	43	322	0	0	82	39	81	0	18	716	0	0	0	0	0	0	1301
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-700	118	738	0	0	404	101	185	0	35	3163	1	1	0	0	0	0	4746
615-715	128	889	0	0	496	106	206	0	40	3479	0	0	0	0	0	0	5344
630-715	121	1033	0	0	518	110	251	0	41	3669	0	0	0	0	0	0	5743
645-745	127	1251	0	0	498	121	286	0	44	3647	0	0	0	0	0	0	5974
700-800	129	1485	0	0	428	119	310	0	51	3501	0	0	0	0	0	0	6023
715-815	110	1738	0	0	381	117	330	0	48	3576	0	0	0	0	0	0	6300
730-830	105	1934	0	0	350	121	307	0	57	3431	0	0	0	0	0	0	6305
745-845	104	2043	0	0	378	116	327	0	64	3423	0	1	0	0	0	0	6456
800-900	91	2057	0	0	381	118	353	0	53	3445	0	2	0	0	0	0	6500
815-915	98	1967	0	0	368	124	362	0	55	3357	0	3	0	0	0	0	6334
830-930	113	1857	0	0	412	124	379	0	49	3329	0	3	0	0	0	0	6266
845-945	111	1734	0	0	408	129	368	0	46	3304	0	2	0	0	0	0	6102
900-1000	134	1563	0	0	382	138	346	0	53	3203	0	1	0	0	0	0	5820

PEAK HOUR	800-900



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	19	19	0	0	38
615-630	17	17	0	0	34
630-645	39	39	0	0	78
645-700	19	19	0	0	38
700-715	22	22	0	0	44
715-730	19	19	0	0	38
730-745	23	23	0	0	46
745-800	31	31	0	0	62
800-815	21	21	0	0	42
815-830	24	24	0	0	48
830-845	20	20	0	0	40
845-900	22	22	0	0	44
900-915	34	34	0	0	68
915-930	29	29	0	0	58
930-945	29	29	0	0	58
945-1000	31	31	0	0	62

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	0	0	0	1
615-630	1	0	0	0	1
630-645	4	0	0	0	4
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	3	0	0	0	3
730-745	2	0	0	0	2
745-800	3	0	0	0	3
800-815	2	0	0	0	2
815-830	3	0	0	0	3
830-845	1	0	0	1	2
845-900	2	0	0	0	2
900-915	0	0	1	0	1
915-930	2	0	0	1	3
930-945	1	0	0	1	2
945-1000	5	0	0	1	6

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	94	94	0	0	188
615-715	97	97	0	0	194
630-715	99	99	0	0	198
645-745	83	83	0	0	166
700-800	95	95	0	0	190
715-815	94	94	0	0	188
730-830	99	99	0	0	198
745-845	96	96	0	0	192
800-900	87	87	0	0	174
815-915	100	100	0	0	200
830-930	105	105	0	0	210
845-945	114	114	0	0	228
900-1000	123	123	0	0	246

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	6	0	0	0	6
615-715	5	0	0	0	5
630-715	7	0	0	0	7
645-745	5	0	0	0	5
700-800	8	0	0	0	8
715-815	10	0	0	0	10
730-830	10	0	0	0	10
745-845	9	0	0	1	10
800-900	8	0	0	1	9
815-915	6	0	1	1	8
830-930	5	0	1	2	8
845-945	5	0	1	2	8
900-1000	8	0	1	3	12

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
600-700	856	3567		690	35		3200	924		0	220
615-715	1017	3975		808	40		3519	1095		0	234
630-715	1154	4187		879	41		3710	1284		0	231
645-745	1378	4145		905	44		3691	1537		0	248
700-800	1614	3929		857	51		3552	1795		0	248
715-815	1848	3957		828	48		3624	2068		0	227
730-830	2039	3781		778	57		3488	2241		0	226
745-845	2147	3801		821	64		3488	2371		0	220
800-900	2148	3826		852	53		3500	2412		0	209
815-915	2065	3725		854	55		3415	2332		0	222
830-930	1970	3741		915	49		3381	2239		0	237
845-945	1845	3712		905	46		3352	2104		0	240
900-1000	1697	3585		866	53		3257	1910		0	272

WILTEC

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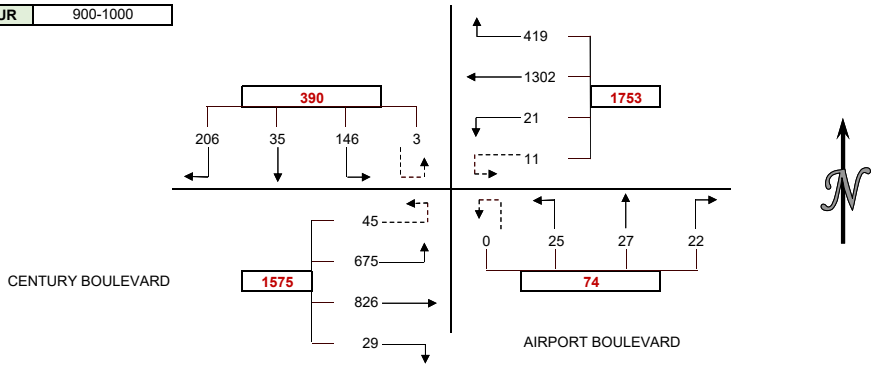
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAT SEPTEMBER 12, 2019
PERIOD: 6:00 AM TO 10:00 AM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-615	47	5	19	0	59	184	4	2	6	1	1	1	3	188	110	3	633
615-630	37	9	34	0	78	240	12	3	5	3	0	2	6	191	104	5	729
630-645	48	19	35	0	90	281	2	2	12	1	7	0	2	186	99	2	786
645-700	50	25	37	1	115	314	7	1	3	9	3	0	8	172	120	6	871
700-715	48	6	45	0	146	348	5	3	4	6	14	0	6	187	110	7	935
715-730	60	9	36	0	172	282	3	1	5	8	7	0	5	204	167	16	975
730-745	60	6	27	1	186	320	8	2	16	20	7	0	4	188	141	7	993
745-800	60	7	43	0	147	268	7	7	5	9	7	0	4	187	171	13	935
800-815	53	7	66	0	131	230	14	3	3	8	6	0	7	160	131	11	830
815-830	73	10	38	0	157	252	2	3	6	11	6	0	7	184	196	8	953
830-845	80	5	77	0	131	289	7	2	4	6	11	0	2	181	141	11	947
845-900	56	3	45	1	114	294	7	3	2	10	3	0	5	179	129	7	858
900-915	42	8	27	1	124	302	5	3	4	6	6	0	6	201	178	16	929
915-930	49	3	45	1	108	326	3	2	5	10	8	0	9	214	172	12	967
930-945	58	12	39	1	104	367	5	2	2	7	5	0	6	210	176	10	1004
945-1000	57	12	35	0	83	307	8	4	11	4	6	0	8	201	149	7	892
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-700	182	58	125	1	342	1019	25	8	26	14	11	3	19	737	433	16	3019
615-715	183	59	151	1	429	1183	26	9	24	19	24	2	22	736	433	20	3321
630-715	206	59	153	1	523	1225	17	7	24	24	31	0	21	749	496	31	3567
645-745	218	46	145	2	619	1264	23	7	28	43	31	0	23	751	538	36	3774
700-800	228	28	151	1	651	1218	23	13	30	43	35	0	19	766	589	43	3838
715-815	233	29	172	1	636	1100	32	13	29	45	27	0	20	739	610	47	3733
730-830	246	30	174	1	621	1070	31	15	30	48	26	0	22	719	639	39	3711
745-845	266	29	224	0	566	1039	30	15	18	34	30	0	20	712	639	43	3665
800-900	262	25	226	1	533	1065	30	11	15	35	26	0	21	704	597	37	3588
815-915	251	26	187	2	526	1137	21	11	16	33	26	0	20	745	644	42	3687
830-930	227	19	194	3	477	1211	22	10	15	32	28	0	22	775	620	46	3701
845-945	205	26	156	4	450	1289	20	10	13	33	22	0	26	804	655	45	3758
900-1000	206	35	146	3	419	1302	21	11	22	27	25	0	29	826	675	45	3792

PEAK HOUR	900-1000



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	8	8	0	2	18
615-630	4	4	0	2	10
630-645	10	10	0	5	25
645-700	3	3	0	5	11
700-715	11	11	0	4	26
715-730	11	11	0	1	23
730-745	10	10	0	2	22
745-800	13	13	0	2	28
800-815	9	9	0	0	18
815-830	8	8	0	2	18
830-845	11	11	0	2	24
845-900	8	8	0	1	17
900-915	12	12	0	2	26
915-930	13	13	0	1	27
930-945	6	6	0	3	15
945-1000	12	12	0	1	25

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	1	1
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	3	0	0	0	3
745-800	0	0	0	0	0
800-815	1	0	1	0	2
815-830	1	0	0	0	1
830-845	0	0	0	0	0
845-900	0	0	0	0	0
900-915	0	0	0	0	0
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	25	25	0	14	64
615-715	28	28	0	16	72
630-715	35	35	0	15	85
645-745	35	35	0	12	82
700-800	45	45	0	9	99
715-815	43	43	0	5	91
730-830	40	40	0	6	86
745-845	41	41	0	6	88
800-900	36	36	0	5	77
815-915	39	39	0	7	85
830-930	44	44	0	6	94
845-945	39	39	0	7	85
900-1000	43	43	0	7	93

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	0	0	0	1	1
615-715	0	0	0	1	1
630-715	0	0	0	0	0
645-745	3	0	0	0	3
700-800	3	0	0	0	3
715-815	4	0	1	0	5
730-830	5	0	1	0	6
745-845	2	0	1	0	3
800-900	2	0	1	0	3
815-915	1	0	0	0	1
830-930	0	0	0	0	0
845-945	0	0	0	0	0
900-1000	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
600-700	366	790		1394	896		54	105		1205	1228
615-715	394	882		1647	920		69	109		1211	1410
630-715	419	1044		1772	933		79	97		1297	1493
645-745	411	1202		1913	931		102	92		1348	1549
700-800	408	1284		1905	960		108	70		1417	1524
715-815	435	1292		1781	953		101	81		1416	1407
730-830	451	1309		1737	938		104	83		1419	1381
745-845	519	1239		1650	969		82	79		1414	1378
800-900	514	1166		1639	956		76	76		1359	1390
815-915	466	1205		1695	959		75	67		1451	1456
830-930	443	1132		1720	994		75	63		1463	1512
845-945	391	1142		1769	983		68	72		1530	1561
900-1000	390	1124		1753	1005		74	85		1575	1578

WILTEC

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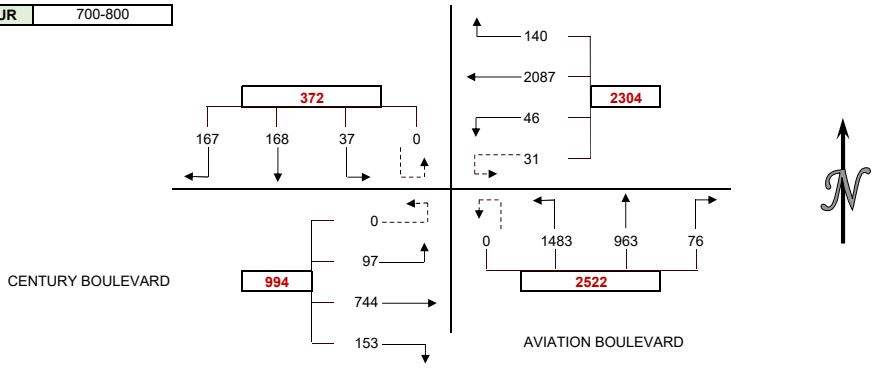
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: TUESDAY SEPTEMBER 17, 2019
PERIOD: 6:00 AM TO 10:00 AM
INTERSECTION: N/S AVIATION BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-615	25	25	7	1	17	281	9	6	17	63	105	0	40	139	17	0	752
615-630	22	16	7	0	7	384	8	9	13	74	132	0	45	175	18	0	910
630-645	24	30	2	0	26	423	6	1	12	166	235	0	37	206	21	0	1189
645-700	39	29	8	1	19	553	7	5	16	204	350	0	32	177	23	0	1463
700-715	27	30	7	0	42	519	8	5	17	244	373	0	46	182	25	0	1525
715-730	38	43	12	0	38	488	7	11	24	230	376	0	35	161	16	0	1479
730-745	52	52	8	0	31	533	13	11	30	269	409	0	33	210	21	0	1672
745-800	50	43	10	0	29	547	18	4	5	220	325	0	39	191	35	0	1516
800-815	44	53	6	0	19	487	20	2	15	188	293	0	63	153	22	0	1365
815-830	36	50	14	0	20	435	8	14	15	229	274	0	41	178	26	0	1340
830-845	53	40	15	0	22	478	18	4	24	157	220	0	45	209	22	0	1307
845-900	45	43	10	0	44	465	12	10	25	200	220	0	29	204	25	0	1332
900-915	44	50	24	0	43	485	12	17	23	241	282	0	55	216	25	0	1517
915-930	46	44	13	0	27	479	8	8	24	161	250	0	39	196	27	0	1322
930-945	36	43	14	0	35	524	6	13	23	126	234	0	36	219	27	1	1337
945-1000	44	37	25	0	20	482	3	12	25	137	269	0	49	221	15	0	1339
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-700	110	100	24	2	69	1641	30	21	58	507	822	0	154	697	79	0	4314
615-715	112	105	24	1	94	1879	29	20	58	688	1090	0	160	740	87	0	5087
630-715	128	132	29	1	125	1983	28	22	69	844	1334	0	150	726	85	0	5656
645-745	156	154	35	1	130	2093	35	32	87	947	1508	0	146	730	85	0	6139
700-800	167	168	37	0	140	2087	46	31	76	963	1483	0	153	744	97	0	6192
715-815	184	191	36	0	117	2055	58	28	74	907	1403	0	170	715	94	0	6032
730-830	182	198	38	0	99	2002	59	31	65	906	1301	0	176	732	104	0	5893
745-845	183	186	45	0	90	1947	64	24	59	794	1112	0	188	731	105	0	5528
800-900	178	186	45	0	105	1865	58	30	79	774	1007	0	178	744	95	0	5344
815-915	178	183	63	0	129	1863	50	45	87	827	996	0	170	807	98	0	5496
830-930	188	177	62	0	136	1907	50	39	96	759	972	0	168	825	99	0	5478
845-945	171	180	61	0	149	1953	38	48	95	728	986	0	159	835	104	1	5508
900-1000	170	174	76	0	125	1970	29	50	95	665	1035	0	179	852	94	1	5515

PEAK HOUR	700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	3	0	3
615-630	4	4	5	0	13
630-645	11	11	5	0	27
645-700	8	8	2	0	18
700-715	5	5	3	0	13
715-730	5	5	4	0	14
730-745	7	7	7	0	21
745-800	8	8	4	0	20
800-815	13	13	4	0	30
815-830	12	12	4	0	28
830-845	14	14	6	0	34
845-900	24	24	8	0	56
900-915	9	9	9	0	27
915-930	5	5	0	0	10
930-945	18	18	2	0	38
945-1000	18	18	3	0	39

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	4	0	0	4
615-630	0	0	0	0	0
630-645	0	1	0	0	1
645-700	0	2	0	0	2
700-715	0	1	0	0	1
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	1	0	0	1
800-815	1	0	0	0	1
815-830	1	1	0	0	2
830-845	1	0	0	1	2
845-900	2	1	0	0	3
900-915	5	1	0	0	6
915-930	7	3	0	0	10
930-945	8	1	0	0	9
945-1000	11	1	0	0	12

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	23	23	15	0	61
615-715	28	28	15	0	71
630-715	29	29	14	0	72
645-745	25	25	16	0	66
700-800	25	25	18	0	68
715-815	33	33	19	0	85
730-830	40	40	19	0	99
745-845	47	47	18	0	112
800-900	63	63	22	0	148
815-915	59	59	27	0	145
830-930	52	52	23	0	127
845-945	56	56	19	0	131
900-1000	50	50	14	0	114

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	0	7	0	0	7
615-715	0	4	0	0	4
630-715	0	4	0	0	4
645-745	0	3	0	0	3
700-800	0	2	0	0	2
715-815	1	1	0	0	2
730-830	2	2	0	0	4
745-845	3	2	0	1	6
800-900	5	2	0	1	8
815-915	9	3	0	1	13
830-930	15	5	0	1	21
845-945	22	6	0	0	28
900-1000	31	6	0	0	37

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
600-700	236	657		1761	800		1387	284		930	2573
615-715	242	870		2022	842		1836	294		987	3081
630-715	290	1055		2158	846		2247	310		961	3445
645-745	346	1163		2290	884		2542	335		961	3757
700-800	372	1200		2304	888		2522	367		994	3737
715-815	411	1118		2258	853		2384	419		979	3642
730-830	418	1109		2191	866		2272	433		1012	3485
745-845	414	989		2125	859		1965	438		1024	3242
800-900	409	974		2058	898		1860	422		1017	3050
815-915	424	1054		2087	1002		1910	403		1075	3037
830-930	427	994		2132	1022		1827	395		1092	3067
845-945	412	981		2188	1039		1809	377		1099	3111
900-1000	420	884		2174	1073		1795	382		1126	3176

WILTEC

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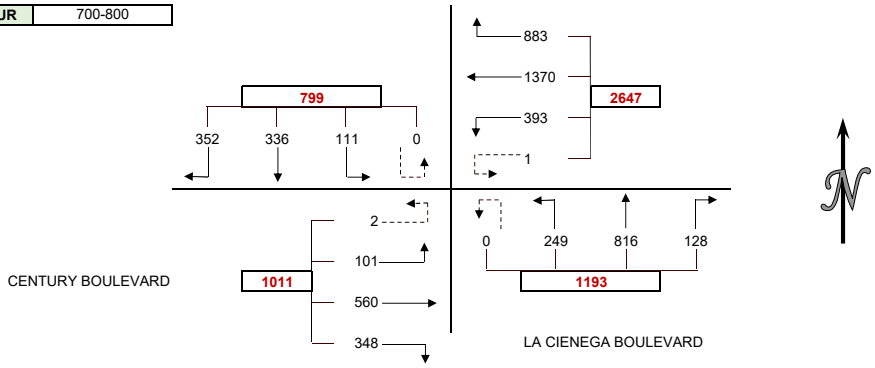
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 6:00 AM TO 10:00 AM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-615	116	25	20	0	42	163	14	0	30	51	25	0	56	159	10	1	712
615-630	125	36	14	0	87	227	23	0	10	21	34	0	67	121	17	0	782
630-645	119	53	14	0	124	354	51	0	24	114	48	0	108	138	25	0	1172
645-700	98	79	19	0	190	353	67	0	28	223	66	0	79	100	31	0	1333
700-715	86	62	27	0	242	332	85	0	30	242	71	0	76	122	19	0	1394
715-730	90	75	30	0	193	402	86	0	33	179	75	0	85	140	23	1	1412
730-745	101	99	30	0	233	344	107	0	29	220	46	0	98	137	35	0	1479
745-800	75	100	24	0	215	292	115	1	36	175	57	0	89	161	24	1	1365
800-815	98	131	21	0	229	311	104	0	34	160	37	0	105	125	38	1	1394
815-830	91	89	28	0	200	343	77	0	30	191	40	0	72	123	35	0	1319
830-845	85	89	28	0	184	336	64	0	43	230	54	0	104	113	15	0	1345
845-900	96	83	32	0	161	344	65	1	34	194	52	0	80	139	36	2	1319
900-915	85	82	35	0	180	298	47	0	38	227	60	0	87	120	35	0	1294
915-930	87	55	29	0	170	330	41	0	31	187	50	0	106	153	29	0	1268
930-945	88	87	26	0	156	349	34	0	25	145	30	0	115	181	57	0	1293
945-1000	104	72	28	0	126	337	29	0	40	136	42	0	103	126	30	1	1174
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-700	458	193	67	0	443	1097	155	0	92	409	173	0	310	518	83	1	3999
615-715	428	230	74	0	643	1266	226	0	92	600	219	0	330	481	92	0	4681
630-715	393	269	90	0	749	1441	289	0	115	758	260	0	348	500	98	1	5311
645-745	375	315	106	0	858	1431	345	0	120	864	258	0	338	499	108	1	5618
700-800	352	336	111	0	883	1370	393	1	128	816	249	0	348	560	101	2	5650
715-815	364	405	105	0	870	1349	412	1	132	734	215	0	377	563	120	3	5650
730-830	365	419	103	0	877	1290	403	1	129	746	180	0	364	546	132	2	5557
745-845	349	409	101	0	828	1282	360	1	143	756	188	0	370	522	112	2	5423
800-900	370	392	109	0	774	1334	310	1	141	775	183	0	361	500	124	3	5377
815-915	357	343	123	0	725	1321	253	1	145	842	206	0	343	495	121	2	5277
830-930	353	309	124	0	695	1308	217	1	146	838	216	0	377	525	115	2	5226
845-945	356	307	122	0	667	1321	187	1	128	753	192	0	388	593	157	2	5174
900-1000	364	296	118	0	632	1314	151	0	134	695	182	0	411	580	151	1	5029

PEAK HOUR	700-800



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	1	1	4	7
615-630	0	0	0	0	0
630-645	4	4	3	5	16
645-700	2	2	0	4	8
700-715	3	3	1	3	10
715-730	7	7	3	6	23
730-745	4	4	1	2	11
745-800	3	3	1	8	15
800-815	4	4	3	4	15
815-830	0	0	0	5	5
830-845	12	12	-9	4	19
845-900	12	12	13	3	40
900-915	7	7	0	5	19
915-930	5	5	1	10	21
930-945	1	1	1	5	8
945-1000	7	7	11	3	28

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	1	0	1	0	2
615-630	2	1	2	1	6
630-645	0	0	0	0	0
645-700	2	0	0	0	2
700-715	0	0	0	2	2
715-730	2	0	0	0	2
730-745	0	0	0	1	1
745-800	2	0	2	4	8
800-815	0	0	0	4	4
815-830	1	0	1	0	2
830-845	0	0	0	1	1
845-900	1	0	1	1	3
900-915	0	1	0	3	4
915-930	1	0	0	0	1
930-945	1	0	0	2	3
945-1000	1	0	1	4	6

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	7	7	4	13	31
615-715	9	9	4	12	34
630-715	16	16	7	18	57
645-745	16	16	5	15	52
700-800	17	17	6	19	59
715-815	18	18	8	20	64
730-830	11	11	5	19	46
745-845	19	19	-5	21	54
800-900	28	28	7	16	79
815-915	31	31	4	17	83
830-930	36	36	5	22	99
845-945	25	25	15	23	88
900-1000	20	20	13	23	76

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	5	1	3	1	10
615-715	4	1	2	3	10
630-715	4	0	0	2	6
645-745	4	0	0	3	7
700-800	4	0	2	7	13
715-815	4	0	2	9	15
730-830	3	0	3	9	15
745-845	3	0	3	9	15
800-900	2	0	2	6	10
815-915	2	1	2	5	10
830-930	2	1	1	5	9
845-945	3	1	1	6	11
900-1000	3	1	1	9	14

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
600-700	718	935		1695	677		674	658		912	1729
615-715	732	1335		2135	647		911	786		903	1913
630-715	752	1605		2479	705		1133	906		947	2095
645-745	796	1830		2634	725		1242	998		946	2065
700-800	799	1800		2647	800		1193	1077		1011	1973
715-815	874	1724		2632	801		1081	1194		1063	1931
730-830	887	1755		2571	779		1055	1186		1044	1837
745-845	859	1696		2471	767		1087	1139		1006	1821
800-900	871	1673		2419	751		1099	1063		988	1890
815-915	823	1688		2300	764		1193	939		961	1886
830-930	786	1648		2221	796		1200	903		1019	1879
845-945	785	1577		2176	844		1073	882		1140	1871
900-1000	778	1478		2097	832		1011	858		1143	1861

WILTEC

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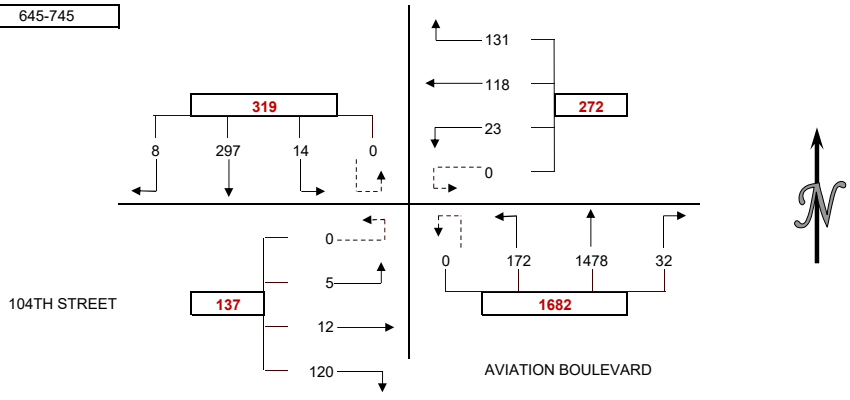
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 6:00 AM TO 10:00 AM
INTERSECTION: N/S AVIATION BOULEVARD
E/W 104TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-615	1	78	3	0	8	5	1	0	2	127	21	0	10	3	1	0	260
615-630	0	70	3	0	10	8	4	0	3	176	19	0	18	2	0	0	313
630-645	1	85	2	0	17	15	2	0	7	277	38	0	27	3	1	0	475
645-700	2	65	3	0	27	36	7	0	7	347	47	0	21	1	0	0	563
700-715	3	73	2	0	35	26	7	0	8	391	42	0	29	1	0	0	617
715-730	2	77	5	0	42	30	6	0	12	383	50	0	27	3	1	0	638
730-745	1	82	4	0	27	26	3	0	5	357	33	0	43	7	4	0	592
745-800	2	89	2	0	29	22	11	0	10	299	45	0	33	8	0	0	550
800-815	2	112	5	0	22	21	1	0	6	308	28	0	27	4	1	0	537
815-830	0	85	6	0	18	17	10	0	9	326	26	0	31	5	0	0	533
830-845	0	102	1	0	24	12	10	0	7	398	27	0	37	2	1	0	621
845-900	1	80	4	0	11	15	6	0	15	337	43	0	21	8	0	0	541
900-915	1	80	4	0	15	8	10	0	17	324	27	0	31	10	1	0	528
915-930	1	92	10	0	19	10	14	0	19	349	35	0	25	2	0	0	576
930-945	0	85	6	0	15	25	10	0	11	283	22	0	33	3	1	0	494
945-1000	1	86	2	0	17	10	10	0	17	297	20	0	20	11	2	0	493
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
600-700	4	298	11	0	62	64	14	0	19	927	125	0	76	9	2	0	1611
615-715	6	293	10	0	89	85	20	0	25	1191	146	0	95	7	1	0	1968
630-715	8	300	12	0	121	107	22	0	34	1398	177	0	104	8	2	0	2293
645-745	8	297	14	0	131	118	23	0	32	1478	172	0	120	12	5	0	2410
700-800	8	321	13	0	133	104	27	0	35	1430	170	0	132	19	5	0	2397
715-815	7	360	16	0	120	99	21	0	33	1347	156	0	130	22	6	0	2317
730-830	5	368	17	0	96	86	25	0	30	1290	132	0	134	24	5	0	2212
745-845	4	388	14	0	93	72	32	0	32	1331	126	0	128	19	2	0	2241
800-900	3	379	16	0	75	65	27	0	37	1369	124	0	116	19	2	0	2232
815-915	2	347	15	0	68	52	36	0	48	1385	123	0	120	25	2	0	2223
830-930	3	354	19	0	69	45	40	0	58	1408	132	0	114	22	2	0	2266
845-945	3	337	24	0	60	58	40	0	62	1293	127	0	110	23	2	0	2139
900-1000	3	343	22	0	66	53	44	0	64	1253	104	0	109	26	4	0	2091

PEAK HOUR 645-745



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	1	0	1
715-730	0	0	1	1	2
730-745	0	0	3	0	3
745-800	0	0	2	0	2
800-815	0	0	0	0	0
815-830	0	0	1	0	1
830-845	1	1	4	0	6
845-900	0	0	2	1	3
900-915	0	0	0	0	0
915-930	1	1	1	1	4
930-945	0	0	2	0	2
945-1000	0	0	3	0	3

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
600-615	0	2	0	0	2
615-630	1	1	0	0	2
630-645	0	2	0	0	2
645-700	0	3	0	0	3
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	1	0	2
745-800	0	1	0	0	1
800-815	1	3	0	0	4
815-830	0	0	0	0	0
830-845	0	0	0	0	0
845-900	0	0	0	1	1
900-915	1	1	0	0	2
915-930	0	0	0	0	0
930-945	0	0	0	0	0
945-1000	0	0	0	0	0

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	0	0	0	0	0
615-715	0	0	1	0	1
630-715	0	0	2	1	3
645-745	0	0	5	1	6
700-800	0	0	7	1	8
715-815	0	0	6	1	7
730-830	0	0	6	0	6
745-845	1	1	7	0	9
800-900	1	1	7	1	10
815-915	1	1	7	1	10
830-930	2	2	7	2	13
845-945	1	1	5	2	9
900-1000	1	1	6	1	9

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
600-700	1	8	0	0	9
615-715	1	6	0	0	7
630-715	0	5	0	0	5
645-745	0	4	1	0	5
700-800	0	2	1	0	3
715-815	1	5	1	0	7
730-830	1	5	1	0	7
745-845	1	4	0	0	5
800-900	1	3	0	1	5
815-915	1	1	0	1	3
830-930	1	1	0	1	3
845-945	1	1	0	1	3
900-1000	1	1	0	0	2

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
600-700	313	991		140	39		1071	388		87	193
615-715	309	1281		194	42		1362	408		103	237
630-715	320	1521		250	54		1609	426		114	292
645-745	319	1614		272	58		1682	440		137	298
700-800	342	1568		264	67		1635	480		156	282
715-815	383	1473		240	71		1536	511		158	262
730-830	390	1391		207	71		1452	527		163	223
745-845	406	1426		197	65		1489	548		149	202
800-900	398	1446		167	72		1530	522		137	192
815-915	364	1455		156	88		1556	503		147	177
830-930	376	1479		154	99		1598	508		138	180
845-945	364	1355		158	109		1482	487		135	188
900-1000	368	1323		163	112		1421	496		139	160

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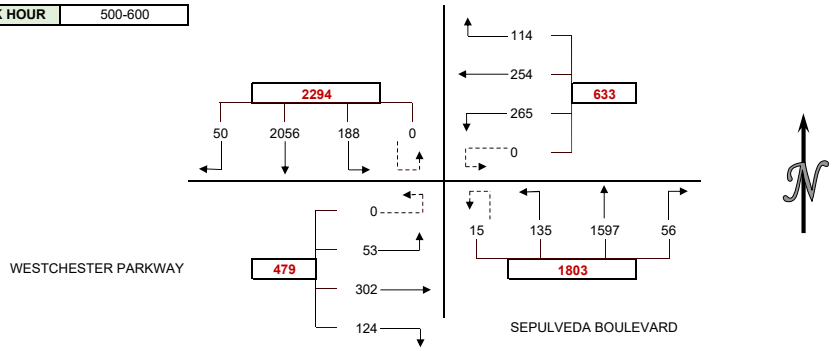
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 3:00 PM to 8:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W WESTCHESTER PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-315	14	515	32	0	32	52	72	0	15	387	43	5	27	66	13	0	1273
315-330	16	517	48	0	21	55	56	0	18	334	43	4	40	81	11	0	1244
330-345	17	394	43	0	30	59	81	0	20	368	35	8	26	66	17	0	1164
345-400	17	465	47	1	27	50	74	0	26	415	36	6	31	64	25	0	1284
400-415	17	426	47	0	35	64	66	0	17	377	27	6	25	93	14	0	1214
415-430	11	487	61	0	26	58	63	0	14	405	39	3	25	82	14	0	1288
430-445	18	480	64	0	43	62	54	0	15	324	33	14	33	106	15	0	1261
445-500	8	490	53	0	29	56	59	0	18	363	48	3	23	74	18	0	1242
500-515	13	506	36	0	36	63	64	0	11	357	35	3	41	96	17	0	1278
515-530	10	523	44	0	20	66	66	0	18	418	30	5	24	78	14	0	1316
530-545	14	485	55	0	30	74	70	0	14	377	34	3	32	70	11	0	1269
545-600	13	542	53	0	28	51	65	0	13	445	36	4	27	58	11	0	1346
600-615	9	538	38	0	32	74	66	0	13	347	32	7	28	59	19	0	1262
615-630	14	532	48	0	28	62	67	0	12	337	32	5	29	39	21	0	1226
630-645	10	534	35	0	32	39	60	0	10	309	31	5	36	53	18	0	1172
645-700	8	601	41	0	20	41	67	0	6	294	31	7	30	40	13	0	1199
700-715	8	542	44	1	25	44	69	0	7	296	23	4	32	50	13	0	1158
715-730	10	590	36	0	19	37	64	0	11	283	31	7	24	45	19	0	1176
730-745	9	557	47	1	34	60	84	0	18	252	19	13	29	54	17	0	1194
745-800	14	446	46	1	20	40	64	0	8	277	30	4	23	53	18	0	1044
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-400	64	1891	170	1	110	216	283	0	79	1504	157	23	124	277	66	0	4965
315-415	67	1802	185	1	113	228	277	0	81	1494	141	24	122	304	67	0	4906
330-430	62	1772	198	1	118	231	284	0	77	1565	137	23	107	305	70	0	4950
345-445	63	1858	219	1	131	234	257	0	72	1521	135	29	114	345	68	0	5047
400-500	54	1883	225	0	133	240	242	0	64	1469	147	26	106	355	61	0	5005
415-515	50	1963	214	0	134	239	240	0	58	1449	155	23	122	358	64	0	5069
430-530	49	1999	197	0	128	247	243	0	62	1462	146	25	121	354	64	0	5097
445-545	45	2004	188	0	115	259	259	0	61	1515	147	14	120	318	60	0	5105
500-600	50	2056	188	0	114	254	265	0	56	1597	135	15	124	302	53	0	5209
515-615	46	2088	190	0	110	265	267	0	58	1587	132	19	111	265	55	0	5193
530-630	50	2097	194	0	118	261	268	0	52	1506	134	19	116	226	62	0	5103
545-645	46	2146	174	0	120	226	258	0	48	1438	131	21	120	209	69	0	5006
600-700	41	2205	162	0	112	216	260	0	41	1287	126	24	123	191	71	0	4859
615-715	40	2209	168	1	105	186	263	0	35	1236	117	21	127	182	65	0	4755
630-730	36	2267	156	1	96	161	260	0	34	1182	116	23	122	188	63	0	4705
645-745	35	2290	168	2	98	182	284	0	42	1125	104	31	115	189	62	0	4727
700-800	41	2135	173	3	98	181	281	0	44	1108	103	28	108	202	67	0	4572

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	12	9	1	7	29
315-330	7	12	4	10	33
330-345	11	12	5	5	33
345-400	3	8	3	13	27
400-415	6	11	6	14	37
415-430	2	11	12	19	44
430-445	6	12	2	9	29
445-500	3	9	7	7	26
500-515	4	5	5	11	25
515-530	6	15	1	5	27
530-545	6	5	7	4	22
545-600	9	10	3	7	29
600-615	6	7	4	8	25
615-630	4	7	5	11	27
630-645	5	10	6	6	27
645-700	2	4	4	11	21
700-715	3	5	4	9	21
715-730	3	9	12	0	24
730-745	3	1	6	1	11
745-800	4	9	2	1	16

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	0	0	0	1
315-330	1	2	2	1	6
330-345	1	0	1	3	5
345-400	2	0	0	2	4
400-415	2	0	0	0	2
415-430	0	0	0	1	1
430-445	1	1	1	1	4
445-500	1	1	0	2	4
500-515	0	0	1	0	1
515-530	0	1	0	0	1
530-545	0	0	0	0	0
545-600	4	0	0	0	4
600-615	2	0	1	0	3
615-630	1	0	4	2	7
630-645	0	0	1	0	1
645-700	0	0	0	0	0
700-715	0	0	1	0	1
715-730	0	1	0	0	1
730-745	0	0	2	0	2
745-800	0	2	0	0	2

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	33	41	13	35	122
315-415	27	43	18	42	130
330-430	22	42	26	51	141
345-445	17	42	23	55	137
400-500	17	43	27	49	136
415-515	15	37	26	46	124
430-530	19	41	15	32	107
445-545	19	34	20	27	100
500-600	25	35	16	27	103
515-615	27	37	15	24	103
530-630	25	29	19	30	103
545-645	24	34	18	32	108
700-800	17	28	19	36	100

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	5	2	3	6	16
315-415	6	2	3	6	17
330-430	5	0	1	6	12
345-445	5	1	1	4	11
400-500	4	2	1	4	11
415-515	2	2	2	4	10
430-530	2	3	2	3	10
445-545	1	2	1	2	6
500-600	4	1	1	0	6
515-615	6	1	1	0	8
530-630	7	0	5	2	14
545-645	7	0	6	2	15
700-800	3	0	6	2	11

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
300-400	2126	1681	609	526	1763	2321	467	437
315-415	2055	1675	618	570	1740	2225	493	436
330-430	2033	1754	633	580	1802	2186	482	430
345-445	2141	1721	622	636	1757	2258	527	432
400-500	2162	1663	615	644	1706	2257	522	441
415-515	2227	1647	613	630	1685	2348	544	444
430-530	2245	1654	618	613	1695	2388	539	442
445-545	2237	1690	633	567	1737	2397	498	451
500-600	2294	1764	633	546	1803	2460	479	439
515-615	2324	1752	642	513	1796	2485	431	443
530-630	2341	1686	647	472	1711	2500	404	445
545-645	2366	1627	604	431	1638	2545	398	403
600-700	2408	1470	588	394	1478	2612	385	383
615-715	2418	1407	554	385	1409	2620	374	343
630-730	2460	1342	517	378	1355	2672	373	313
645-745	2495	1287	564	399	1302	2720	366	321
700-800	2352	1276	560	419	1283	2552	377	325

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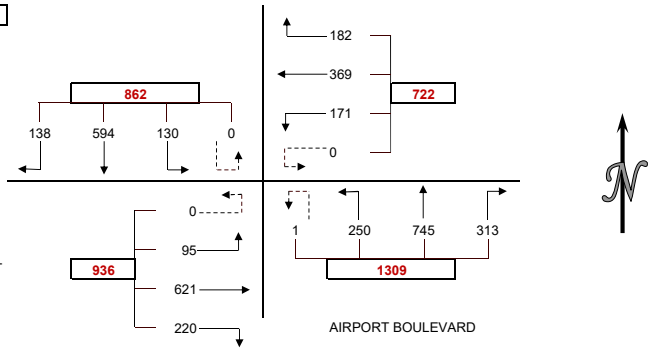
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: TUESDAY SEPTEMBER 17, 2019
PERIOD: 3:00 PM to 8:00 PM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W WESTCHESTER PARKWAY / ARBOR VITAE STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-315	42	123	30	0	35	106	44	0	68	132	47	1	56	118	22	0	824
315-330	45	132	28	0	40	105	36	0	60	140	44	0	52	150	22	0	854
330-345	49	111	24	0	51	99	47	0	81	174	49	1	50	118	22	0	876
345-400	33	130	46	0	41	95	52	0	82	169	40	0	52	132	15	0	887
400-415	40	148	20	0	37	81	39	0	77	206	78	0	78	163	25	0	992
415-430	39	157	34	0	61	108	39	0	74	207	69	0	50	133	24	0	995
430-445	33	147	45	0	33	95	47	0	94	175	51	1	48	162	23	0	954
445-500	26	142	31	0	51	85	46	0	68	157	52	0	44	163	23	0	888
500-515	32	108	36	1	30	95	30	0	85	199	47	0	50	143	17	0	873
515-530	17	136	40	0	40	81	45	0	51	176	48	0	41	159	20	0	854
530-545	31	141	24	0	35	98	34	0	75	176	44	0	49	157	20	0	884
545-600	26	101	37	0	39	83	39	0	75	185	41	0	40	132	21	0	819
600-615	15	120	27	0	18	89	46	0	59	177	34	0	29	109	15	0	738
615-630	19	118	25	0	28	82	46	0	41	147	31	0	40	123	11	0	711
630-645	18	130	21	0	38	71	55	0	46	130	28	0	44	96	15	0	692
645-700	21	129	20	0	24	66	32	0	46	109	36	2	48	106	10	0	649
700-715	13	120	16	0	27	56	35	0	41	98	32	0	46	94	6	0	584
715-730	19	130	20	0	20	69	33	0	37	110	25	0	51	103	8	0	625
730-745	19	144	12	0	35	55	45	0	57	112	29	0	47	102	11	0	668
745-800	21	138	7	0	22	54	42	0	40	99	38	0	33	78	8	0	580
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-400	169	496	128	0	167	405	179	0	291	615	180	2	210	518	81	0	3441
315-415	167	521	118	0	169	380	174	0	300	689	211	1	232	563	84	0	3609
330-430	161	546	124	0	190	383	177	0	314	756	236	1	230	546	86	0	3750
345-445	145	582	145	0	172	379	177	0	327	757	238	1	228	590	87	0	3828
400-500	138	594	130	0	182	369	171	0	313	745	250	1	220	621	95	0	3829
415-515	130	554	146	1	175	383	162	0	321	738	219	1	192	601	87	0	3710
430-530	108	533	152	1	154	356	168	0	298	707	198	1	183	627	83	0	3569
445-545	106	527	131	1	156	359	155	0	279	708	191	0	184	622	80	0	3499
500-600	106	486	137	1	144	357	148	0	286	736	180	0	180	591	78	0	3430
515-615	89	498	128	0	132	351	164	0	260	714	167	0	159	557	76	0	3295
530-630	91	480	113	0	120	352	165	0	250	685	150	0	158	521	67	0	3152
545-645	78	469	110	0	123	325	186	0	221	639	134	0	153	460	62	0	2960
600-700	73	497	93	0	108	308	179	0	192	563	129	2	161	434	51	0	2790
615-715	71	497	82	0	117	275	168	0	174	484	127	2	178	419	42	0	2636
630-730	71	509	77	0	109	262	155	0	170	447	121	2	189	399	39	0	2550
645-745	72	523	68	0	106	246	145	0	181	429	122	2	192	405	35	0	2526
700-800	72	532	55	0	104	234	155	0	175	419	124	0	177	377	33	0	2457

PEAK HOUR	400-500



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	4	2	0	7
315-330	2	1	6	1	10
330-345	1	4	1	3	9
345-400	8	1	1	0	10
400-415	4	1	4	5	14
415-430	3	4	1	2	10
430-445	2	6	3	4	15
445-500	1	6	3	4	14
500-515	8	2	1	6	17
515-530	5	0	5	6	16
530-545	4	2	3	4	13
545-600	4	2	1	4	11
600-615	1	1	0	0	2
615-630	0	3	4	2	9
630-645	5	3	3	8	19
645-700	2	2	2	1	7
700-715	2	1	1	2	6
715-730	0	5	4	3	12
730-745	2	2	2	1	7
745-800	1	3	1	3	8

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	2	0	2
315-330	0	0	0	0	0
330-345	0	0	0	2	2
345-400	2	0	0	0	2
400-415	0	0	3	0	3
415-430	0	0	1	0	1
430-445	0	1	1	0	2
445-500	1	0	0	0	1
500-515	2	0	0	0	2
515-530	1	0	1	1	3
530-545	1	1	0	0	2
545-600	0	0	0	0	0
600-615	1	0	0	0	1
615-630	1	0	2	0	3
630-645	1	0	1	1	3
645-700	1	1	1	0	3
700-715	2	0	0	0	2
715-730	0	3	3	0	6
730-745	0	0	3	0	3
745-800	0	1	1	0	2

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	12	10	10	4	36
315-415	15	7	12	9	43
330-430	16	10	7	10	43
345-445	17	12	9	11	49
400-500	10	17	11	15	53
415-515	14	18	8	16	56
430-530	16	14	12	20	62
445-545	18	10	12	20	60
500-600	21	6	10	20	57
515-615	14	5	9	14	42
530-630	9	8	8	10	35
545-645	10	9	8	14	41
700-800	8	9	9	11	37

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	2	0	2	2	6
315-415	2	0	3	2	7
330-430	2	0	4	2	8
345-445	2	1	5	0	8
400-500	1	1	5	0	7
415-515	3	1	2	0	6
430-530	4	1	2	1	8
445-545	5	1	1	1	8
500-600	4	1	1	1	7
515-615	3	1	1	1	6
530-630	3	1	2	0	6
545-645	3	0	3	1	7
700-800	4	1	4	1	10

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
300-400	793	863		751	937		1088	887		809	754
315-415	806	942		723	981		1201	928		879	758
330-430	831	1032		750	984		1307	954		862	780
345-445	872	1016		728	1062		1323	988		905	762
400-500	862	1022		722	1064		1309	986		936	757
415-515	831	1001		720	1068		1279	909		880	732
430-530	794	945		678	1077		1204	885		893	662
445-545	765	945		670	1032		1178	866		886	656
500-600	730	959		649	1014		1202	814		849	643
515-615	715	922		647	945		1141	821		792	607
530-630	684	872		637	884		1085	803		746	593
545-645	657	824		634	791		994	808		675	537
600-700	663	722		595	719		886	839		646	510
615-715	650	643		560	675		787	845		639	473
630-730	657	595		526	646		740	855		627	454
645-745	663	570		497	654		734	862		632	440
700-800	659	556		493	607		718	864		587	430

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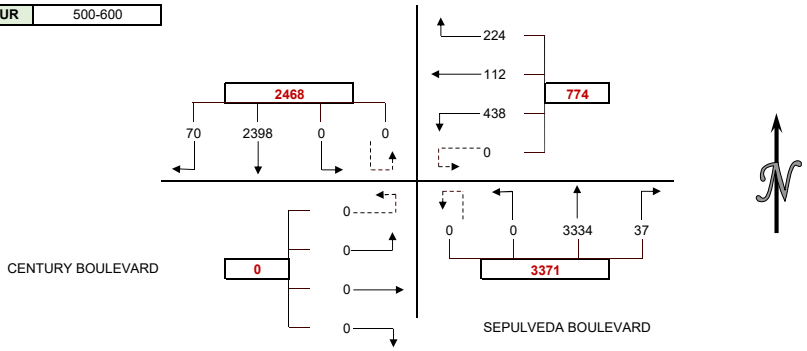
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 3:00 PM to 8:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-315	26	519	0	0	53	22	126	0	7	695	0	0	0	0	0	0	1448
315-330	19	467	0	0	63	31	122	0	9	610	0	0	0	0	0	0	1321
330-345	20	479	0	0	86	30	111	0	9	768	0	0	0	0	0	0	1503
345-400	29	459	0	0	87	30	93	0	9	686	0	0	0	0	0	0	1393
400-415	19	531	0	0	77	36	117	0	7	783	0	0	0	0	0	0	1570
415-430	33	461	0	0	67	30	96	0	7	681	0	0	0	0	0	0	1375
430-445	26	521	0	0	61	36	124	0	14	763	0	0	0	0	0	0	1545
445-500	22	556	0	0	67	25	124	0	12	707	0	0	0	0	0	0	1513
500-515	14	620	0	0	53	15	120	0	6	751	0	0	0	0	0	0	1579
515-530	15	599	0	0	56	29	113	0	11	834	0	0	0	0	0	0	1657
530-545	23	618	0	0	57	34	101	0	9	954	0	0	0	0	0	0	1796
545-600	18	561	0	0	58	34	104	0	11	795	0	0	0	0	0	0	1581
600-615	26	616	0	0	62	44	94	0	10	790	0	0	0	0	0	0	1642
615-630	18	573	0	0	72	30	114	0	5	751	0	0	0	0	0	0	1563
630-645	30	591	0	0	41	24	122	0	8	765	0	0	0	0	0	0	1581
645-700	25	536	0	1	70	32	163	0	5	650	0	0	0	0	0	0	1482
700-715	20	546	0	0	57	42	183	0	9	719	0	0	0	0	0	0	1576
715-730	25	503	0	0	55	33	173	0	10	639	0	0	0	0	0	0	1438
730-745	39	457	0	0	46	35	181	0	10	615	0	0	0	0	0	0	1383
745-800	32	433	0	0	62	31	172	0	16	650	0	0	0	0	0	0	1396
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-400	94	1924	0	0	289	113	452	0	34	2759	0	0	0	0	0	0	5665
315-415	87	1936	0	0	313	127	443	0	34	2847	0	0	0	0	0	0	5787
330-430	101	1930	0	0	317	126	417	0	32	2918	0	0	0	0	0	0	5841
345-445	107	1972	0	0	292	132	430	0	37	2913	0	0	0	0	0	0	5883
400-500	100	2069	0	0	272	127	461	0	40	2934	0	0	0	0	0	0	6003
415-515	95	2158	0	0	248	106	464	0	39	2902	0	0	0	0	0	0	6012
430-530	77	2296	0	0	237	105	481	0	43	3055	0	0	0	0	0	0	6294
445-545	74	2393	0	0	233	103	458	0	38	3246	0	0	0	0	0	0	6545
500-600	70	2398	0	0	224	112	438	0	37	3334	0	0	0	0	0	0	6613
515-615	82	2394	0	0	233	141	412	0	41	3373	0	0	0	0	0	0	6676
530-630	85	2368	0	0	249	142	413	0	35	3290	0	0	0	0	0	0	6582
545-645	92	2341	0	0	233	132	434	0	34	3101	0	0	0	0	0	0	6367
600-700	99	2316	0	1	245	130	493	0	28	2956	0	0	0	0	0	0	6268
615-715	93	2246	0	1	240	128	582	0	27	2885	0	0	0	0	0	0	6202
630-730	100	2176	0	1	223	131	641	0	32	2773	0	0	0	0	0	0	6077
645-745	109	2042	0	1	228	142	700	0	34	2623	0	0	0	0	0	0	5879
700-800	116	1939	0	0	220	141	709	0	45	2623	0	0	0	0	0	0	5793

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	29	0	0	4	33
315-330	31	0	0	8	39
330-345	39	0	0	5	44
345-400	40	0	0	17	57
400-415	36	0	0	14	50
415-430	42	0	0	19	61
430-445	33	0	0	15	48
445-500	23	0	0	1	24
500-515	13	0	0	5	18
515-530	20	0	0	4	24
530-545	15	0	0	2	17
545-600	16	0	0	4	20
600-615	27	0	0	15	42
615-630	35	0	0	3	38
630-645	21	0	0	5	26
645-700	35	0	0	6	41
700-715	22	0	0	7	29
715-730	30	0	0	7	37
730-745	32	0	0	8	40
745-800	35	0	0	8	43

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	8	0	0	0	8
315-330	0	0	0	0	0
330-345	4	0	0	1	5
345-400	3	0	0	0	3
400-415	4	0	0	1	5
415-430	4	0	0	2	6
430-445	5	0	0	0	5
445-500	2	0	0	0	2
500-515	4	0	0	1	5
515-530	-2	0	0	1	-1
530-545	1	0	0	0	1
545-600	1	0	0	0	1
600-615	0	0	0	0	0
615-630	1	0	0	0	1
630-645	4	0	0	1	5
645-700	0	0	0	1	1
700-715	0	0	0	0	0
715-730	2	0	0	1	3
730-745	2	0	0	0	2
745-800	1	0	0	0	1

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	139	0	0	34	173
315-415	146	0	0	44	190
330-430	157	0	0	55	212
345-445	151	0	0	65	216
400-500	134	0	0	49	183
415-515	111	0	0	40	151
430-530	89	0	0	25	114
445-545	71	0	0	12	83
500-600	64	0	0	15	79
515-615	78	0	0	25	103
530-630	93	0	0	24	117
545-645	99	0	0	27	126
700-800	118	0	0	29	147

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	15	0	0	1	16
315-415	11	0	0	2	13
330-430	15	0	0	4	19
345-445	16	0	0	3	19
400-500	15	0	0	3	18
415-515	15	0	0	3	18
430-530	9	0	0	2	11
445-545	5	0	0	2	7
500-600	4	0	0	2	6
515-615	0	0	0	1	1
530-630	3	0	0	0	3
545-645	6	0	0	1	7
700-800	5	0	0	2	7

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
300-400	2018	3048		854	34		2793	2376		0	207
315-415	2023	3160		883	34		2881	2379		0	214
330-430	2031	3235		860	32		2950	2347		0	227
345-445	2079	3205		854	37		2950	2402		0	239
400-500	2169	3206		860	40		2974	2530		0	227
415-515	2253	3150		818	39		2941	2622		0	201
430-530	2373	3292		823	43		3098	2777		0	182
445-545	2467	3479		794	38		3284	2851		0	177
500-600	2468	3558		774	37		3371	2836		0	182
515-615	2476	3606		786	41		3414	2806		0	223
530-630	2453	3539		804	35		3325	2781		0	227
545-645	2433	3334		799	34		3135	2775		0	224
600-700	2416	3202		868	28		2984	2809		0	229
615-715	2340	3126		950	27		2912	2828		0	221
630-730	2277	2997		995	32		2805	2817		0	231
645-745	2152	2852		1070	34		2657	2742		0	251
700-800	2055	2843		1070	45		2668	2648		0	257

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969 info@wiltecusa.com

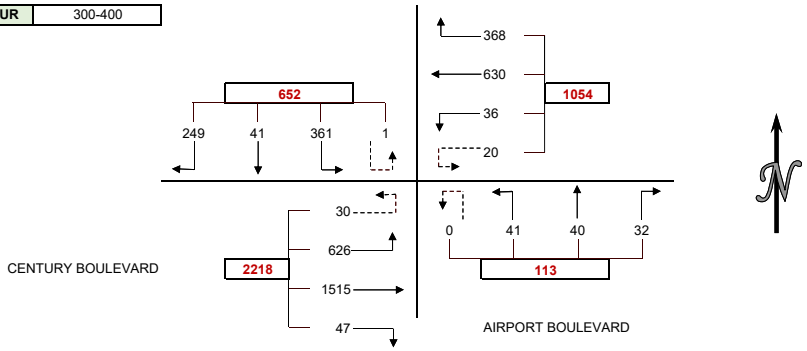
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 3:00 PM to 8:00 PM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-315	60	9	108	1	104	169	6	3	5	10	9	0	7	416	139	2	1048
315-330	69	15	89	0	85	164	10	5	11	6	7	0	8	338	166	12	985
330-345	58	7	85	0	95	158	8	4	15	18	21	0	7	396	185	6	1063
345-400	62	10	79	0	84	139	12	8	1	6	4	0	25	365	136	10	941
400-415	73	7	105	0	95	162	1	0	7	4	3	0	14	387	135	15	1008
415-430	53	5	83	0	90	146	10	3	9	6	3	0	11	330	145	4	898
430-445	71	10	111	0	79	148	9	8	11	12	4	0	5	301	161	4	934
445-500	83	7	93	0	82	138	9	22	5	10	3	0	5	303	120	11	891
500-515	67	9	94	0	70	141	6	6	6	8	4	0	1	348	113	8	881
515-530	61	7	111	0	74	123	8	8	8	9	0	0	11	338	106	5	869
530-545	72	7	94	0	75	155	12	5	6	14	3	0	5	348	94	7	897
545-600	93	6	104	0	87	140	5	6	5	6	2	0	4	291	71	6	826
600-615	70	4	77	0	99	175	10	5	5	15	7	0	9	363	61	5	905
615-630	72	0	62	0	78	189	6	8	4	7	3	0	6	319	62	1	817
630-645	65	16	76	0	81	195	8	4	4	7	3	1	3	332	71	6	872
645-700	85	13	71	0	93	201	6	8	8	11	6	0	14	399	60	7	982
700-715	66	9	55	0	79	233	6	5	6	8	5	0	10	329	65	9	885
715-730	79	8	50	0	83	218	3	4	9	9	4	0	7	331	71	6	882
730-745	68	5	44	0	78	220	5	6	5	3	4	0	5	375	94	2	914
745-800	89	10	41	1	95	208	7	7	4	9	5	0	3	321	104	8	912
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-400	249	41	361	1	368	630	36	20	32	40	41	0	47	1515	626	30	4037
315-415	262	39	358	0	359	623	31	17	34	34	35	0	54	1486	622	43	3997
330-430	246	29	352	0	364	605	31	15	32	34	31	0	57	1478	601	35	3910
345-445	259	32	378	0	348	595	32	19	28	28	14	0	55	1383	577	33	3781
400-500	280	29	392	0	346	594	29	33	32	32	13	0	35	1321	561	34	3731
415-515	274	31	381	0	321	573	34	39	31	36	14	0	22	1282	539	27	3604
430-530	282	33	409	0	305	550	32	44	30	39	11	0	22	1290	500	28	3575
445-545	283	30	392	0	301	557	35	41	25	41	10	0	22	1337	433	31	3538
500-600	293	29	403	0	306	559	31	25	25	37	9	0	21	1325	384	26	3473
515-615	296	24	386	0	335	593	35	24	24	44	12	0	29	1340	332	23	3497
530-630	307	17	337	0	339	659	33	24	20	42	15	0	24	1321	288	19	3445
545-645	300	26	319	0	345	699	29	23	18	35	15	1	22	1305	265	18	3420
600-700	292	33	286	0	351	760	30	25	21	40	19	1	32	1413	254	19	3576
615-715	288	38	264	0	331	818	26	25	22	33	17	1	33	1379	258	23	3556
630-730	295	46	252	0	336	847	23	21	27	35	18	1	34	1391	267	28	3621
645-745	298	35	220	0	333	872	20	23	28	31	19	0	36	1434	290	24	3663
700-800	302	32	190	1	335	879	21	22	24	29	18	0	25	1356	334	25	3593

PEAK HOUR	300-400



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	9	0	3	4	16
315-330	10	0	6	7	23
330-345	9	0	4	4	17
345-400	14	0	3	3	20
400-415	14	0	3	4	21
415-430	13	0	2	2	17
430-445	9	1	9	13	32
445-500	13	0	4	5	22
500-515	10	0	7	4	21
515-530	21	0	9	11	41
530-545	27	0	1	3	31
545-600	12	0	2	4	18
600-615	20	0	3	4	27
615-630	17	0	1	1	19
630-645	12	0	1	0	13
645-700	12	0	3	1	16
700-715	11	0	3	0	14
715-730	17	0	0	0	17
730-745	8	0	0	0	8
745-800	4	0	1	2	7

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	1	1	2
315-330	0	0	2	0	2
330-345	0	0	0	0	0
345-400	0	0	0	0	0
400-415	1	0	1	0	2
415-430	1	0	1	0	2
430-445	1	0	1	0	2
445-500	0	0	0	0	0
500-515	1	0	0	0	1
515-530	0	0	0	0	0
530-545	0	0	2	0	2
545-600	0	0	0	0	0
600-615	0	0	0	0	0
615-630	0	0	0	0	0
630-645	0	0	0	0	0
645-700	0	0	0	0	0
700-715	0	0	0	0	0
715-730	1	0	0	0	1
730-745	0	0	1	0	1
745-800	0	0	0	0	0

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	42	0	16	18	76
315-415	47	0	16	18	81
330-430	50	0	12	13	75
345-445	50	1	17	22	90
400-500	49	1	18	24	92
415-515	45	1	22	24	92
430-530	53	1	29	33	116
445-545	71	0	21	23	115
500-600	70	0	19	22	111
515-615	80	0	15	22	117
530-630	76	0	7	12	95
545-645	61	0	7	9	77
700-800	61	0	8	6	75

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	0	0	3	1	4
315-415	1	0	3	0	4
330-430	2	0	2	0	4
345-445	3	0	3	0	6
400-500	3	0	3	0	6
415-515	3	0	2	0	5
430-530	2	0	1	0	3
445-545	1	0	2	0	3
500-600	1	0	2	0	3
515-615	0	0	2	0	2
530-630	0	0	2	0	2
545-645	0	0	0	0	0
700-800	0	0	0	0	0

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
300-400	652	1035		1054	1928		113	124		2218	950
315-415	659	1015		1030	1895		103	124		2205	963
330-430	627	999		1015	1877		97	117		2171	917
345-445	669	953		994	1808		70	119		2048	901
400-500	701	939		1002	1778		77	93		1951	921
415-515	686	896		967	1733		81	87		1870	888
430-530	724	844		931	1773		80	87		1840	871
445-545	705	775		934	1795		76	87		1823	881
500-600	725	727		921	1778		71	81		1756	887
515-615	706	711		987	1774		80	88		1724	924
530-630	661	669		1055	1702		77	74		1652	1000
545-645	645	645		1096	1665		69	78		1610	1032
600-700	611	645		1166	1745		81	96		1718	1090
615-715	590	622		1200	1690		73	98		1693	1146
630-730	593	638		1227	1691		81	104		1720	1188
645-745	553	654		1248	1705		78	91		1784	1213
700-800	525	699		1257	1592		71	78		1740	1224

WILTEC

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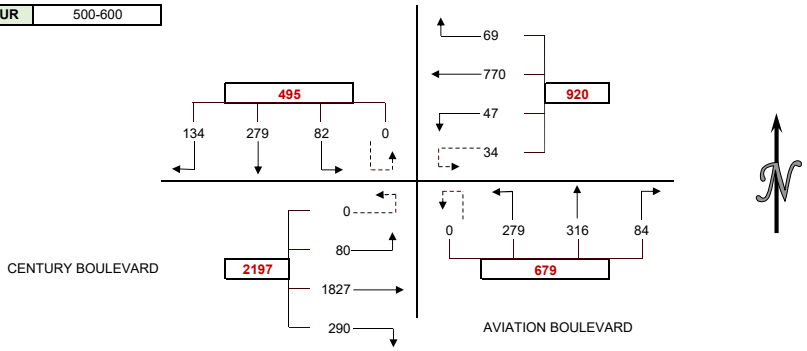
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: TUESDAY SEPTEMBER 17, 2019
PERIOD: 3:00 PM to 8:00 PM
INTERSECTION: N/S AVIATION BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-315	15	76	25	0	24	297	8	18	24	81	86	0	43	335	25	0	1057
315-330	25	71	12	0	18	283	13	12	23	80	64	0	46	251	20	0	918
330-345	23	42	13	0	23	286	3	15	23	64	90	1	39	294	30	0	946
345-400	35	72	11	0	21	308	17	12	19	56	73	0	44	272	26	0	966
400-415	30	85	16	0	23	268	13	13	15	76	84	0	38	326	19	0	1006
415-430	30	81	23	0	26	233	9	9	27	94	108	0	43	282	25	0	990
430-445	24	90	25	0	28	245	16	8	23	83	85	0	34	328	21	0	1010
445-500	24	79	21	0	16	206	4	14	28	81	70	0	78	400	28	0	1049
500-515	31	93	41	0	24	198	15	18	22	79	67	0	79	390	22	0	1079
515-530	39	74	13	0	15	200	11	5	19	80	72	0	71	439	20	0	1058
530-545	38	65	11	0	16	183	10	8	24	80	69	0	68	479	19	0	1070
545-600	26	47	17	0	14	189	11	3	19	77	71	0	72	519	19	0	1084
600-615	30	59	10	0	18	173	10	9	21	79	82	0	98	455	19	0	1063
615-630	32	60	16	0	18	206	16	6	22	56	73	0	77	372	32	0	986
630-645	23	62	6	0	11	197	11	9	16	67	59	0	51	331	23	0	866
645-700	33	55	15	0	13	228	9	15	20	58	82	0	35	327	19	1	910
700-715	28	41	8	0	20	243	14	9	17	52	79	0	45	392	22	1	971
715-730	25	47	8	0	8	206	7	10	20	40	59	0	64	297	23	0	814
730-745	31	31	6	0	16	193	9	7	22	63	83	0	60	298	19	1	839
745-800	23	29	14	0	11	235	8	7	14	50	82	0	60	268	27	0	828
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-400	98	261	61	0	86	1174	41	57	89	281	313	1	172	1152	101	0	3887
315-415	113	270	52	0	85	1145	46	52	80	276	311	1	167	1143	95	0	3836
330-430	118	280	63	0	93	1095	42	49	84	290	355	1	164	1174	100	0	3908
345-445	119	328	75	0	98	1054	55	42	84	309	350	0	159	1208	91	0	3972
400-500	108	335	85	0	93	952	42	44	93	334	347	0	193	1336	93	0	4055
415-515	109	343	110	0	94	882	44	49	100	337	330	0	234	1400	96	0	4128
430-530	118	336	100	0	83	849	46	45	92	323	294	0	262	1557	91	0	4196
445-545	132	311	86	0	71	787	40	45	93	320	278	0	296	1708	89	0	4256
500-600	134	279	82	0	69	770	47	34	84	316	279	0	290	1827	80	0	4291
515-615	133	245	51	0	63	745	42	25	83	316	294	0	309	1892	77	0	4275
530-630	126	231	54	0	66	751	47	26	86	292	295	0	315	1825	89	0	4203
545-645	111	228	49	0	61	765	48	27	78	279	285	0	298	1677	93	0	3999
600-700	118	236	47	0	60	804	46	39	79	260	296	0	261	1485	93	1	3825
615-715	116	218	45	0	62	874	50	39	75	233	293	0	208	1422	96	2	3733
630-730	109	205	37	0	52	874	41	43	73	217	279	0	195	1347	87	2	3561
645-745	117	174	37	0	57	870	39	41	79	213	303	0	204	1314	83	3	3534
700-800	107	148	36	0	55	877	38	33	73	205	303	0	229	1255	91	2	3452

PEAK HOUR	500-600



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	11	7	2	1	21
315-330	15	8	6	0	29
330-345	23	5	3	1	32
345-400	13	8	7	0	28
400-415	16	12	6	0	34
415-430	22	6	7	0	35
430-445	30	10	9	0	49
445-500	15	5	12	0	32
500-515	8	3	4	0	15
515-530	17	5	5	0	27
530-545	15	2	3	0	20
545-600	21	4	9	0	34
600-615	35	3	3	0	41
615-630	28	6	4	0	38
630-645	33	5	3	0	41
645-700	22	8	6	0	36
700-715	18	10	3	0	31
715-730	26	4	10	0	40
730-745	28	8	3	0	39
745-800	13	9	2	0	24

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	6	1	0	1	8
315-330	0	0	0	0	0
330-345	0	2	2	0	4
345-400	2	2	1	0	5
400-415	1	0	0	0	1
415-430	1	2	0	0	3
430-445	3	2	1	0	6
445-500	1	0	0	0	1
500-515	0	2	1	2	5
515-530	1	2	0	0	3
530-545	2	4	0	0	6
545-600	1	0	2	1	4
600-615	0	2	0	0	2
615-630	0	0	0	0	0
630-645	2	2	0	0	4
645-700	1	1	0	1	3
700-715	1	1	1	1	4
715-730	0	0	0	0	0
730-745	1	0	0	0	1
745-800	0	0	0	0	0

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	62	28	18	2	110
315-415	67	33	22	1	123
330-430	74	31	23	1	129
345-445	81	36	29	0	146
400-500	83	33	34	0	150
415-515	75	24	32	0	131
430-530	70	23	30	0	123
445-545	55	15	24	0	94
500-600	61	14	21	0	96
515-615	88	14	20	0	122
530-630	99	15	19	0	133
545-645	117	18	19	0	154
700-800	118	22	16	0	156

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	8	5	3	1	17
315-415	3	4	3	0	10
330-430	4	6	3	0	13
345-445	7	6	2	0	15
400-500	6	4	1	0	11
415-515	5	6	2	2	15
430-530	5	6	2	2	15
445-545	4	8	1	2	15
500-600	4	8	3	3	18
515-615	4	8	2	1	15
530-630	3	6	2	1	12
545-645	3	4	2	1	10
700-800	3	5	0	1	9

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
300-400	420	468		1358	1359		684	475		1425	1585
315-415	435	456		1328	1327		668	484		1405	1569
330-430	461	483		1279	1370		730	487		1438	1568
345-445	522	498		1249	1409		743	542		1458	1523
400-500	528	520		1131	1558		774	570		1622	1407
415-515	562	527		1069	1659		767	621		1730	1321
430-530	554	497		1023	1794		709	644		1910	1261
445-545	529	480		943	1932		691	647		2093	1197
500-600	495	465		920	2027		679	616		2197	1183
515-615	429	456		875	2051		693	596		2278	1172
530-630	411	447		890	1991		673	593		2229	1172
545-645	388	433		901	1831		642	574		2068	1161
600-700	401	413		949	1650		635	543		1840	1219
615-715	379	391		1025	1581		601	476		1728	1285
630-730	351	356		1010	1500		569	441		1631	1264
645-745	328	353		1007	1471		595	417		1604	1293
700-800	291	351		1003	1397		581	415		1577	1289

WILTEC

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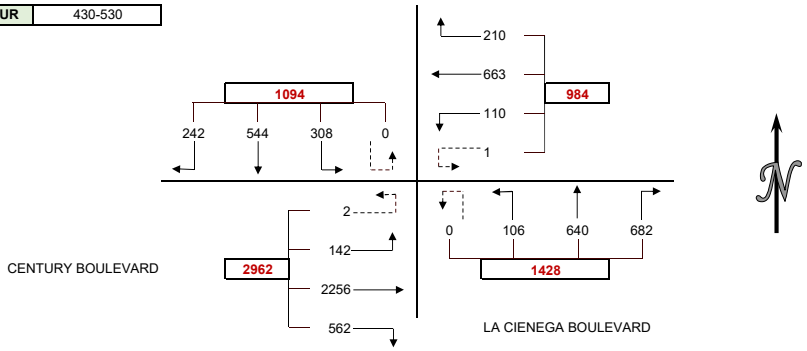
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEBMER 12, 2019
PERIOD: 3:00 PM to 8:00 PM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-315	81	104	84	0	70	209	28	0	131	97	31	0	79	460	37	0	1411
315-330	81	119	82	0	52	205	16	0	123	110	22	0	112	479	20	2	1423
330-345	73	100	64	0	50	196	33	0	158	138	35	0	196	578	46	1	1668
345-400	58	155	75	0	61	182	19	1	107	89	27	0	177	459	33	1	1444
400-415	66	122	69	0	58	180	20	0	173	148	37	0	182	552	33	1	1641
415-430	68	129	86	0	57	205	23	0	162	135	20	0	125	506	32	0	1548
430-445	69	129	81	0	47	180	24	0	206	134	24	0	138	527	29	0	1588
445-500	66	140	63	0	59	171	18	0	157	137	35	0	123	609	43	0	1621
500-515	48	131	80	0	43	164	35	1	169	179	18	0	146	553	39	1	1607
515-530	59	144	84	0	61	148	33	0	150	190	29	0	155	567	31	1	1652
530-545	52	129	69	0	57	164	20	0	190	158	25	0	153	506	28	0	1551
545-600	49	182	82	0	52	147	19	0	149	112	20	0	118	473	35	0	1438
600-615	60	115	88	0	54	163	14	0	184	117	25	0	104	441	23	1	1389
615-630	52	99	85	0	34	151	9	0	144	102	18	0	117	400	33	0	1244
630-645	58	110	91	0	44	149	19	0	125	82	28	0	138	414	31	0	1289
645-700	52	89	84	0	54	168	24	2	117	92	19	0	123	428	35	0	1287
700-715	83	74	81	0	67	169	16	1	105	62	24	0	164	416	27	0	1289
715-730	72	77	77	0	39	178	15	1	77	53	23	0	182	467	16	0	1277
730-745	82	73	67	0	52	228	17	1	60	33	20	1	156	451	13	0	1254
745-800	79	61	82	0	45	193	22	0	72	62	19	0	196	347	26	0	1204
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-400	293	478	305	0	233	792	96	1	519	434	115	0	564	1976	136	4	5946
315-415	278	496	290	0	221	763	88	1	561	485	121	0	667	2068	132	5	6176
330-430	265	506	294	0	226	763	95	1	600	510	119	0	680	2095	144	3	6301
345-445	261	535	311	0	223	747	86	1	648	506	108	0	622	2044	127	2	6221
400-500	269	520	299	0	221	736	85	0	698	554	116	0	568	2194	137	1	6398
415-515	251	529	310	0	206	720	100	1	694	585	97	0	532	2195	143	1	6364
430-530	242	544	308	0	210	663	110	1	682	640	106	0	562	2256	142	2	6468
445-545	225	544	296	0	220	647	106	1	666	664	107	0	577	2235	141	2	6431
500-600	208	586	315	0	213	623	107	1	658	639	92	0	572	2099	133	2	6248
515-615	220	570	323	0	224	622	86	0	673	577	99	0	530	1987	117	2	6030
530-630	213	525	324	0	197	625	62	0	667	489	88	0	492	1820	119	1	5622
545-645	219	506	346	0	184	610	61	0	602	413	91	0	477	1728	122	1	5360
600-700	222	413	348	0	186	631	66	2	570	393	90	0	482	1683	122	1	5209
615-715	245	372	341	0	199	637	68	3	491	338	89	0	542	1658	126	0	5109
630-730	265	350	333	0	204	664	74	4	424	289	94	0	607	1725	109	0	5142
645-745	289	313	309	0	212	743	72	5	359	240	86	1	625	1762	91	0	5107
700-800	316	285	307	0	203	768	70	3	314	210	86	1	698	1681	82	0	5024

PEAK HOUR	430-530



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	1	3	4	8
315-330	4	4	6	4	18
330-345	0	1	6	13	20
345-400	2	2	4	5	13
400-415	2	0	9	5	16
415-430	8	1	2	7	18
430-445	5	2	10	16	33
445-500	5	4	8	8	25
500-515	13	8	12	12	45
515-530	6	3	3	1	13
530-545	5	1	6	9	21
545-600	9	4	4	10	27
600-615	6	1	3	2	12
615-630	6	2	3	4	15
630-645	7	4	7	6	24
645-700	3	3	3	5	14
700-715	7	2	7	7	23
715-730	5	3	7	7	22
730-745	3	0	2	2	7
745-800	7	3	4	11	25

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	1	1	1	1	4
315-330	1	0	2	3	6
330-345	0	0	1	0	1
345-400	2	1	0	1	4
400-415	0	0	0	2	2
415-430	0	0	3	3	6
430-445	3	1	3	2	9
445-500	2	0	0	1	3
500-515	1	0	3	2	6
515-530	0	0	0	0	0
530-545	0	0	1	0	1
545-600	0	0	0	1	1
600-615	0	1	0	1	2
615-630	0	0	0	0	0
630-645	3	1	0	1	5
645-700	0	1	1	1	3
700-715	3	1	0	0	4
715-730	0	1	2	0	3
730-745	1	0	2	0	3
745-800	0	2	0	0	2

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	6	8	19	26	59
315-415	8	7	25	27	67
330-430	12	4	21	30	67
345-445	17	5	25	33	80
400-500	20	7	29	36	92
415-515	31	15	32	43	121
430-530	29	17	33	37	116
445-545	29	16	29	30	104
500-600	33	16	25	32	106
515-615	26	9	16	22	73
530-630	26	8	16	25	75
545-645	28	11	17	22	78
700-800	22	10	16	17	65

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	4	2	4	5	15
315-415	3	1	3	6	13
330-430	2	1	4	6	13
345-445	5	2	6	8	21
400-500	5	1	6	8	20
415-515	6	1	9	8	24
430-530	6	1	6	5	18
445-545	3	0	4	3	10
500-600	1	0	4	3	8
515-615	0	1	1	2	4
530-630	0	1	1	2	4
545-645	3	2	0	3	8
700-800	3	3	1	3	10

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
300-400	1076	803		1122	2801		1068	1138		2680	1204
315-415	1064	838		1073	2920		1167	1251		2872	1167
330-430	1065	880		1085	2990		1229	1281		2922	1150
345-445	1107	856		1057	3004		1262	1243		2795	1118
400-500	1088	912		1042	3191		1368	1173		2900	1122
415-515	1090	934		1027	3200		1376	1161		2871	1069
430-530	1094	992		984	3247		1428	1216		2962	1013
445-545	1065	1025		974	3198		1437	1227		2955	981
500-600	1109	985		944	3073		1389	1265		2806	925
515-615	1113	918		932	2983		1349	1186		2636	943
530-630	1062	805		884	2811		1244	1079		2432	927
545-645	1071	719		855	2676		1106	1044		2328	921
600-700	983	701		885	2603		1053	961		2288	944
615-715	958	663		907	2493		918	982		2326	971
630-730	948	602		946	2486		807	1031		2441	1023
645-745	911	543		1032	2435		686	1011		2478	1118
700-800	908	495		1044	2305		611	1054		2461	1170

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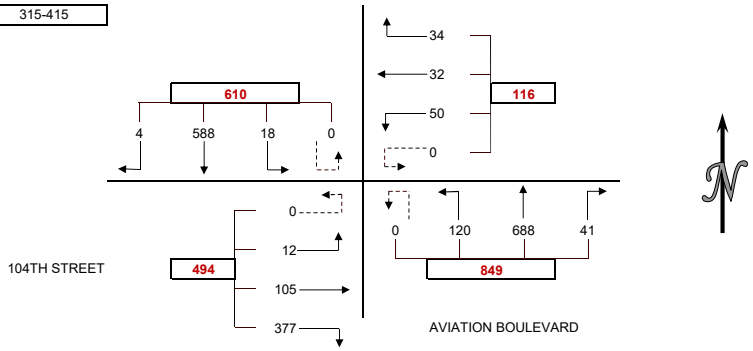
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: THURSDAY SEPTEMBER 12, 2019
PERIOD: 3:00 PM to 8:00 PM
INTERSECTION: N/S AVIATION BOULEVARD
E/W 104TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-315	0	122	4	0	7	8	11	0	11	183	36	0	66	13	1	0	462
315-330	0	140	2	0	7	12	16	0	11	176	34	0	78	25	2	0	503
330-345	1	170	7	0	12	8	7	0	10	179	25	0	108	32	4	0	563
345-400	1	151	6	0	7	8	11	0	9	155	35	0	84	28	2	0	497
400-415	2	127	3	0	8	4	16	0	11	178	26	0	107	20	4	0	506
415-430	2	153	7	0	8	11	6	0	11	169	18	1	70	25	4	0	485
430-445	1	135	7	0	7	9	20	0	14	172	26	0	97	27	6	0	521
445-500	1	134	3	0	8	14	2	0	5	165	23	0	83	23	2	0	463
500-515	3	148	6	0	9	6	13	0	6	169	21	0	59	16	0	0	456
515-530	2	156	3	1	9	8	12	0	7	190	24	0	64	12	5	0	493
530-545	1	162	5	0	8	5	7	0	5	174	14	0	81	19	0	0	481
545-600	1	145	2	0	4	6	10	0	6	171	21	0	67	15	1	0	449
600-615	0	137	3	1	6	5	6	0	4	173	17	0	41	12	4	0	409
615-630	4	108	3	0	10	4	10	0	5	148	14	0	34	11	1	0	352
630-645	1	119	3	0	6	7	12	0	12	151	20	0	41	11	0	0	383
645-700	0	116	3	0	7	6	5	0	4	153	16	0	46	9	3	0	368
700-715	1	152	4	0	5	8	5	0	5	132	23	1	67	12	3	0	418
715-730	2	115	6	0	4	10	7	0	6	130	20	0	42	9	3	0	354
730-745	1	106	5	0	6	0	12	0	6	153	26	0	46	9	1	0	371
745-800	1	131	4	0	2	7	13	0	2	136	21	0	63	2	2	0	384
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
300-400	2	583	19	0	33	36	45	0	41	693	130	0	336	98	9	0	2025
315-415	4	588	18	0	34	32	50	0	41	688	120	0	377	105	12	0	2069
330-430	6	601	23	0	35	31	40	0	41	681	104	1	369	105	14	0	2051
345-445	6	566	23	0	30	32	53	0	45	674	105	1	358	100	16	0	2009
400-500	6	549	20	0	31	38	44	0	41	684	93	1	357	95	16	0	1975
415-515	7	570	23	0	32	40	41	0	36	675	88	1	309	91	12	0	1925
430-530	7	573	19	1	33	37	47	0	32	696	94	0	303	78	13	0	1933
445-545	7	600	17	1	34	33	34	0	23	698	82	0	287	70	7	0	1893
500-600	7	611	16	1	30	25	42	0	24	704	80	0	271	62	6	0	1879
515-615	4	600	13	2	27	24	35	0	22	708	76	0	253	58	10	0	1832
530-630	6	552	13	1	28	20	33	0	20	666	66	0	223	57	6	0	1691
545-645	6	509	11	1	26	22	38	0	27	643	72	0	183	49	6	0	1593
600-700	5	480	12	1	29	22	33	0	25	625	67	0	162	43	8	0	1512
615-715	6	495	13	0	28	25	32	0	26	584	73	1	188	43	7	0	1521
630-730	4	502	16	0	22	31	29	0	27	566	79	1	196	41	9	0	1523
645-745	4	489	18	0	22	24	29	0	21	568	85	1	201	39	10	0	1511
700-800	5	504	19	0	17	25	37	0	19	551	90	1	218	32	9	0	1527

PEAK HOUR	315-415



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	2	0	0	2
315-330	0	1	0	0	1
330-345	0	2	0	0	2
345-400	0	1	0	0	1
400-415	0	1	0	0	1
415-430	0	0	0	0	0
430-445	0	0	0	0	0
445-500	0	4	1	0	5
500-515	0	5	0	0	5
515-530	0	3	1	0	4
530-545	0	2	0	0	2
545-600	0	3	0	0	3
600-615	0	5	0	0	5
615-630	0	2	0	0	2
630-645	0	0	0	0	0
645-700	0	1	0	0	1
700-715	0	4	0	0	4
715-730	0	0	0	0	0
730-745	0	0	0	0	0
745-800	0	0	0	0	0

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
300-315	0	0	0	0	0
315-330	0	1	0	1	2
330-345	0	1	1	0	2
345-400	1	0	0	0	1
400-415	0	1	0	0	1
415-430	0	0	0	0	0
430-445	0	0	0	1	1
445-500	0	1	0	1	2
500-515	0	1	0	0	1
515-530	0	0	0	0	0
530-545	0	3	0	0	3
545-600	0	0	0	0	0
600-615	0	0	1	0	1
615-630	0	0	0	1	1
630-645	0	1	0	0	1
645-700	0	0	0	1	1
700-715	0	0	0	0	0
715-730	0	0	0	0	0
730-745	0	1	0	0	1
745-800	0	2	0	0	2

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	0	6	0	0	6
315-415	0	5	0	0	5
330-430	0	4	0	0	4
345-445	0	2	0	0	2
400-500	0	5	1	0	6
415-515	0	9	1	0	10
430-530	0	12	2	0	14
445-545	0	14	2	0	16
500-600	0	13	1	0	14
515-615	0	13	1	0	14
530-630	0	12	0	0	12
545-645	0	10	0	0	10
700-800	0	8	0	0	8

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
300-400	1	2	1	1	5
315-415	1	3	1	1	6
330-430	1	2	1	0	4
345-445	1	1	0	1	3
400-500	0	2	0	2	4
415-515	0	2	0	2	4
430-530	0	2	0	2	4
445-545	0	5	0	1	6
500-600	0	4	0	0	4
515-615	0	3	1	0	4
530-630	0	3	1	1	5
545-645	0	1	1	1	3
700-800	0	1	1	2	4

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
300-400	604	735		114	158		864	964		443	168
315-415	610	734		116	164		849	1015		494	156
330-430	630	730		106	169		827	1011		488	141
345-445	595	720		115	168		825	978		474	143
400-500	575	731		113	156		819	951		468	137
415-515	600	719		113	150		800	921		412	135
430-530	600	743		117	129		822	923		394	138
445-545	625	740		101	110		803	921		364	122
500-600	635	741		97	102		808	924		339	112
515-615	619	747		86	93		806	888		321	104
530-630	572	701		81	90		752	808		286	92
545-645	527	676		86	87		742	730		238	100
600-700	498	663		84	80		717	675		213	94
615-715	514	619		85	82		684	716		238	104
630-730	522	597		82	84		673	728		246	114
645-745	511	600		75	78		675	720		250	113
700-800	528	577		79	70		661	760		259	120

WILTEC

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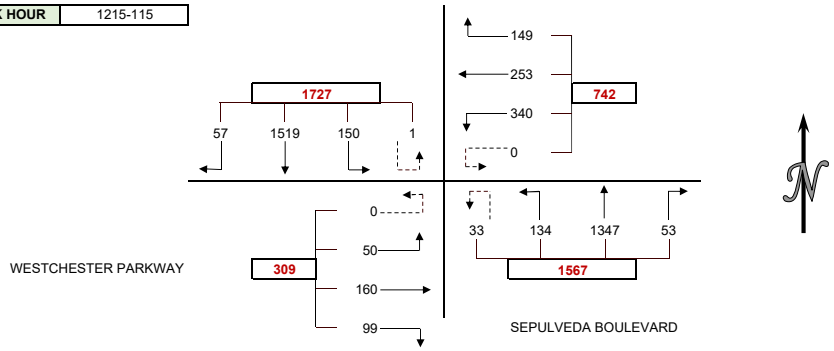
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: SATURDAY SEPTEMBER 14, 2019
PERIOD: 10:00 AM to 3:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W WESTCHESTER PARKWAY
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1015	8	345	23	0	28	47	43	0	10	329	26	8	19	40	11	0	937
1015-1030	4	407	20	0	33	65	51	0	10	257	26	2	27	28	9	0	939
1030-1045	12	341	30	0	28	67	68	1	19	320	39	7	26	28	7	0	993
1045-1100	13	412	29	1	38	52	73	0	20	335	35	4	19	26	12	0	1069
1100-1115	16	320	38	0	50	64	78	0	14	304	30	8	23	32	11	0	988
1115-1130	16	393	30	1	31	61	84	1	19	353	35	14	22	33	5	0	1098
1130-1145	13	307	27	1	28	52	74	0	11	347	26	7	24	48	14	0	979
1145-1200	14	377	26	1	35	64	79	0	12	328	34	8	25	39	13	0	1055
1200-1215	14	345	20	2	46	48	84	0	5	316	24	5	30	36	16	0	991
1215-1230	10	396	39	0	38	58	75	0	15	355	39	17	21	31	11	0	1105
1230-1245	11	374	39	0	39	73	89	0	13	339	36	6	21	46	9	0	1095
1245-100	22	363	32	0	45	65	95	0	13	306	35	5	33	43	16	0	1073
100-115	14	386	40	1	27	57	81	0	12	347	24	5	24	40	14	0	1072
115-130	15	348	37	2	32	57	90	0	14	340	27	7	39	47	11	0	1066
130-145	11	404	26	1	26	46	72	0	16	384	35	10	29	37	10	0	1107
145-200	13	390	24	0	33	61	87	0	13	340	28	9	20	51	17	0	1086
200-215	9	348	28	1	34	52	71	0	10	358	35	7	26	42	14	0	1035
215-230	9	379	37	0	31	70	93	0	7	335	31	10	31	49	14	0	1096
230-245	15	315	38	0	30	42	87	0	8	342	36	12	28	45	19	0	1017
245-300	11	359	51	0	42	37	68	0	9	375	22	6	32	53	20	0	1085
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1100	37	1505	102	1	127	231	235	1	59	1241	126	21	91	122	39	0	3938
1015-1115	45	1480	117	1	149	248	270	1	63	1216	130	21	95	114	39	0	3989
1030-1130	57	1466	127	2	147	244	303	2	72	1312	139	33	90	119	35	0	4148
1045-1145	58	1432	124	3	147	229	309	1	64	1339	126	33	88	139	42	0	4134
1100-1200	59	1397	121	3	144	241	315	1	56	1332	125	37	94	152	43	0	4120
1115-1215	57	1422	103	5	140	225	321	1	47	1344	119	34	101	156	48	0	4123
1130-1230	51	1425	112	4	147	222	312	0	43	1346	123	37	100	154	54	0	4130
1145-1245	49	1492	124	3	158	243	327	0	45	1338	133	36	97	152	49	0	4246
1200-100	57	1478	130	2	168	244	343	0	46	1316	134	33	105	156	52	0	4264
1215-115	57	1519	150	1	149	253	340	0	53	1347	134	33	99	160	50	0	4345
1230-130	62	1471	148	3	143	252	355	0	52	1332	122	23	117	176	50	0	4306
1245-145	62	1501	135	4	130	225	338	0	55	1377	121	27	125	167	51	0	4318
100-200	53	1528	127	4	118	221	330	0	55	1411	114	31	112	175	52	0	4331
115-215	48	1490	115	4	125	216	320	0	53	1422	125	33	114	177	52	0	4294
130-230	42	1521	115	2	124	229	323	0	46	1417	129	36	106	179	55	0	4324
145-245	46	1432	127	1	128	225	338	0	38	1375	130	38	105	187	64	0	4234
200-300	44	1401	154	1	137	201	319	0	34	1410	124	35	117	189	67	0	4233

PEAK HOUR	1215-115



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	5	10	1	4	20
1015-1030	8	14	1	4	27
1030-1045	5	6	0	14	25
1045-1100	4	27	2	3	36
1100-1115	11	4	2	8	25
1115-1130	2	10	1	6	19
1130-1145	6	5	4	0	15
1145-1200	4	2	3	17	26
1200-1215	6	6	5	9	26
1215-1230	2	5	1	9	17
1230-1245	2	3	4	10	19
1245-100	1	7	2	7	17
100-115	8	10	6	6	30
115-130	6	5	3	3	17
130-145	0	6	5	6	17
145-200	4	8	5	12	29
200-215	3	4	9	4	20
215-230	1	6	8	12	27
230-245	3	2	2	6	13
245-300	4	7	12	14	37

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	2	0	0	0	2
1015-1030	0	0	0	0	0
1030-1045	2	0	0	0	2
1045-1100	0	0	0	0	0
1100-1115	1	0	0	1	2
1115-1130	0	0	0	0	0
1130-1145	1	0	1	1	3
1145-1200	0	0	2	0	2
1200-1215	1	0	0	0	1
1215-1230	1	1	0	1	3
1230-1245	1	0	0	0	1
1245-100	1	0	0	0	1
100-115	2	1	0	1	4
115-130	1	1	2	1	5
130-145	1	0	2	0	3
145-200	1	0	1	0	2
200-215	0	2	0	0	2
215-230	0	0	0	0	0
230-245	1	0	0	0	1
245-300	0	1	2	0	3

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	22	57	4	25	108
1015-1115	28	51	5	29	113
1030-1130	22	47	5	31	105
1045-1145	23	46	9	17	95
1100-1200	23	21	10	31	85
1115-1215	18	23	13	32	86
1130-1230	18	18	13	35	84
1145-1245	14	16	13	45	88
1200-100	11	21	12	35	79
1215-115	13	25	13	32	83
1230-130	17	25	15	26	83
1245-145	15	28	16	22	81
200-300	18	29	19	27	93

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	4	0	0	0	4
1015-1115	3	0	0	1	4
1030-1130	3	0	0	1	4
1045-1145	2	0	1	2	5
1100-1200	2	0	3	2	7
1115-1215	2	0	3	1	6
1130-1230	3	1	3	2	9
1145-1245	3	1	2	1	7
1200-100	4	1	0	1	6
1215-115	5	2	0	2	9
1230-130	5	2	2	2	11
1245-145	5	2	4	2	13
200-300	5	2	5	2	14

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
1000-1100	1645	1408		594	284		1447	1852		252	394
1015-1115	1643	1405		668	295		1430	1866		248	423
1030-1130	1652	1496		696	320		1556	1892		244	440
1045-1145	1617	1531		686	328		1562	1862		269	413
1100-1200	1580	1522		701	330		1550	1843		289	425
1115-1215	1587	1537		687	307		1544	1878		305	401
1130-1230	1592	1551		681	309		1549	1874		308	396
1145-1245	1668	1548		728	321		1552	1952		298	425
1200-100	1667	1538		755	332		1529	1959		313	435
1215-115	1727	1547		742	363		1567	1991		309	444
1230-130	1684	1528		750	376		1529	1966		343	436
1245-145	1702	1562		693	357		1580	1991		343	408
100-200	1712	1585		669	357		1611	2001		339	388
115-215	1657	1603		661	345		1633	1957		343	389
130-230	1680	1598		676	340		1628	1986		340	400
145-245	1606	1568		691	352		1581	1913		356	401
200-300	1600	1615		657	377		1603	1872		373	369

WILTEC

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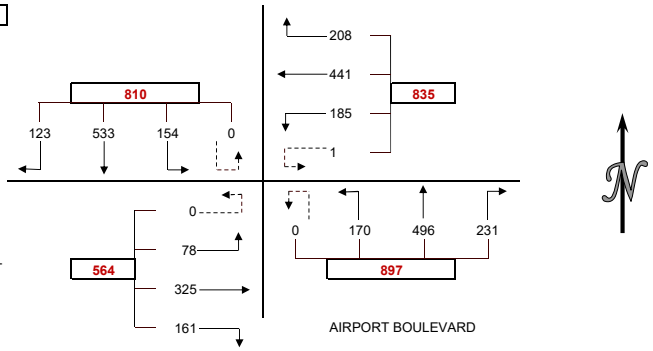
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: SATURDAY SEPTEMBER 14, 2019
PERIOD: 10:00 AM to 3:00 PM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W WESTCHESTER PARKWAY / ARBOR VITAE STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1015	40	116	31	0	46	93	38	0	45	119	35	0	31	55	13	0	662
1015-1030	21	86	40	0	38	101	52	0	56	102	42	0	38	56	12	0	644
1030-1045	39	118	40	0	48	112	57	0	46	114	44	0	24	73	9	0	724
1045-1100	26	118	35	1	39	111	48	0	47	118	46	0	40	62	13	0	704
1100-1115	27	98	25	0	45	119	40	0	41	112	35	0	42	44	9	0	637
1115-1130	37	111	25	0	39	110	43	0	49	126	50	0	40	77	18	0	725
1130-1145	34	113	33	0	60	107	47	0	49	109	47	0	44	75	20	0	738
1145-1200	33	88	31	0	47	103	41	0	49	115	37	0	40	85	13	0	682
1200-1215	29	115	38	1	48	114	43	0	52	110	43	0	36	55	12	0	696
1215-1230	25	145	37	0	59	124	51	1	45	116	40	0	37	78	20	0	778
1230-1245	27	133	35	0	52	106	38	0	51	133	41	0	40	78	22	0	756
1245-100	38	115	43	0	49	111	49	0	65	132	44	0	45	97	22	0	810
100-115	33	140	39	0	48	100	47	0	70	115	45	0	39	72	14	0	762
115-130	33	102	49	0	45	118	56	0	56	95	50	0	44	88	18	0	754
130-145	35	123	37	0	45	108	54	0	57	113	36	0	47	70	14	0	739
145-200	35	144	34	0	43	125	38	0	38	123	42	0	38	102	24	0	786
200-215	32	114	28	2	49	97	36	0	46	94	37	0	35	73	15	0	658
215-230	35	140	45	0	47	101	53	0	45	149	45	0	39	82	16	0	797
230-245	34	138	42	0	42	82	46	0	61	123	45	0	41	100	19	0	773
245-300	27	137	37	0	42	117	37	0	57	108	48	0	52	119	23	0	804
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1100	126	438	146	1	171	417	195	0	194	453	167	0	133	246	47	0	2734
1015-1115	113	420	140	1	170	443	197	0	190	446	167	0	144	235	43	0	2709
1030-1130	129	445	125	1	171	452	188	0	183	470	175	0	146	256	49	0	2790
1045-1145	124	440	118	1	183	447	178	0	186	465	178	0	166	258	60	0	2804
1100-1200	131	410	114	0	191	439	171	0	188	462	169	0	166	281	60	0	2782
1115-1215	133	427	127	1	194	434	174	0	199	460	177	0	160	292	63	0	2841
1130-1230	121	461	139	1	214	448	182	1	195	450	167	0	157	293	65	0	2894
1145-1245	114	481	141	1	206	447	173	1	197	474	161	0	153	296	67	0	2912
1200-100	119	508	153	1	208	455	181	1	213	491	168	0	158	308	76	0	3040
1215-115	123	533	154	0	208	441	185	1	231	496	170	0	161	325	78	0	3106
1230-130	131	490	166	0	194	435	190	0	242	475	180	0	168	335	76	0	3082
1245-145	139	480	168	0	187	437	206	0	248	455	175	0	175	327	68	0	3065
100-200	136	509	159	0	181	451	195	0	221	446	173	0	168	332	70	0	3041
115-215	135	483	148	2	182	448	184	0	197	425	165	0	164	333	71	0	2937
130-230	137	521	144	2	184	431	181	0	186	479	160	0	159	327	69	0	2980
145-245	136	536	149	2	181	405	173	0	190	489	169	0	153	357	74	0	3014
200-300	128	529	152	2	180	397	172	0	209	474	175	0	167	374	73	0	3032

PEAK HOUR	1215-115



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	4	10	2	7	23
1015-1030	3	0	2	3	8
1030-1045	5	15	6	6	32
1045-1100	0	1	1	1	3
1100-1115	6	2	2	5	15
1115-1130	8	4	0	2	14
1130-1145	4	0	0	0	4
1145-1200	0	0	5	7	12
1200-1215	0	1	1	2	4
1215-1230	2	0	4	1	7
1230-1245	5	3	2	6	16
1245-100	0	1	3	3	7
100-115	1	1	6	1	9
115-130	4	7	6	3	20
130-145	1	9	5	4	19
145-200	0	1	5	2	8
200-215	4	2	0	1	7
215-230	2	3	1	3	9
230-245	5	5	5	5	20
245-300	4	3	2	3	12

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	0	0	0	0	0
1015-1030	0	0	0	0	0
1030-1045	3	0	0	0	3
1045-1100	0	0	0	0	0
1100-1115	2	0	1	1	4
1115-1130	0	0	0	0	0
1130-1145	1	0	0	0	1
1145-1200	0	0	0	0	0
1200-1215	2	0	0	2	4
1215-1230	1	0	1	0	2
1230-1245	1	0	0	0	1
1245-100	0	0	1	1	2
100-115	0	0	0	0	0
115-130	1	0	2	0	3
130-145	3	0	0	0	3
145-200	0	0	1	0	1
200-215	0	0	1	0	1
215-230	0	0	1	0	1
230-245	1	0	0	0	1
245-300	0	0	2	0	2

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	12	26	11	17	66
1015-1115	14	18	11	15	58
1030-1130	19	22	9	14	64
1045-1145	18	7	3	8	36
1100-1200	18	6	7	14	45
1115-1215	12	5	6	11	34
1130-1230	6	1	10	10	27
1145-1245	7	4	12	16	39
1200-100	7	5	10	12	34
1215-115	8	5	15	11	39
1230-130	10	12	17	13	52
1245-145	6	18	20	11	55
200-300	6	18	22	10	56

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	3	0	0	0	3
1015-1115	5	0	1	1	7
1030-1130	5	0	1	1	7
1045-1145	3	0	1	1	5
1100-1200	3	0	1	1	5
1115-1215	3	0	0	2	5
1130-1230	4	0	1	2	7
1145-1245	4	0	1	2	7
1200-100	4	0	2	3	9
1215-115	2	0	2	1	5
1230-130	2	0	3	1	6
1245-145	4	0	3	1	8
200-300	4	0	3	0	7

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
1000-1100	711	672	783	586	814	766	426	710
1015-1115	674	660	810	565	803	761	422	723
1030-1130	700	691	811	564	828	779	451	756
1045-1145	683	709	808	562	829	784	484	749
1100-1200	655	713	801	583	819	747	507	739
1115-1215	688	718	802	618	836	761	515	744
1130-1230	722	730	845	628	812	800	515	736
1145-1245	737	748	827	635	832	807	516	722
1200-100	781	776	845	675	872	847	542	742
1215-115	810	782	835	711	897	879	564	734
1230-130	787	745	819	743	897	848	579	746
1245-145	787	710	830	743	878	861	570	751
100-200	804	697	827	712	840	872	570	760
115-215	768	680	814	678	787	831	568	748
130-230	804	734	796	657	825	861	555	728
145-245	823	746	759	696	848	862	584	710
200-300	811	729	749	735	858	868	614	700

WILTEC

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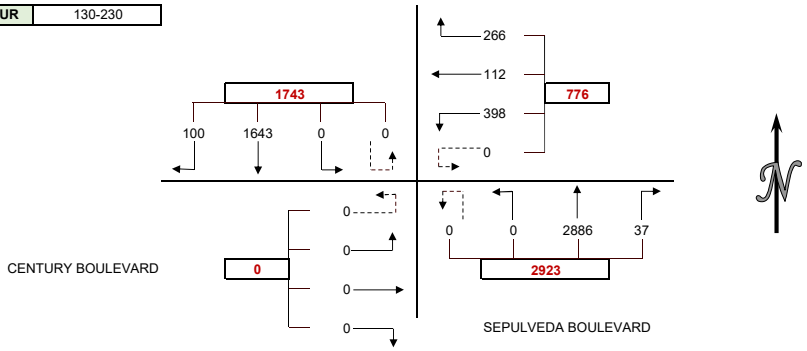
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: SATURDAY SEPTEMBER 14, 2019
PERIOD: 10:00 AM to 3:00 PM
INTERSECTION: N/S SEPULVEDA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1015	21	263	0	0	75	20	80	0	4	492	1	1	0	0	0	0	957
1015-1030	29	329	0	0	63	26	95	0	9	515	0	0	0	0	0	0	1066
1030-1045	20	358	0	0	79	21	77	0	7	543	0	0	0	0	0	0	1105
1045-1100	34	371	0	0	57	14	69	0	7	613	0	0	0	0	0	0	1165
1100-1115	27	321	0	0	76	27	77	0	5	571	0	3	0	0	0	0	1107
1115-1130	25	362	0	0	66	22	99	0	9	664	0	1	0	0	0	0	1248
1130-1145	21	338	0	0	84	27	84	0	14	651	0	0	0	0	0	0	1219
1145-1200	35	396	0	0	68	26	83	0	13	652	0	0	0	0	0	0	1273
1200-1215	24	358	0	0	77	29	92	0	5	582	0	0	0	0	0	0	1167
1215-1230	27	415	0	0	89	31	102	0	8	674	0	0	0	0	0	0	1346
1230-1245	32	390	0	0	79	27	113	0	13	618	0	0	0	0	0	0	1272
1245-100	33	421	0	0	74	19	120	0	14	692	0	0	0	0	0	0	1373
100-115	38	353	0	0	91	35	107	0	11	661	0	0	0	0	0	0	1296
115-130	26	416	0	0	63	31	114	0	6	708	0	0	0	0	0	0	1364
130-145	27	423	0	0	69	32	128	0	8	677	0	0	0	0	0	0	1364
145-200	20	378	0	0	71	29	104	0	12	732	0	0	0	0	0	0	1346
200-215	27	399	0	0	73	21	86	0	5	711	0	0	0	0	0	0	1322
215-230	26	443	0	0	53	30	80	0	12	766	0	0	0	0	0	0	1410
230-245	27	429	0	0	67	31	115	0	5	649	0	0	0	0	0	0	1323
245-300	32	436	0	0	48	25	92	0	6	744	0	0	0	0	0	0	1383
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1100	104	1321	0	0	274	81	321	0	27	2163	1	1	0	0	0	0	4293
1015-1115	110	1379	0	0	275	88	318	0	28	2242	0	3	0	0	0	0	4443
1030-1130	106	1412	0	0	278	84	322	0	28	2391	0	4	0	0	0	0	4625
1045-1145	107	1392	0	0	283	90	329	0	35	2499	0	4	0	0	0	0	4739
1100-1200	108	1417	0	0	294	102	343	0	41	2538	0	4	0	0	0	0	4847
1115-1215	105	1454	0	0	295	104	358	0	41	2549	0	1	0	0	0	0	4907
1130-1230	107	1507	0	0	318	113	361	0	40	2559	0	0	0	0	0	0	5005
1145-1245	118	1559	0	0	313	113	390	0	39	2526	0	0	0	0	0	0	5058
1200-100	116	1584	0	0	319	106	427	0	40	2566	0	0	0	0	0	0	5158
1215-115	130	1579	0	0	333	112	442	0	46	2645	0	0	0	0	0	0	5287
1230-130	129	1580	0	0	307	112	454	0	44	2679	0	0	0	0	0	0	5305
1245-145	124	1613	0	0	297	117	469	0	39	2738	0	0	0	0	0	0	5397
100-200	111	1570	0	0	294	127	453	0	37	2778	0	0	0	0	0	0	5370
115-215	100	1616	0	0	276	113	432	0	31	2828	0	0	0	0	0	0	5396
130-230	100	1643	0	0	266	112	398	0	37	2886	0	0	0	0	0	0	5442
145-245	100	1649	0	0	264	111	385	0	34	2858	0	0	0	0	0	0	5401
200-300	112	1707	0	0	241	107	373	0	28	2870	0	0	0	0	0	0	5438

PEAK HOUR	130-230



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	15	0	0	0	15
1015-1030	14	0	0	0	14
1030-1045	10	0	0	0	10
1045-1100	18	0	0	0	18
1100-1115	24	0	0	0	24
1115-1130	23	0	0	0	23
1130-1145	16	0	0	0	16
1145-1200	24	0	0	0	24
1200-1215	40	0	0	0	40
1215-1230	21	0	0	0	21
1230-1245	38	1	0	0	39
1245-100	19	0	0	0	19
100-115	41	0	0	0	41
115-130	25	0	0	0	25
130-145	37	0	0	0	37
145-200	26	0	0	0	26
200-215	40	0	0	0	40
215-230	26	0	0	0	26
230-245	43	0	0	0	43
245-300	28	0	0	0	28

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	1	0	0	0	1
1015-1030	2	0	0	0	2
1030-1045	0	0	0	0	0
1045-1100	1	0	0	0	1
1100-1115	1	0	0	0	1
1115-1130	3	0	0	0	3
1130-1145	1	0	0	0	1
1145-1200	1	0	0	0	1
1200-1215	2	0	0	0	2
1215-1230	2	0	0	0	2
1230-1245	5	0	0	0	5
1245-100	5	0	0	0	5
100-115	1	0	0	0	1
115-130	1	0	0	0	1
130-145	2	0	0	0	2
145-200	0	0	0	0	0
200-215	4	0	0	0	4
215-230	0	0	0	0	0
230-245	1	0	0	0	1
245-300	0	0	0	0	0

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	57	0	0	0	57
1015-1115	66	0	0	0	66
1030-1130	75	0	0	0	75
1045-1145	81	0	0	0	81
1100-1200	87	0	0	0	87
1115-1215	103	0	0	0	103
1130-1230	101	0	0	0	101
1145-1245	123	1	0	0	124
1200-100	118	1	0	0	119
1215-115	119	1	0	0	120
1230-130	123	1	0	0	124
1245-145	122	0	0	0	122
200-300	129	0	0	0	129

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	4	0	0	0	4
1015-1115	4	0	0	0	4
1030-1130	5	0	0	0	5
1045-1145	6	0	0	0	6
1100-1200	6	0	0	0	6
1115-1215	7	0	0	0	7
1130-1230	6	0	0	0	6
1145-1245	10	0	0	0	10
1200-100	14	0	0	0	14
1215-115	13	0	0	0	13
1230-130	12	0	0	0	12
1245-145	9	0	0	0	9
200-300	4	0	0	0	4

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
1000-1100	1425	2437		676	27		2192	1643		0	186
1015-1115	1489	2517		681	28		2273	1700		0	198
1030-1130	1518	2669		684	28		2423	1738		0	190
1045-1145	1499	2782		702	35		2538	1725		0	197
1100-1200	1525	2832		739	41		2583	1764		0	210
1115-1215	1559	2844		757	41		2591	1813		0	209
1130-1230	1614	2877		792	40		2599	1868		0	220
1145-1245	1677	2839		816	39		2565	1949		0	231
1200-100	1700	2885		852	40		2606	2011		0	222
1215-115	1709	2978		887	46		2691	2021		0	242
1230-130	1709	2986		873	44		2723	2034		0	241
1245-145	1737	3035		883	39		2777	2082		0	241
100-200	1681	3072		874	37		2815	2023		0	238
115-215	1716	3104		821	31		2859	2048		0	213
130-230	1743	3152		776	37		2923	2041		0	212
145-245	1749	3122		760	34		2892	2034		0	211
200-300	1819	3111		721	28		2898	2080		0	219

WILTEC

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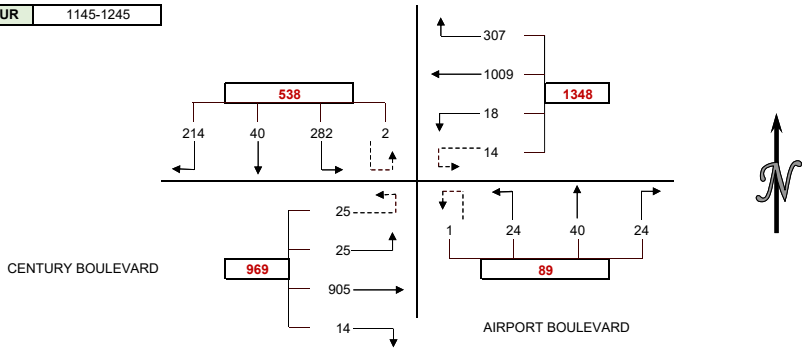
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: SATURDAY SEPTEMBER 14, 2019
PERIOD: 10:00 AM to 3:00 PM
INTERSECTION: N/S AIRPORT BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1015	56	4	51	1	90	235	7	2	4	14	6	0	5	196	3	3	677
1015-1030	43	4	57	0	86	240	6	5	6	5	6	0	7	237	6	6	714
1030-1045	59	9	56	0	74	234	3	1	12	6	2	0	9	217	11	11	704
1045-1100	68	2	55	0	105	256	2	5	2	9	6	0	6	202	6	6	730
1100-1115	49	10	54	1	80	212	2	8	4	6	1	0	2	210	1	1	641
1115-1130	50	7	57	0	83	212	9	0	2	5	1	0	1	231	3	3	664
1130-1145	58	12	52	0	90	225	10	4	5	6	0	0	7	243	7	7	726
1145-1200	49	5	43	0	73	209	7	1	8	14	6	0	4	274	12	12	717
1200-1215	56	14	73	1	76	261	2	7	6	12	5	0	5	219	7	7	751
1215-1230	62	12	96	0	90	247	5	2	7	7	3	1	2	192	3	3	732
1230-1245	47	9	70	1	68	292	4	4	3	7	10	0	3	220	3	3	744
1245-100	51	16	80	1	98	212	6	1	6	10	10	0	10	210	3	3	717
100-115	52	9	73	0	79	240	5	3	5	10	5	0	4	204	3	3	695
115-130	68	8	84	0	83	205	12	2	4	3	4	0	5	231	7	7	723
130-145	52	11	77	0	83	232	14	6	13	11	5	0	9	200	5	5	723
145-200	46	4	52	0	104	253	15	8	1	7	5	0	3	221	6	6	731
200-215	52	7	77	0	77	230	6	3	8	5	3	0	2	230	11	11	722
215-230	52	9	57	0	79	214	7	3	2	8	4	0	1	193	8	8	645
230-245	62	11	85	0	83	196	10	3	9	10	2	0	4	209	8	8	700
245-300	50	7	59	1	93	190	5	6	9	5	5	0	2	209	5	5	651
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1100	226	19	219	1	355	965	18	13	24	34	20	0	27	852	26	26	2825
1015-1115	219	25	222	1	345	942	13	19	24	26	15	0	24	866	24	24	2789
1030-1130	226	28	222	1	342	914	16	14	20	26	10	0	18	860	21	21	2739
1045-1145	225	31	218	1	358	905	23	17	13	26	8	0	16	886	17	17	2761
1100-1200	206	34	206	1	326	858	28	13	19	31	8	0	14	958	23	23	2748
1115-1215	213	38	225	1	322	907	28	12	21	37	12	0	17	967	29	29	2858
1130-1230	225	43	264	1	329	942	24	14	26	39	14	1	18	928	29	29	2926
1145-1245	214	40	282	2	307	1009	18	14	24	40	24	1	14	905	25	25	2944
1200-100	216	51	319	3	332	1012	17	14	22	36	28	1	20	841	16	16	2944
1215-115	212	46	319	2	335	991	20	10	21	34	28	1	19	826	12	12	2888
1230-130	218	42	307	2	328	949	27	10	18	30	29	0	22	865	16	16	2879
1245-145	223	44	314	1	343	889	37	12	28	34	24	0	28	845	18	18	2858
100-200	218	32	286	0	349	930	46	19	23	31	19	0	21	856	21	21	2872
115-215	218	30	290	0	347	920	47	19	26	26	17	0	19	882	29	29	2899
130-230	202	31	263	0	343	929	42	20	24	31	17	0	15	844	30	30	2821
145-245	212	31	271	0	343	893	38	17	20	30	14	0	10	853	33	33	2798
200-300	216	34	278	1	332	830	28	15	28	28	14	0	9	841	32	32	2718

PEAK HOUR	1145-1245



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	11	0	0	0	11
1015-1030	14	0	2	2	18
1030-1045	13	0	3	0	16
1045-1100	15	0	1	2	18
1100-1115	26	0	1	4	31
1115-1130	9	0	0	0	9
1130-1145	4	0	1	2	7
1145-1200	17	0	2	2	21
1200-1215	7	0	8	15	30
1215-1230	7	0	6	9	22
1230-1245	6	0	5	3	14
1245-100	7	0	2	0	9
100-115	12	0	3	0	15
115-130	7	0	3	1	11
130-145	10	0	1	2	13
145-200	18	0	2	5	25
200-215	11	0	0	0	11
215-230	10	0	2	2	14
230-245	9	0	5	6	20
245-300	10	0	2	5	17

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	0	0	0	0	0
1015-1030	0	0	0	0	0
1030-1045	0	0	0	0	0
1045-1100	0	0	0	0	0
1100-1115	0	0	0	0	0
1115-1130	2	0	0	0	2
1130-1145	0	0	0	0	0
1145-1200	1	0	0	0	1
1200-1215	1	0	0	0	1
1215-1230	1	0	0	0	1
1230-1245	0	0	2	0	2
1245-100	0	0	0	0	0
100-115	0	0	0	0	0
115-130	0	0	0	0	0
130-145	0	0	0	0	0
145-200	0	0	1	1	2
200-215	0	0	0	0	0
215-230	0	0	0	0	0
230-245	0	0	0	0	0
245-300	0	0	0	0	0

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	53	0	6	4	63
1015-1115	68	0	7	8	83
1030-1130	63	0	5	6	74
1045-1145	54	0	3	8	65
1100-1200	56	0	4	8	68
1115-1215	37	0	11	19	67
1130-1230	35	0	17	28	80
1145-1245	37	0	21	29	87
1200-100	27	0	21	27	75
1215-115	32	0	16	12	60
1230-130	32	0	13	4	49
1245-145	36	0	9	3	48
200-300	47	0	9	8	64

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	0	0	0	0	0
1015-1115	0	0	0	0	0
1030-1130	2	0	0	0	2
1045-1145	2	0	0	0	2
1100-1200	3	0	0	0	3
1115-1215	4	0	0	0	4
1130-1230	3	0	0	0	3
1145-1245	3	0	2	0	5
1200-100	2	0	2	0	4
1215-115	1	0	2	0	3
1230-130	0	0	2	0	2
1245-145	0	0	0	0	0
200-300	0	0	1	1	2

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
1000-1100	465	416		1351	1108		78	64		931	1237
1015-1115	467	396		1319	1131		65	62		938	1200
1030-1130	477	390		1286	1116		56	62		920	1171
1045-1145	475	402		1303	1134		47	70		936	1155
1100-1200	447	381		1225	1196		58	76		1018	1095
1115-1215	477	389		1269	1225		70	83		1042	1161
1130-1230	533	398		1309	1232		80	86		1004	1210
1145-1245	538	374		1348	1225		89	73		969	1272
1200-100	589	387		1375	1196		87	89		893	1272
1215-115	579	383		1356	1176		84	86		869	1243
1230-130	569	376		1314	1200		77	91		919	1212
1245-145	582	396		1281	1199		86	109		909	1154
100-200	536	401		1344	1184		73	99		919	1188
115-215	538	402		1333	1217		69	96		959	1184
130-230	496	404		1334	1151		72	88		919	1178
145-245	514	406		1291	1161		64	79		929	1152
200-300	529	393		1205	1162		70	71		914	1092

WILTEC

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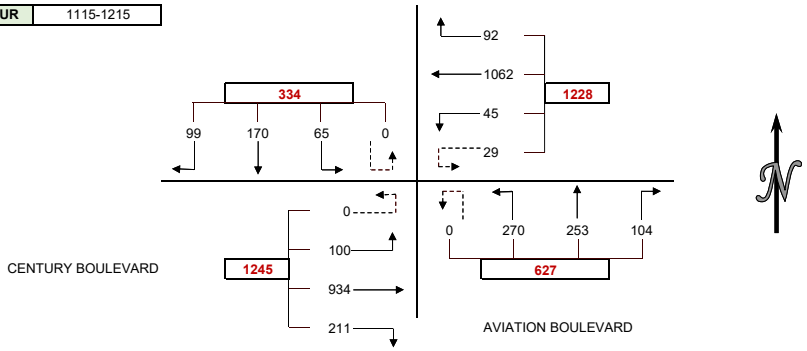
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: SATURDAY SEPTEMBER 14, 2019
PERIOD: 10:00 AM to 3:00 PM
INTERSECTION: N/S AVIATION BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1015	22	32	14	0	22	300	10	19	32	57	65	0	48	216	17	0	854
1015-1030	23	34	18	0	16	274	10	16	18	63	75	0	26	236	26	0	835
1030-1045	38	37	13	0	16	294	10	13	26	52	78	0	49	222	35	0	883
1045-1100	26	23	15	0	18	231	11	14	23	58	79	0	38	260	20	0	816
1100-1115	21	28	12	0	30	241	6	12	16	75	71	0	47	233	24	1	817
1115-1130	22	50	8	0	27	250	17	7	24	67	68	0	57	234	25	0	856
1130-1145	24	46	24	0	17	306	12	6	31	55	65	0	52	239	30	0	907
1145-1200	24	36	20	0	31	236	8	8	18	74	63	0	43	234	20	0	815
1200-1215	29	38	13	0	17	270	8	8	31	57	74	0	59	227	25	0	856
1215-1230	24	39	18	0	14	235	13	10	14	73	85	0	34	201	24	0	784
1230-1245	38	50	23	0	25	240	4	15	20	65	95	0	56	228	27	0	886
1245-100	26	46	11	0	21	228	11	3	27	61	75	0	50	229	33	0	821
100-115	24	34	15	0	15	229	7	9	24	74	82	0	46	230	26	0	815
115-130	19	40	25	0	19	234	10	8	20	53	83	0	53	233	24	0	821
130-145	25	44	18	0	16	250	11	14	29	71	96	0	57	188	24	0	843
145-200	18	58	32	0	18	234	8	9	22	70	86	0	37	225	26	0	843
200-215	32	46	23	0	14	190	6	8	19	66	92	0	55	228	23	0	802
215-230	15	31	17	0	10	209	8	10	21	74	85	0	50	188	23	0	741
230-245	22	43	11	0	14	241	7	8	20	62	84	0	51	163	20	0	746
245-300	22	52	10	0	14	252	7	13	21	75	79	0	54	184	35	0	818
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1100	109	126	60	0	72	1099	41	62	99	230	297	0	161	934	98	0	3388
1015-1115	108	122	58	0	80	1040	37	55	83	248	303	0	160	951	105	1	3351
1030-1130	107	138	48	0	91	1016	44	46	89	252	296	0	191	949	104	1	3372
1045-1145	93	147	59	0	92	1028	46	39	94	255	283	0	194	966	99	1	3396
1100-1200	91	160	64	0	105	1033	43	33	89	271	267	0	199	940	99	1	3395
1115-1215	99	170	65	0	92	1062	45	29	104	253	270	0	211	934	100	0	3434
1130-1230	101	159	75	0	79	1047	41	32	94	259	287	0	188	901	99	0	3362
1145-1245	115	163	74	0	87	981	33	41	83	269	317	0	192	890	96	0	3341
1200-100	117	173	65	0	77	973	36	36	92	256	329	0	199	885	109	0	3347
1215-115	112	169	67	0	75	932	35	37	85	273	337	0	186	888	110	0	3306
1230-130	107	170	74	0	80	931	32	35	91	253	335	0	205	920	110	0	3343
1245-145	94	164	69	0	71	941	39	34	100	259	336	0	206	880	107	0	3300
100-200	86	176	90	0	68	947	36	40	95	268	347	0	193	876	100	0	3322
115-215	94	188	98	0	67	908	35	39	90	260	357	0	202	874	97	0	3309
130-230	90	179	90	0	58	883	33	41	91	281	359	0	199	829	96	0	3229
145-245	87	178	83	0	56	874	29	35	82	272	347	0	193	804	92	0	3132
200-300	91	172	61	0	52	892	28	39	81	277	340	0	210	763	101	0	3107

PEAK HOUR	1115-1215



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	26	6	0	0	32
1015-1030	24	9	1	0	34
1030-1045	10	3	13	0	26
1045-1100	7	2	4	0	13
1100-1115	34	4	2	0	40
1115-1130	26	3	1	0	30
1130-1145	13	3	2	0	18
1145-1200	16	3	3	0	22
1200-1215	19	13	7	0	39
1215-1230	14	0	5	0	19
1230-1245	10	5	4	0	19
1245-100	10	1	5	0	16
100-115	15	4	2	0	21
115-130	20	12	5	0	37
130-145	25	2	1	0	28
145-200	16	7	2	0	25
200-215	17	5	5	0	27
215-230	15	2	9	0	26
230-245	10	5	4	0	19
245-300	21	5	1	0	27

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	0	7	0	0	7
1015-1030	2	1	0	0	3
1030-1045	0	0	0	0	0
1045-1100	0	3	0	0	3
1100-1115	2	1	0	0	3
1115-1130	3	1	0	0	4
1130-1145	1	1	1	0	3
1145-1200	0	0	0	0	0
1200-1215	0	1	0	1	2
1215-1230	2	1	1	0	4
1230-1245	1	0	1	0	2
1245-100	3	2	0	0	5
100-115	2	0	0	0	2
115-130	1	1	0	0	2
130-145	1	0	1	0	2
145-200	1	1	0	0	2
200-215	1	1	1	0	3
215-230	2	2	0	0	4
230-245	2	0	0	1	3
245-300	0	4	0	0	4

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	67	20	18	0	105
1015-1115	75	18	20	0	113
1030-1130	77	12	20	0	109
1045-1145	80	12	9	0	101
1100-1200	89	13	8	0	110
1115-1215	74	22	13	0	109
1130-1230	62	19	17	0	98
1145-1245	59	21	19	0	99
1200-100	53	19	21	0	93
1215-115	49	10	16	0	75
1230-130	55	22	16	0	93
1245-145	70	19	13	0	102
200-300	76	25	10	0	111

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	2	11	0	0	13
1015-1115	4	5	0	0	9
1030-1130	5	5	0	0	10
1045-1145	6	6	1	0	13
1100-1200	6	3	1	0	10
1115-1215	4	3	1	1	9
1130-1230	3	3	2	1	9
1145-1245	3	2	2	1	8
1200-100	6	4	2	1	13
1215-115	8	3	2	0	13
1230-130	7	3	1	0	11
1245-145	7	3	1	0	11
200-300	5	2	1	0	8

APPROACH SUMMARIES

	NORTH APRCH		EAST APRCH		SOUTH APRCH		WEST APRCH	
	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT	APRCH	EXIT
1000-1100	295	400	1274	1155	626	328	1193	1505
1015-1115	288	433	1212	1147	634	319	1217	1452
1030-1130	293	447	1197	1132	637	373	1245	1420
1045-1145	299	446	1205	1158	632	387	1260	1405
1100-1200	315	475	1214	1126	627	402	1239	1392
1115-1215	334	445	1228	1132	627	426	1245	1431
1130-1230	335	437	1199	1102	640	388	1188	1435
1145-1245	352	452	1142	1088	669	388	1178	1413
1200-100	355	442	1122	1078	677	408	1193	1419
1215-115	348	458	1079	1077	695	390	1184	1381
1230-130	351	443	1078	1120	679	407	1235	1373
1245-145	327	437	1085	1083	695	409	1193	1371
100-200	352	436	1091	1101	710	405	1169	1380
115-215	380	424	1049	1101	707	425	1173	1359
130-230	359	435	1015	1051	731	411	1124	1332
145-245	348	420	994	1004	701	400	1089	1308
200-300	324	430	1011	944	698	410	1074	1323

WILTEC

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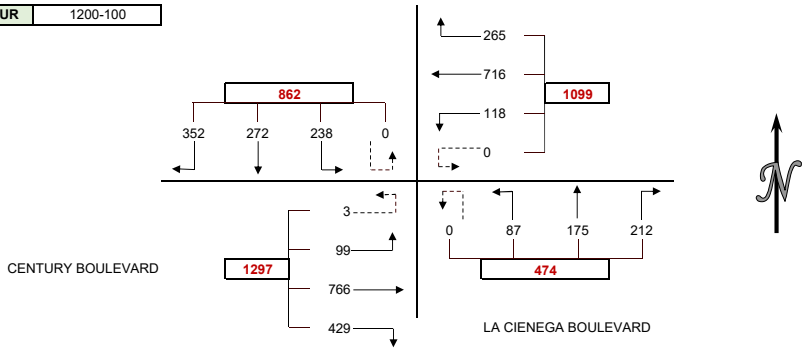
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: SATURDAY SEPTEMBER 14, 2019
PERIOD: 10:00 AM to 3:00 PM
INTERSECTION: N/S LA CIENEGA BOULEVARD
E/W CENTURY BOULEVARD
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1015	122	55	41	0	76	193	31	1	38	43	31	0	96	210	19	0	956
1015-1030	86	66	39	0	57	187	29	0	44	39	23	0	87	209	16	1	883
1030-1045	82	45	44	0	52	160	25	0	48	31	18	0	104	192	21	1	823
1045-1100	84	59	44	0	65	196	35	0	35	46	25	0	87	208	19	0	903
1100-1115	87	50	45	0	76	173	29	0	45	32	16	0	84	194	22	0	853
1115-1130	83	68	47	0	67	186	25	0	30	52	30	0	125	194	25	0	932
1130-1145	92	54	54	0	62	174	38	2	44	39	16	0	104	195	31	1	906
1145-1200	105	63	52	0	54	196	26	0	46	36	26	0	85	205	18	0	912
1200-1215	103	62	53	0	68	165	35	0	54	46	27	0	121	174	29	0	937
1215-1230	89	64	72	0	57	183	29	0	58	38	21	0	104	183	19	1	918
1230-1245	84	76	47	0	65	198	28	0	52	48	23	0	99	209	27	1	957
1245-100	76	70	66	0	75	170	26	0	48	43	16	0	105	200	24	1	920
100-115	76	67	58	0	68	202	24	0	40	42	25	0	105	187	21	1	916
115-130	81	60	50	0	61	170	18	0	48	40	24	0	89	193	20	0	854
130-145	96	72	66	0	73	210	25	1	53	36	21	0	91	194	22	0	960
145-200	77	76	70	0	46	205	24	0	60	61	24	0	86	205	20	0	954
200-215	71	65	55	0	54	185	26	0	39	38	19	0	100	178	15	0	845
215-230	80	65	53	0	51	197	28	0	67	37	21	0	104	193	23	0	919
230-245	74	73	56	0	61	190	23	1	42	34	25	0	90	198	35	1	903
245-300	66	72	63	0	68	205	15	0	58	55	20	0	78	182	20	0	902
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1100	374	225	168	0	250	736	120	1	165	159	97	0	374	819	75	2	3565
1015-1115	339	220	172	0	250	716	118	0	172	148	82	0	362	803	78	2	3462
1030-1130	336	222	180	0	260	715	114	0	158	161	89	0	400	788	87	1	3511
1045-1145	346	231	190	0	270	729	127	2	154	169	87	0	400	791	97	1	3594
1100-1200	367	235	198	0	259	729	118	2	165	159	88	0	398	788	96	1	3603
1115-1215	383	247	206	0	251	721	124	2	174	173	99	0	435	768	103	1	3687
1130-1230	389	243	231	0	241	718	128	2	202	159	90	0	414	757	97	2	3673
1145-1245	381	265	224	0	244	742	118	0	210	168	97	0	409	771	93	2	3724
1200-100	352	272	238	0	265	716	118	0	212	175	87	0	429	766	99	3	3732
1215-115	325	277	243	0	265	753	107	0	198	171	85	0	413	779	91	4	3711
1230-130	317	273	221	0	269	740	96	0	188	173	88	0	398	789	92	3	3647
1245-145	329	269	240	0	277	752	93	1	189	161	86	0	390	774	87	2	3650
100-200	330	275	244	0	248	787	91	1	201	179	94	0	371	779	83	1	3684
115-215	325	273	241	0	234	770	93	1	200	175	88	0	366	770	77	0	3613
130-230	324	278	244	0	224	797	103	1	219	172	85	0	381	770	80	0	3678
145-245	302	279	234	0	212	777	101	1	208	170	89	0	380	774	93	1	3621
200-300	291	275	227	0	234	777	92	1	206	164	85	0	372	751	93	1	3569

PEAK HOUR	1200-100



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	2	0	1	4	7
1015-1030	3	4	2	4	13
1030-1045	5	2	0	2	9
1045-1100	3	1	7	12	23
1100-1115	2	2	5	1	10
1115-1130	3	0	12	9	24
1130-1145	5	2	3	5	15
1145-1200	7	2	6	3	18
1200-1215	3	1	1	5	10
1215-1230	3	2	4	12	21
1230-1245	5	1	1	2	9
1245-100	3	2	3	3	11
100-115	1	3	5	18	27
115-130	4	1	21	10	36
130-145	2	0	4	2	8
145-200	0	0	7	7	14
200-215	2	1	4	2	9
215-230	12	1	2	9	24
230-245	3	0	3	2	8
245-300	2	2	0	0	4

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	3	1	0	0	4
1015-1030	1	0	0	1	2
1030-1045	0	0	0	1	1
1045-1100	0	0	0	0	0
1100-1115	0	0	0	0	0
1115-1130	1	0	0	1	2
1130-1145	0	0	0	0	0
1145-1200	0	0	1	1	2
1200-1215	0	0	0	0	0
1215-1230	2	0	1	1	4
1230-1245	2	1	0	1	4
1245-100	2	0	0	1	3
100-115	4	2	1	1	8
115-130	1	0	0	0	1
130-145	0	0	2	1	3
145-200	0	0	1	0	1
200-215	0	0	1	3	4
215-230	1	0	0	3	4
230-245	2	2	1	0	5
245-300	0	1	1	1	3

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	13	7	10	22	52
1015-1115	13	9	14	19	55
1030-1130	13	5	24	24	66
1045-1145	13	5	27	27	72
1100-1200	17	6	26	18	67
1115-1215	18	5	22	22	67
1130-1230	18	7	14	25	64
1145-1245	18	6	12	22	58
1200-100	14	6	9	22	51
1215-115	12	8	13	35	68
1230-130	13	7	30	33	83
1245-145	10	6	33	33	82
200-300	7	4	37	37	85

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	4	1	0	2	7
1015-1115	1	0	0	2	3
1030-1130	1	0	0	2	3
1045-1145	1	0	0	1	2
1100-1200	1	0	1	2	4
1115-1215	1	0	1	2	4
1130-1230	2	0	2	2	6
1145-1245	4	1	2	3	10
1200-100	6	1	1	3	11
1215-115	10	3	2	4	19
1230-130	9	3	1	3	16
1245-145	7	2	3	3	15
200-300	5	2	4	2	13

APPROACH SUMMARIES

	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
1000-1100	767	484		1107	1153		421	719		1270	1209
1015-1115	731	476		1084	1147		402	700		1245	1139
1030-1130	738	508		1089	1126		408	736		1276	1141
1045-1145	767	536		1128	1137		410	758		1289	1163
1100-1200	800	514		1108	1153		412	751		1283	1185
1115-1215	836	527		1098	1150		446	806		1307	1204
1130-1230	863	497		1089	1192		451	785		1270	1199
1145-1245	870	505		1104	1205		475	792		1275	1222
1200-100	862	539		1099	1216		474	819		1297	1158
1215-115	845	527		1125	1220		454	797		1287	1167
1230-130	811	534		1105	1198		449	767		1282	1148
1245-145	838	525		1123	1204		436	752		1253	1169
100-200	849	510		1127	1225		474	737		1234	1212
115-215	839	486		1098	1212		463	732		1213	1183
130-230	846	476		1125	1234		476	762		1231	1206
145-245	815	475		1091	1217		467	760		1248	1169
200-300	793	491		1104	1185		455	739		1217	1154

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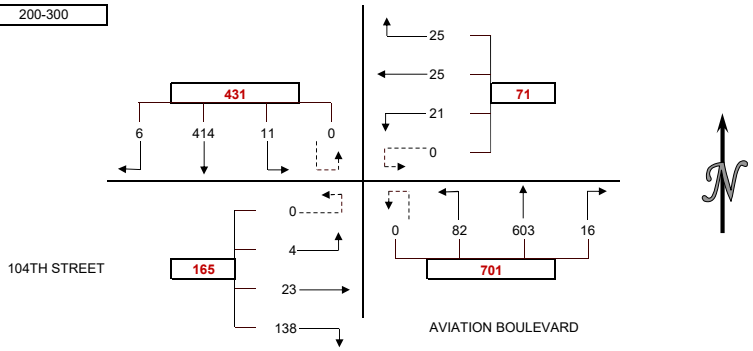
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: GIBSON TRANSPORTATION
PROJECT: LAWA
DATE: SATURDAY SEPTEMBER 14, 2019
PERIOD: 10:00 AM to 3:00 PM
INTERSECTION: N/S AVIATION BOULEVARD
E/W 104TH STREET
CITY: LOS ANGELES

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1015	3	78	3	0	5	4	8	0	2	112	14	0	14	3	2	0	248
1015-1030	0	65	6	1	6	7	5	0	4	116	14	0	15	3	2	0	244
1030-1045	2	88	3	0	11	2	6	0	6	156	9	0	23	13	0	0	319
1045-1100	1	78	0	0	4	4	3	0	5	134	28	0	17	1	2	0	277
1100-1115	1	86	2	0	3	6	9	0	5	139	13	0	10	5	1	0	280
1115-1130	3	111	8	1	9	5	5	0	10	141	16	0	19	4	1	0	333
1130-1145	0	111	4	0	10	6	5	0	4	111	14	0	20	3	2	0	290
1145-1200	1	94	3	0	4	7	6	0	1	105	22	0	18	4	1	0	266
1200-1215	1	103	2	0	8	8	5	0	4	138	17	0	23	11	1	0	321
1215-1230	6	80	2	1	5	5	5	0	9	149	17	0	19	11	1	0	310
1230-1245	0	109	0	0	9	7	4	0	9	157	12	0	19	8	1	0	335
1245-100	1	108	2	0	9	3	5	0	6	129	20	0	24	2	1	0	310
100-115	2	98	4	0	8	1	3	0	6	139	14	0	29	13	2	0	319
115-130	0	86	5	0	8	6	5	0	4	147	18	0	32	9	0	0	320
130-145	0	119	5	0	13	5	4	0	2	153	14	0	29	3	1	0	348
145-200	2	88	2	0	3	7	6	0	5	151	15	0	22	7	4	0	312
200-215	2	98	3	0	10	11	3	0	3	151	14	0	24	5	1	0	325
215-230	0	95	3	0	3	5	8	0	4	157	19	0	24	4	0	0	322
230-245	2	112	2	0	8	1	3	0	4	142	16	0	57	10	3	0	360
245-300	2	109	3	0	4	8	7	0	5	153	33	0	33	4	0	0	361
HOUR TOTALS	1	2	3	3U	4	5	6	6U	7	8	9	9U	10	11	12	12U	
PERIOD	SBRT	SBTH	SBLT	SBUT	WBRT	WBTH	WBLT	WBUT	NBRT	NBTH	NBLT	NBUT	EBRT	EBTH	EBLT	EBUT	TOTAL
1000-1100	6	309	12	1	26	17	22	0	17	518	65	0	69	20	6	0	1088
1015-1115	4	317	11	1	24	19	23	0	20	545	64	0	65	22	5	0	1120
1030-1130	7	363	13	1	27	17	23	0	26	570	66	0	69	23	4	0	1209
1045-1145	5	386	14	1	26	21	22	0	24	525	71	0	66	13	6	0	1180
1100-1200	5	402	17	1	26	24	25	0	20	496	65	0	67	16	5	0	1169
1115-1215	5	419	17	1	31	26	21	0	19	495	69	0	80	22	5	0	1210
1130-1230	8	388	11	1	27	26	21	0	18	503	70	0	80	29	5	0	1187
1145-1245	8	386	7	1	26	27	20	0	23	549	68	0	79	34	4	0	1232
1200-100	8	400	6	1	31	23	19	0	28	573	66	0	85	32	4	0	1276
1215-115	9	395	8	1	31	16	17	0	30	574	63	0	91	34	5	0	1274
1230-130	3	401	11	0	34	17	17	0	25	572	64	0	104	32	4	0	1284
1245-145	3	411	16	0	38	15	17	0	18	568	66	0	114	27	4	0	1297
100-200	4	391	16	0	32	19	18	0	17	590	61	0	112	32	7	0	1299
115-215	4	391	15	0	34	29	18	0	14	602	61	0	107	24	6	0	1305
130-230	4	400	13	0	29	28	21	0	14	612	62	0	99	19	6	0	1307
145-245	6	393	10	0	24	24	20	0	16	601	64	0	127	26	8	0	1319
200-300	6	414	11	0	25	25	21	0	16	603	82	0	138	23	4	0	1368

PEAK HOUR	200-300



PEDESTRIAN COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	0	0	0	0	0
1015-1030	0	0	0	0	0
1030-1045	0	1	0	0	1
1045-1100	0	0	0	0	0
1100-1115	0	3	0	1	4
1115-1130	0	0	0	0	0
1130-1145	0	0	0	0	0
1145-1200	0	0	0	0	0
1200-1215	0	1	0	0	1
1215-1230	0	2	0	0	2
1230-1245	0	0	0	0	0
1245-100	0	3	0	0	3
100-115	0	1	0	0	1
115-130	0	3	0	0	3
130-145	0	0	0	0	0
145-200	0	1	0	0	1
200-215	0	2	0	0	2
215-230	0	0	0	0	0
230-245	0	1	0	0	1
245-300	0	1	0	0	1

BICYCLE COUNTS

15 MIN COUNTS	NORTH	EAST	SOUTH	WEST	TOTAL
PERIOD	LEG	LEG	LEG	LEG	
1000-1015	0	2	0	0	2
1015-1030	0	7	0	0	7
1030-1045	0	0	0	0	0
1045-1100	0	1	0	0	1
1100-1115	0	0	0	0	0
1115-1130	0	0	0	0	0
1130-1145	0	1	0	0	1
1145-1200	0	0	0	0	0
1200-1215	0	0	0	1	1
1215-1230	0	0	0	0	0
1230-1245	0	0	0	0	0
1245-100	0	0	0	1	1
100-115	0	0	0	0	0
115-130	0	0	0	0	0
130-145	0	0	0	0	0
145-200	0	1	0	0	1
200-215	0	0	0	0	0
215-230	0	1	0	1	2
230-245	0	0	0	0	0
245-300	0	1	1	0	2

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	0	1	0	0	1
1015-1115	0	4	0	1	5
1030-1130	0	4	0	1	5
1045-1145	0	3	0	1	4
1100-1200	0	3	0	1	4
1115-1215	0	1	0	0	1
1130-1230	0	3	0	0	3
1145-1245	0	3	0	0	3
1200-100	0	6	0	0	6
1215-115	0	6	0	0	6
1230-130	0	7	0	0	7
1245-145	0	7	0	0	7
200-300	0	5	0	0	5

HOUR TOTALS PERIOD	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG	TOTAL
1000-1100	0	10	0	0	10
1015-1115	0	8	0	0	8
1030-1130	0	1	0	0	1
1045-1145	0	2	0	0	2
1100-1200	0	1	0	0	1
1115-1215	0	1	0	1	2
1130-1230	0	1	0	1	2
1145-1245	0	0	0	1	1
1200-100	0	0	0	2	2
1215-115	0	0	0	1	1
1230-130	0	0	0	1	1
1245-145	0	0	0	1	1
200-300	0	1	0	0	1

APPROACH SUMMARIES

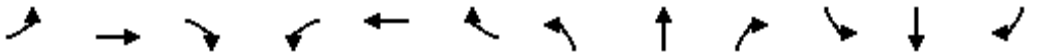
	NORTH APRCH			EAST APRCH			SOUTH APRCH			WEST APRCH	
	APRCH	EXIT		APRCH	EXIT		APRCH	EXIT		APRCH	EXIT
1000-1100	328	551		65	49		600	400		95	88
1015-1115	333	575		66	53		629	405		92	87
1030-1130	384	602		67	62		662	455		96	90
1045-1145	406	558		69	51		620	474		85	97
1100-1200	425	528		75	53		581	494		88	94
1115-1215	442	532		78	58		583	520		107	100
1130-1230	408	536		74	58		591	489		114	104
1145-1245	402	580		73	64		640	485		117	103
1200-100	415	609		73	66		667	504		121	97
1215-115	413	611		64	72		667	503		130	88
1230-130	415	610		68	68		661	522		140	84
1245-145	430	610		70	61		652	542		145	84
100-200	411	629		69	65		668	521		151	84
115-215	410	642		81	53		677	516		137	94
130-230	417	647		78	46		688	520		124	94
145-245	409	633		68	52		681	540		161	94
200-300	431	632		71	50		701	573		165	113

Attachment B

Intersection Analysis Worksheets

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

09/24/2019



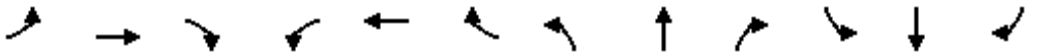
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	246	105	207	582	195	196	1848	34	102	2032	41
Future Volume (veh/h)	32	246	105	207	582	195	196	1848	34	102	2032	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	35	267	114	225	633	212	213	2009	37	111	2209	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	446	186	310	613	205	232	2456	896	203	2303	766
Arrive On Green	0.03	0.18	0.18	0.08	0.23	0.23	0.08	0.48	0.48	0.05	0.45	0.45
Sat Flow, veh/h	1781	2447	1017	1781	2615	875	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	35	192	189	225	430	415	213	2009	37	111	2209	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1687	1781	1777	1713	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.4	8.9	9.3	7.6	21.1	21.1	6.3	30.3	0.9	3.0	37.7	1.4
Cycle Q Clear(g_c), s	1.4	8.9	9.3	7.6	21.1	21.1	6.3	30.3	0.9	3.0	37.7	1.4
Prop In Lane	1.00		0.60	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	324	308	310	417	402	232	2456	896	203	2303	766
V/C Ratio(X)	0.25	0.59	0.61	0.73	1.03	1.03	0.92	0.82	0.04	0.55	0.96	0.06
Avail Cap(c_a), veh/h	181	367	349	310	417	402	232	2456	896	226	2303	766
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	0.20	0.20	0.20	0.35	0.35	0.35	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.8	33.7	33.9	28.9	34.4	34.5	22.7	20.0	8.7	19.3	23.9	12.4
Incr Delay (d2), s/veh	1.0	2.0	2.6	1.7	28.5	29.3	18.0	1.1	0.0	2.3	11.4	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	0.6	4.0	4.0	1.1	12.1	11.8	3.6	11.4	0.3	1.3	16.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	35.7	36.5	30.6	63.0	63.8	40.7	21.1	8.7	21.6	35.3	12.5
LnGrp LOS	C	D	D	C	F	F	D	C	A	C	D	B
Approach Vol, veh/h		416			1070			2259			2365	
Approach Delay, s/veh		35.6			56.5			22.8			34.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	47.8	12.1	20.9	11.9	45.1	7.4	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.9	39.9	7.6	18.6	7.4	38.4	5.1	21.1
Max Q Clear Time (g_c+I1), s	5.0	32.3	9.6	11.3	8.3	39.7	3.4	23.1
Green Ext Time (p_c), s	0.0	6.5	0.0	1.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

User approved changes to right turn type.



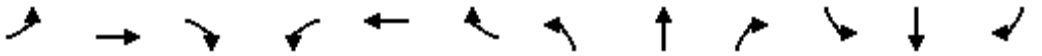
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	181	150	210	936	350	196	914	177	55	601	137
Future Volume (veh/h)	27	181	150	210	936	350	196	914	177	55	601	137
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	29	197	163	228	1017	380	213	993	192	60	653	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	1018	619	522	929	343	400	1077	208	197	1542	524
Arrive On Green	0.03	0.29	0.29	0.11	0.37	0.37	0.21	0.73	0.73	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	2541	938	1781	2971	573	1781	5106	1585
Grp Volume(v), veh/h	29	197	163	228	708	689	213	593	592	60	653	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1702	1781	1777	1767	1781	1702	1585
Q Serve(g_s), s	1.0	3.8	6.3	7.7	32.9	32.9	7.2	24.9	25.1	2.1	9.2	6.3
Cycle Q Clear(g_c), s	1.0	3.8	6.3	7.7	32.9	32.9	7.2	24.9	25.1	2.1	9.2	6.3
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	131	1018	619	522	650	622	400	644	641	197	1542	524
V/C Ratio(X)	0.22	0.19	0.26	0.44	1.09	1.11	0.53	0.92	0.92	0.31	0.42	0.28
Avail Cap(c_a), veh/h	185	1110	660	530	650	622	487	644	641	221	1542	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	0.21	0.21	0.21	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	24.3	18.6	17.8	28.5	28.6	15.7	11.3	11.3	22.4	25.1	22.3
Incr Delay (d2), s/veh	0.7	0.1	0.2	0.6	62.1	69.5	0.2	5.9	6.0	0.9	0.9	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	0.4	1.6	2.3	3.1	24.5	24.7	2.4	4.9	5.0	0.9	3.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	24.3	18.8	18.4	90.6	98.1	15.9	17.2	17.4	23.3	26.0	23.6
LnGrp LOS	C	C	B	B	F	F	B	B	B	C	C	C
Approach Vol, veh/h		389			1625			1398			862	
Approach Delay, s/veh		22.2			83.7			17.1			25.4	
Approach LOS		C			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	37.1	14.2	30.3	13.8	31.7	7.1	37.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	28.7	10.1	28.1	13.7	20.1	5.3	32.9
Max Q Clear Time (g_c+I1), s	4.1	27.1	9.7	8.3	9.2	11.2	3.0	34.9
Green Ext Time (p_c), s	0.0	1.2	0.0	1.7	0.2	3.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	353	118	381	2	3445	53	0	2057	91
Future Volume (veh/h)	0	0	0	353	118	381	2	3445	53	0	2057	91
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				256	307	414	2	3745	0	0	2236	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, %				2	2	2	2	2	2	0	2	2
Cap, veh/h				343	360	610	40	4427		0	4553	
Arrive On Green				0.06	0.06	0.06	0.71	0.71	0.00	0.00	0.71	0.00
Sat Flow, veh/h				1781	1870	3170	0	6257	1585	0	6696	1585
Grp Volume(v), veh/h				256	307	414	1119	2628	0	0	2236	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1866	1464	1585	0	1609	1585
Q Serve(g_s), s				12.7	14.6	11.5	0.0	39.2	0.0	0.0	14.0	0.0
Cycle Q Clear(g_c), s				12.7	14.6	11.5	39.2	39.2	0.0	0.0	14.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				343	360	610	1361	3107		0	4553	
V/C Ratio(X)				0.75	0.85	0.68	0.82	0.85		0.00	0.49	
Avail Cap(c_a), veh/h				356	374	634	1361	3107		0	4553	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.15	0.15	0.15	1.00	1.00	0.00	0.00	0.10	0.00
Uniform Delay (d), s/veh				40.0	40.9	39.4	9.6	9.6	0.0	0.0	5.9	0.0
Incr Delay (d2), s/veh				1.3	3.0	0.4	5.7	3.0	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
%ile BackOfQ(50%),veh/ln				6.2	7.6	4.9	14.5	10.6	0.0	0.0	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.3	43.9	39.8	15.3	12.6	0.0	0.0	5.9	0.0
LnGrp LOS				D	D	D	B	B		A	A	
Approach Vol, veh/h					977			3747	A		2236	A
Approach Delay, s/veh					41.5			13.4			5.9	
Approach LOS					D			B			A	

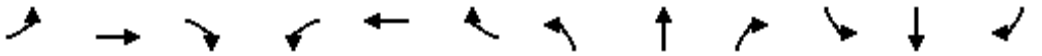
Timer - Assigned Phs	2		6		8							
Phs Duration (G+Y+Rc), s	68.2		68.2		21.8							
Change Period (Y+Rc), s	4.5		4.5		4.5							
Max Green Setting (Gmax), s	63.0		63.0		18.0							
Max Q Clear Time (g_c+I1), s	41.2		16.0		16.6							
Green Ext Time (p_c), s	21.3		30.7		0.7							

Intersection Summary	
HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

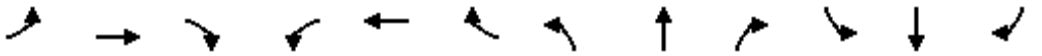


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	720	826	29	32	1302	419	25	27	22	149	35	206
Future Volume (veh/h)	720	826	29	32	1302	419	25	27	22	149	35	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	783	898	32	35	1415	455	27	29	24	162	38	224
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
Arrive On Green	0.18	0.36	0.36	0.01	0.07	0.07	0.21	0.21	0.21	0.20	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	783	898	32	35	1415	455	27	29	24	162	38	224
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	16.5	9.4	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.3	1.5	11.8
Cycle Q Clear(g_c), s	16.5	9.4	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.3	1.5	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
V/C Ratio(X)	1.24	0.39	0.06	0.61	1.07	0.71	0.07	0.04	0.07	0.15	0.10	0.71
Avail Cap(c_a), veh/h	634	2294	565	119	1323	643	376	750	335	1069	374	317
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.8	21.7	19.0	43.9	41.9	25.1	28.4	28.2	28.4	29.7	29.4	33.5
Incr Delay (d2), s/veh	119.4	0.1	0.0	0.9	33.2	0.3	0.4	0.1	0.4	0.3	0.5	11.2
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	17.3	3.5	0.4	0.8	11.0	11.0	0.5	0.3	0.4	1.0	0.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.1	21.8	19.1	44.9	75.2	25.4	28.8	28.3	28.9	30.0	29.9	44.8
LnGrp LOS	F	C	B	D	F	C	C	C	C	C	C	D
Approach Vol, veh/h		1713			1905			80			424	
Approach Delay, s/veh		83.1			62.7			28.6			37.8	
Approach LOS		F			E			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	7.4	36.6		22.5	21.0	23.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	6.0	29.0		18.0	16.5	18.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	11.4		13.8	18.5	20.5				
Green Ext Time (p_c), s		0.2	0.0	6.1		0.7	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	68.0
HCM 6th LOS	E

Notes
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



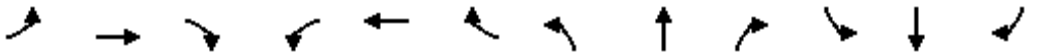
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	744	153	77	2087	140	1483	963	76	37	168	167
Future Volume (veh/h)	97	744	153	77	2087	140	1483	963	76	37	168	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	105	809	166	84	2268	152	1612	1047	83	40	183	182
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	1444	289	109	1689	113	864	1458	116	63	416	440
Arrive On Green	0.02	0.09	0.09	0.02	0.09	0.09	0.08	0.14	0.14	0.04	0.22	0.22
Sat Flow, veh/h	1781	5415	1085	1781	6206	415	3456	3335	264	1781	1870	1585
Grp Volume(v), veh/h	105	719	256	84	1763	657	1612	558	572	40	183	182
Grp Sat Flow(s),veh/h/ln	1781	1609	1675	1781	1609	1796	1728	1777	1823	1781	1870	1585
Q Serve(g_s), s	5.0	12.9	13.2	4.2	24.5	24.5	22.5	27.0	27.0	2.0	7.6	8.4
Cycle Q Clear(g_c), s	5.0	12.9	13.2	4.2	24.5	24.5	22.5	27.0	27.0	2.0	7.6	8.4
Prop In Lane	1.00		0.65	1.00		0.23	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	99	1287	447	109	1314	489	864	777	797	63	416	440
V/C Ratio(X)	1.06	0.56	0.57	0.77	1.34	1.34	1.87	0.72	0.72	0.64	0.44	0.41
Avail Cap(c_a), veh/h	99	1287	447	188	1314	489	864	777	797	101	416	440
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.36	0.36	0.36	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	36.0	36.1	43.5	41.0	41.0	41.3	33.2	33.2	42.9	30.2	26.5
Incr Delay (d2), s/veh	105.1	0.5	1.7	4.2	155.7	160.2	392.8	4.0	3.9	10.4	3.4	2.8
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	5.1	5.6	6.1	2.0	29.4	33.5	57.5	13.6	13.9	1.0	3.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	149.3	36.5	37.8	47.6	196.7	201.2	434.1	37.2	37.1	53.2	33.5	29.4
LnGrp LOS	F	D	D	D	F	F	F	D	D	D	C	C
Approach Vol, veh/h		1080			2504			2742			405	
Approach Delay, s/veh		47.8			192.9			270.5			33.6	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	43.8	10.0	28.5	27.0	24.5	9.5	29.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	37.4	9.5	20.0	22.5	20.0	5.0	24.5
Max Q Clear Time (g_c+I1), s	4.0	29.0	6.2	15.2	24.5	10.4	7.0	26.5
Green Ext Time (p_c), s	0.0	4.6	0.0	2.6	0.0	1.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	191.6
HCM 6th LOS	F

Notes

User approved changes to right turn type.



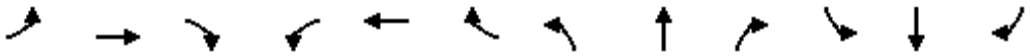
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	560	348	394	1370	883	249	816	128	111	336	352
Future Volume (veh/h)	103	560	348	394	1370	883	249	816	128	111	336	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	112	609	378	428	1489	960	271	887	139	121	365	383
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1337	607	517	1903	625	392	1007	1331	214	794	794
Arrive On Green	0.06	0.26	0.26	0.19	0.39	0.39	0.12	0.28	0.28	0.06	0.22	0.22
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	112	609	378	428	1489	960	271	887	139	121	365	383
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.1	9.0	17.4	14.9	24.3	35.5	10.2	21.5	2.5	4.7	8.0	10.2
Cycle Q Clear(g_c), s	4.1	9.0	17.4	14.9	24.3	35.5	10.2	21.5	2.5	4.7	8.0	10.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1337	607	517	1903	625	392	1007	1331	214	794	794
V/C Ratio(X)	0.59	0.46	0.62	0.83	0.78	1.54	0.69	0.88	0.10	0.57	0.46	0.48
Avail Cap(c_a), veh/h	189	1337	607	584	1903	625	392	1007	1331	214	794	794
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)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	27.8	22.5	18.2	23.9	27.3	22.2	30.8	13.0	26.6	30.3	26.7
Incr Delay (d2), s/veh	3.8	0.2	1.5	8.7	2.2	249.0	5.1	11.0	0.2	3.5	1.9	2.1
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	1.9	3.6	6.5	7.0	9.2	55.9	4.7	10.4	0.8	2.1	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	28.0	24.0	26.9	26.1	276.2	27.3	41.8	13.1	30.0	32.2	28.8
LnGrp LOS	C	C	C	C	C	F	C	D	B	C	C	C
Approach Vol, veh/h		1099			2877			1297			869	
Approach Delay, s/veh		26.7			109.7			35.7			30.4	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	30.0	21.9	28.1	15.4	24.6	10.0	40.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	25.5	20.8	20.2	10.9	20.1	5.5	35.5
Max Q Clear Time (g_c+I1), s	6.7	23.5	16.9	19.4	12.2	12.2	6.1	37.5
Green Ext Time (p_c), s	0.0	1.3	0.6	0.5	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.0
HCM 6th LOS	E

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	120	23	118	131	172	1478	32	14	297	8
Future Volume (veh/h)	5	12	120	23	118	131	172	1478	32	14	297	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	5	13	130	25	128	142	187	1607	35	15	323	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	24	237	226	147	163	225	2353	51	197	1714	48
Arrive On Green	0.01	0.16	0.16	0.03	0.18	0.18	0.13	0.66	0.66	0.97	0.97	0.97
Sat Flow, veh/h	1781	146	1461	1781	810	899	1781	3556	77	305	3531	98
Grp Volume(v), veh/h	5	0	143	25	0	270	187	802	840	15	162	170
Grp Sat Flow(s),veh/h/ln	1781	0	1607	1781	0	1709	1781	1777	1856	305	1777	1853
Q Serve(g_s), s	0.3	0.0	7.4	1.0	0.0	13.8	9.2	25.0	25.2	1.2	0.3	0.3
Cycle Q Clear(g_c), s	0.3	0.0	7.4	1.0	0.0	13.8	9.2	25.0	25.2	10.5	0.3	0.3
Prop In Lane	1.00		0.91	1.00		0.53	1.00		0.04	1.00		0.05
Lane Grp Cap(c), veh/h	12	0	261	226	0	310	225	1176	1229	197	862	899
V/C Ratio(X)	0.43	0.00	0.55	0.11	0.00	0.87	0.83	0.68	0.68	0.08	0.19	0.19
Avail Cap(c_a), veh/h	101	0	348	281	0	370	354	1176	1229	197	862	899
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	44.5	0.0	34.7	30.4	0.0	35.8	38.4	9.4	9.4	2.0	0.7	0.7
Incr Delay (d2), s/veh	23.1	0.0	1.8	0.2	0.0	17.3	9.1	3.2	3.1	0.7	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	0.2	0.0	3.0	0.5	0.0	7.1	4.5	9.2	9.6	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	36.4	30.6	0.0	53.0	47.4	12.6	12.5	2.7	1.1	1.1
LnGrp LOS	E	A	D	C	A	D	D	B	B	A	A	A
Approach Vol, veh/h		148			295			1829			347	
Approach Delay, s/veh		37.5			51.1			16.1			1.2	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		64.1	6.8	19.1	15.9	48.2	5.1	20.8				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		51.9	5.1	19.5	17.9	29.5	5.1	19.5				
Max Q Clear Time (g_c+I1), s		27.2	3.0	9.4	11.2	12.5	2.3	15.8				
Green Ext Time (p_c), s		14.1	0.0	0.5	0.3	2.0	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.3									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

09/24/2019

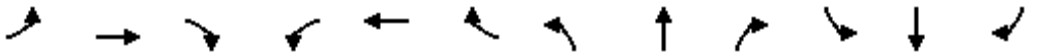
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	302	124	265	254	114	150	1597	56	188	2056	50
Future Volume (veh/h)	53	302	124	265	254	114	150	1597	56	188	2056	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	58	328	135	288	276	124	163	1736	61	204	2235	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	408	165	300	548	240	194	2281	875	270	2403	813
Arrive On Green	0.04	0.16	0.16	0.11	0.23	0.23	0.06	0.45	0.45	0.08	0.47	0.47
Sat Flow, veh/h	1781	2470	997	1781	2405	1053	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	58	234	229	288	202	198	163	1736	61	204	2235	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1691	1781	1777	1681	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.4	11.4	11.8	9.5	8.9	9.3	4.5	25.7	1.6	5.5	37.1	1.5
Cycle Q Clear(g_c), s	2.4	11.4	11.8	9.5	8.9	9.3	4.5	25.7	1.6	5.5	37.1	1.5
Prop In Lane	1.00		0.59	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	293	279	300	405	383	194	2281	875	270	2403	813
V/C Ratio(X)	0.21	0.80	0.82	0.96	0.50	0.52	0.84	0.76	0.07	0.76	0.93	0.07
Avail Cap(c_a), veh/h	310	355	338	300	436	413	194	2281	875	277	2403	813
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	0.80	0.80	0.80	0.43	0.43	0.43	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	36.1	36.3	30.7	30.3	30.4	20.9	20.9	9.4	18.7	22.4	11.0
Incr Delay (d2), s/veh	0.4	10.2	12.6	36.1	0.8	0.9	13.1	1.1	0.1	11.0	8.0	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	1.0	5.7	5.7	4.7	3.8	3.8	2.4	9.8	0.5	2.9	15.5	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	46.3	48.9	66.8	31.0	31.3	34.0	21.9	9.5	29.7	30.4	11.2
LnGrp LOS	C	D	D	E	C	C	C	C	A	C	C	B
Approach Vol, veh/h		521			688			1960			2493	
Approach Delay, s/veh		45.6			46.1			22.6			29.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.7	14.0	19.3	9.8	46.9	8.3	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.8	36.7	9.5	18.0	5.3	39.2	5.4	22.1
Max Q Clear Time (g_c+I1), s	7.5	27.7	11.5	13.8	6.5	39.1	4.4	11.3
Green Ext Time (p_c), s	0.0	7.1	0.0	1.1	0.0	0.1	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

User approved changes to right turn type.



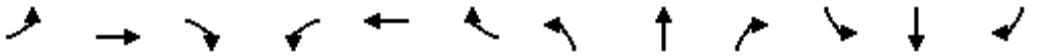
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	621	220	171	369	182	251	745	313	130	594	138
Future Volume (veh/h)	95	621	220	171	369	182	251	745	313	130	594	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	103	675	239	186	401	198	273	810	340	141	646	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	782	542	280	598	292	478	1002	420	318	1830	666
Arrive On Green	0.06	0.22	0.22	0.10	0.26	0.26	0.24	0.82	0.82	0.07	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	1781	2315	1129	1781	2441	1022	1781	5106	1585
Grp Volume(v), veh/h	103	675	239	186	307	292	273	589	561	141	646	150
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1667	1781	1777	1686	1781	1702	1585
Q Serve(g_s), s	4.0	16.5	10.5	7.0	13.9	14.2	8.5	15.8	16.0	4.4	8.4	5.5
Cycle Q Clear(g_c), s	4.0	16.5	10.5	7.0	13.9	14.2	8.5	15.8	16.0	4.4	8.4	5.5
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	272	782	542	280	459	430	478	730	692	318	1830	666
V/C Ratio(X)	0.38	0.86	0.44	0.66	0.67	0.68	0.57	0.81	0.81	0.44	0.35	0.23
Avail Cap(c_a), veh/h	305	829	563	295	464	435	607	730	692	342	1830	666
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.67	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	33.8	22.9	24.7	29.9	30.0	12.2	6.2	6.2	17.0	21.2	16.7
Incr Delay (d2), s/veh	0.6	6.3	0.4	5.2	3.6	4.2	0.5	4.7	5.0	1.0	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.6	3.9	3.3	6.3	6.0	2.6	3.3	3.2	1.8	3.3	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.0	40.1	23.3	29.9	33.5	34.2	12.7	10.9	11.2	18.0	21.7	17.5
LnGrp LOS	C	D	C	C	C	C	B	B	B	B	C	B
Approach Vol, veh/h		1017			785			1423			937	
Approach Delay, s/veh		34.7			32.9			11.4			20.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	41.5	13.5	24.3	15.5	36.8	10.0	27.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	33.8	9.7	21.0	17.5	23.8	7.2	23.5
Max Q Clear Time (g_c+I1), s	6.4	18.0	9.0	18.5	10.5	10.4	6.0	16.2
Green Ext Time (p_c), s	0.0	7.2	0.0	1.3	0.5	4.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	438	112	224	0	3334	37	0	2398	70
Future Volume (veh/h)	0	0	0	438	112	224	0	3334	37	0	2398	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				299	370	243	0	3624	0	0	2607	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				413	434	735	0	4298		0	4298	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				299	370	243	0	3624	0	0	2607	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				14.8	17.6	6.5	0.0	38.5	0.0	0.0	20.4	0.0
Cycle Q Clear(g_c), s				14.8	17.6	6.5	0.0	38.5	0.0	0.0	20.4	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				413	434	735	0	4298		0	4298	
V/C Ratio(X)				0.72	0.85	0.33	0.00	0.84		0.00	0.61	
Avail Cap(c_a), veh/h				445	468	793	0	4298		0	4298	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.83	0.83	0.83	0.00	1.00	0.00	0.00	0.09	0.00
Uniform Delay (d), s/veh				38.7	40.0	34.9	0.0	11.4	0.0	0.0	8.3	0.0
Incr Delay (d2), s/veh				4.4	11.4	0.2	0.0	2.2	0.0	0.0	0.1	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				7.5	10.1	2.6	0.0	11.9	0.0	0.0	5.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				43.2	51.5	35.1	0.0	13.5	0.0	0.0	8.4	0.0
LnGrp LOS				D	D	D	A	B		A	A	
Approach Vol, veh/h					912			3624	A		2607	A
Approach Delay, s/veh					44.4			13.5			8.4	
Approach LOS					D			B			A	

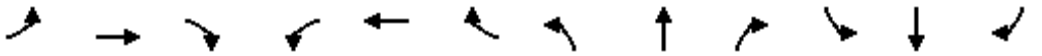
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.6		64.6		25.4			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	58.5		58.5		22.5			
Max Q Clear Time (g_c+I1), s	40.5		22.4		19.6			
Green Ext Time (p_c), s	17.8		29.9		1.3			

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



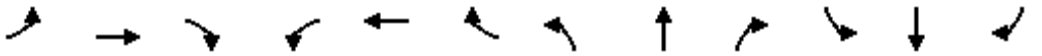
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	656	1515	47	56	630	368	41	40	32	362	41	249
Future Volume (veh/h)	656	1515	47	56	630	368	41	40	32	362	41	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	713	1647	51	61	685	400	45	43	35	393	45	271
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	683	2275	561	79	1287	634	360	719	321	1069	374	317
Arrive On Green	0.20	0.35	0.35	0.01	0.07	0.07	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	713	1647	51	61	685	400	45	43	35	393	45	271
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	17.8	20.0	1.9	3.1	9.3	17.4	1.9	0.9	1.6	5.7	1.8	14.8
Cycle Q Clear(g_c), s	17.8	20.0	1.9	3.1	9.3	17.4	1.9	0.9	1.6	5.7	1.8	14.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	683	2275	561	79	1287	634	360	719	321	1069	374	317
V/C Ratio(X)	1.04	0.72	0.09	0.78	0.53	0.63	0.12	0.06	0.11	0.37	0.12	0.85
Avail Cap(c_a), veh/h	683	2275	561	115	1287	634	360	719	321	1069	374	317
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	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	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.1	25.3	19.4	43.9	38.0	25.0	29.4	29.0	29.3	31.1	29.5	34.7
Incr Delay (d2), s/veh	46.2	1.2	0.1	15.8	0.4	1.8	0.7	0.2	0.7	0.9	0.6	22.4
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	11.7	7.5	0.7	1.7	3.9	9.9	0.9	0.4	0.7	2.5	0.9	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.3	26.4	19.5	59.7	38.3	26.8	30.1	29.2	30.0	32.0	30.1	57.1
LnGrp LOS	F	C	B	E	D	C	C	C	C	C	C	E
Approach Vol, veh/h		2411			1146			123			709	
Approach Delay, s/veh		42.8			35.4			29.7			41.5	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.7	8.5	36.3		22.5	22.3	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.2	5.8	30.0		18.0	17.8	18.0				
Max Q Clear Time (g_c+I1), s		3.9	5.1	22.0		16.8	19.8	19.4				
Green Ext Time (p_c), s		0.3	0.0	6.1		0.4	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



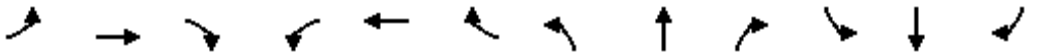
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1827	290	81	770	69	279	316	84	82	279	134
Future Volume (veh/h)	80	1827	290	81	770	69	279	316	84	82	279	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1986	315	88	837	75	303	343	91	89	303	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	112	2154	341	113	2318	205	365	810	212	114	466	495
Arrive On Green	0.06	0.38	0.38	0.02	0.13	0.13	0.03	0.10	0.10	0.06	0.25	0.25
Sat Flow, veh/h	1781	5642	893	1781	6062	537	3456	2787	729	1781	1870	1585
Grp Volume(v), veh/h	87	1698	603	88	664	248	303	217	217	89	303	146
Grp Sat Flow(s),veh/h/ln	1781	1609	1710	1781	1609	1774	1728	1777	1739	1781	1870	1585
Q Serve(g_s), s	4.3	30.2	30.3	4.4	11.3	11.5	7.8	10.4	10.6	4.4	13.1	6.3
Cycle Q Clear(g_c), s	4.3	30.2	30.3	4.4	11.3	11.5	7.8	10.4	10.6	4.4	13.1	6.3
Prop In Lane	1.00		0.52	1.00		0.30	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	112	1842	653	113	1845	678	365	516	505	114	466	495
V/C Ratio(X)	0.78	0.92	0.92	0.78	0.36	0.37	0.83	0.42	0.43	0.78	0.65	0.30
Avail Cap(c_a), veh/h	200	1850	655	129	1845	678	365	516	505	176	466	495
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.93	0.93	0.93	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	26.5	26.6	43.4	29.2	29.3	42.6	33.5	33.6	41.5	30.3	23.5
Incr Delay (d2), s/veh	7.4	5.7	13.8	21.5	0.1	0.3	13.8	2.3	2.4	11.2	6.9	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	11.9	14.2	2.7	4.9	5.5	4.2	5.2	5.2	2.3	6.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.0	32.2	40.4	65.0	29.3	29.6	56.5	35.8	36.1	52.7	37.2	25.0
LnGrp LOS	D	C	D	E	C	C	E	D	D	D	D	C
Approach Vol, veh/h		2388			1000			737			538	
Approach Delay, s/veh		34.9			32.6			44.4			36.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	30.7	10.2	38.9	14.0	26.9	10.2	38.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.9	22.1	6.5	34.5	9.5	21.5	10.1	30.9
Max Q Clear Time (g_c+I1), s	6.4	12.6	6.4	32.3	9.8	15.1	6.3	13.5
Green Ext Time (p_c), s	0.0	1.8	0.0	2.0	0.0	1.2	0.1	5.8

Intersection Summary	
HCM 6th Ctrl Delay	36.1
HCM 6th LOS	D

Notes

User approved changes to right turn type.



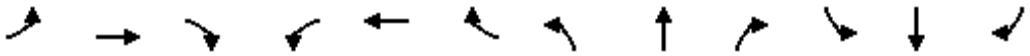
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	2256	562	111	663	210	106	640	682	308	544	242
Future Volume (veh/h)	144	2256	562	111	663	210	106	640	682	308	544	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	157	2452	611	121	721	228	115	696	741	335	591	263
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	376	2071	749	179	1906	580	281	829	806	285	967	966
Arrive On Green	0.07	0.41	0.41	0.06	0.39	0.39	0.07	0.23	0.23	0.11	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	4926	1500	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	157	2452	611	121	706	243	115	696	741	335	591	263
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1600	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.7	36.5	29.8	3.7	9.5	9.9	4.3	16.8	21.0	9.5	13.1	6.1
Cycle Q Clear(g_c), s	4.7	36.5	29.8	3.7	9.5	9.9	4.3	16.8	21.0	9.5	13.1	6.1
Prop In Lane	1.00		1.00	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	376	2071	749	179	1867	619	281	829	806	285	967	966
V/C Ratio(X)	0.42	1.18	0.82	0.68	0.38	0.39	0.41	0.84	0.92	1.17	0.61	0.27
Avail Cap(c_a), veh/h	446	2071	749	179	1867	619	299	829	806	285	967	966
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)	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	26.8	20.4	21.7	19.8	19.9	24.2	32.9	31.0	27.2	28.6	21.2
Incr Delay (d2), s/veh	0.3	84.8	2.7	9.7	0.1	0.4	1.0	10.0	17.3	108.9	2.9	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	1.8	30.2	10.8	1.9	3.4	3.6	1.9	8.2	9.4	13.2	5.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	111.6	23.0	31.4	19.9	20.4	25.1	42.9	48.3	136.1	31.5	21.9
LnGrp LOS	B	F	C	C	B	C	C	D	D	F	C	C
Approach Vol, veh/h		3220			1070			1552			1189	
Approach Delay, s/veh		90.1			21.3			44.1			58.8	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.5	9.5	41.0	10.5	29.0	11.2	39.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	21.0	5.0	36.5	6.9	23.6	10.2	31.3
Max Q Clear Time (g_c+I1), s	11.5	23.0	5.7	38.5	6.3	15.1	6.7	11.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.3	0.1	6.5

Intersection Summary	
HCM 6th Ctrl Delay	64.2
HCM 6th LOS	E

Notes

User approved changes to right turn type.



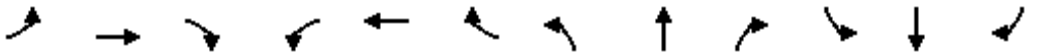
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	105	377	50	32	34	120	688	41	18	588	4
Future Volume (veh/h)	12	105	377	50	32	34	120	688	41	18	588	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	13	114	410	54	35	37	130	748	45	20	639	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	120	431	174	301	318	162	1610	97	302	1201	8
Arrive On Green	0.02	0.34	0.34	0.04	0.36	0.36	0.09	0.47	0.47	0.66	0.66	0.66
Sat Flow, veh/h	1781	357	1283	1781	832	880	1781	3406	205	684	3620	23
Grp Volume(v), veh/h	13	0	524	54	0	72	130	390	403	20	314	329
Grp Sat Flow(s),veh/h/ln	1781	0	1639	1781	0	1712	1781	1777	1833	684	1777	1866
Q Serve(g_s), s	0.7	0.0	28.1	1.8	0.0	2.5	6.4	13.3	13.4	1.0	8.3	8.3
Cycle Q Clear(g_c), s	0.7	0.0	28.1	1.8	0.0	2.5	6.4	13.3	13.4	1.6	8.3	8.3
Prop In Lane	1.00		0.78	1.00		0.51	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	27	0	551	174	0	619	162	840	867	302	590	619
V/C Ratio(X)	0.47	0.00	0.95	0.31	0.00	0.12	0.80	0.46	0.46	0.07	0.53	0.53
Avail Cap(c_a), veh/h	99	0	556	202	0	619	228	840	867	302	590	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	43.9	0.0	29.2	22.7	0.0	19.1	40.1	16.0	16.0	10.5	11.5	11.5
Incr Delay (d2), s/veh	12.1	0.0	26.4	1.0	0.0	0.1	12.9	1.8	1.8	0.3	2.3	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	0.4	0.0	14.6	0.8	0.0	1.0	3.4	5.6	5.7	0.2	2.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	0.0	55.5	23.7	0.0	19.2	53.0	17.9	17.8	10.8	13.8	13.7
LnGrp LOS	E	A	E	C	A	B	D	B	B	B	B	B
Approach Vol, veh/h		537			126			923			663	
Approach Delay, s/veh		55.6			21.1			22.8			13.7	
Approach LOS		E			C			C			B	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	47.1	8.2	34.7	12.7	34.4	5.9	37.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	40.9	5.1	30.5	11.5	24.9	5.0	30.6
Max Q Clear Time (g_c+I1), s	15.4	3.8	30.1	8.4	10.3	2.7	4.5
Green Ext Time (p_c), s	5.4	0.0	0.2	0.1	3.6	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



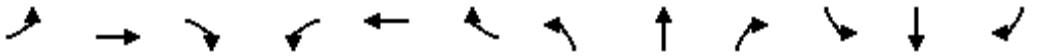
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	160	99	340	253	149	167	1347	53	151	1519	57
Future Volume (veh/h)	50	160	99	340	253	149	167	1347	53	151	1519	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	54	174	108	370	275	162	182	1464	58	164	1651	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	245	249	147	364	465	266	274	2434	976	294	2408	813
Arrive On Green	0.04	0.12	0.12	0.14	0.21	0.21	0.07	0.48	0.48	0.07	0.47	0.47
Sat Flow, veh/h	1781	2151	1268	1781	2178	1245	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	54	142	140	370	223	214	182	1464	58	164	1651	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1642	1781	1777	1646	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.4	6.9	7.4	12.5	10.1	10.6	4.7	18.9	1.3	4.2	22.7	1.8
Cycle Q Clear(g_c), s	2.4	6.9	7.4	12.5	10.1	10.6	4.7	18.9	1.3	4.2	22.7	1.8
Prop In Lane	1.00		0.77	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	206	190	364	379	352	274	2434	976	294	2408	813
V/C Ratio(X)	0.22	0.69	0.74	1.02	0.59	0.61	0.67	0.60	0.06	0.56	0.69	0.08
Avail Cap(c_a), veh/h	276	355	328	364	498	461	291	2434	976	337	2408	813
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	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	38.2	38.5	32.2	31.8	32.0	17.0	17.3	6.9	14.1	18.6	11.1
Incr Delay (d2), s/veh	0.4	4.1	5.4	44.1	1.0	1.2	3.0	0.6	0.1	1.7	1.6	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	1.0	3.2	3.2	6.3	4.4	4.2	1.9	7.1	0.4	1.7	8.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	42.3	43.9	76.3	32.9	33.2	20.0	17.9	7.0	15.8	20.2	11.3
LnGrp LOS	C	D	D	F	C	C	C	B	A	B	C	B
Approach Vol, veh/h		336			807			1704			1877	
Approach Delay, s/veh		41.6			52.9			17.8			19.5	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	47.4	17.0	14.9	11.1	46.9	8.2	23.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.4	33.1	12.5	18.0	7.5	34.0	5.3	25.2
Max Q Clear Time (g_c+I1), s	6.2	20.9	14.5	9.4	6.7	24.7	4.4	12.6
Green Ext Time (p_c), s	0.1	7.9	0.0	1.0	0.0	7.0	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

User approved changes to right turn type.



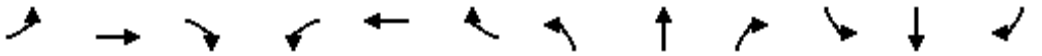
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	325	161	186	441	208	170	496	231	154	533	123
Future Volume (veh/h)	78	325	161	186	441	208	170	496	231	154	533	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	85	353	175	202	479	226	185	539	251	167	579	134
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	639	411	355	556	261	485	1026	476	379	2196	767
Arrive On Green	0.05	0.18	0.18	0.11	0.24	0.24	0.05	0.29	0.29	0.07	0.43	0.43
Sat Flow, veh/h	1781	3554	1585	1781	2348	1101	1781	2356	1094	1781	5106	1585
Grp Volume(v), veh/h	85	353	175	202	362	343	185	406	384	167	579	134
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1672	1781	1777	1673	1781	1702	1585
Q Serve(g_s), s	3.5	8.1	8.3	7.9	17.6	17.7	5.1	17.2	17.3	4.6	6.6	4.3
Cycle Q Clear(g_c), s	3.5	8.1	8.3	7.9	17.6	17.7	5.1	17.2	17.3	4.6	6.6	4.3
Prop In Lane	1.00		1.00	1.00		0.66	1.00		0.65	1.00		1.00
Lane Grp Cap(c), veh/h	205	639	411	355	421	396	485	774	729	379	2196	767
V/C Ratio(X)	0.42	0.55	0.43	0.57	0.86	0.87	0.38	0.52	0.53	0.44	0.26	0.17
Avail Cap(c_a), veh/h	238	730	452	386	464	437	557	774	729	475	2196	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	33.6	27.7	24.7	32.9	33.0	12.7	24.1	24.1	14.3	16.5	13.1
Incr Delay (d2), s/veh	1.1	0.6	0.6	1.7	14.1	15.6	0.5	2.4	2.6	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	3.1	3.4	9.0	8.7	2.1	8.1	7.7	1.8	2.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.9	34.2	28.3	26.4	47.0	48.6	13.2	26.5	26.7	15.1	16.8	13.6
LnGrp LOS	C	C	C	C	D	D	B	C	C	B	B	B
Approach Vol, veh/h		613			907			975			880	
Approach Delay, s/veh		31.9			43.0			24.1			16.0	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	43.7	14.4	20.7	11.7	43.2	9.3	25.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	30.5	11.5	18.5	10.8	31.2	6.5	23.5
Max Q Clear Time (g_c+I1), s	6.6	19.3	9.9	10.3	7.1	8.6	5.5	19.7
Green Ext Time (p_c), s	0.2	3.9	0.1	1.9	0.2	4.6	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	398	112	266	0	2886	37	0	1643	100
Future Volume (veh/h)	0	0	0	398	112	266	0	2886	37	0	1643	100
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				278	340	289	0	3137	0	0	1786	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				409	430	728	0	4313		0	4313	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				278	340	289	0	3137	0	0	1786	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				13.7	16.1	7.8	0.0	28.2	0.0	0.0	11.4	0.0
Cycle Q Clear(g_c), s				13.7	16.1	7.8	0.0	28.2	0.0	0.0	11.4	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				409	430	728	0	4313		0	4313	
V/C Ratio(X)				0.68	0.79	0.40	0.00	0.73		0.00	0.41	
Avail Cap(c_a), veh/h				505	530	898	0	4313		0	4313	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.00	1.00	0.00	0.00	0.48	0.00
Uniform Delay (d), s/veh				38.4	39.5	35.6	0.0	9.5	0.0	0.0	6.8	0.0
Incr Delay (d2), s/veh				2.0	5.0	0.3	0.0	1.1	0.0	0.0	0.1	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				6.7	8.6	3.2	0.0	8.5	0.0	0.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.4	44.4	35.9	0.0	10.7	0.0	0.0	6.9	0.0
LnGrp LOS				D	D	D	A	B		A	A	
Approach Vol, veh/h					907			3137	A		1786	A
Approach Delay, s/veh					40.5			10.7			6.9	
Approach LOS					D			B			A	

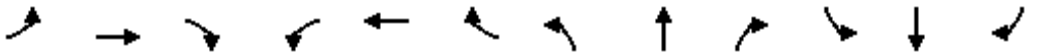
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.8		64.8		25.2			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	55.5		55.5		25.5			
Max Q Clear Time (g_c+I1), s	30.2		13.4		18.1			
Green Ext Time (p_c), s	24.0		20.9		2.6			

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



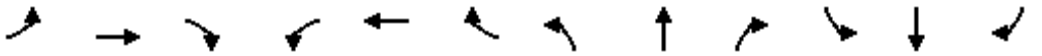
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	905	14	32	1009	307	25	40	24	284	40	214
Future Volume (veh/h)	50	905	14	32	1009	307	25	40	24	284	40	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	54	984	15	35	1097	334	27	43	26	309	43	233
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	1615	398	58	1558	745	515	1027	458	1217	426	361
Arrive On Green	0.04	0.25	0.25	0.01	0.08	0.08	0.29	0.29	0.29	0.23	0.23	0.23
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	54	984	15	35	1097	334	27	43	26	309	43	233
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.4	12.2	0.6	1.8	15.0	13.1	1.0	0.8	1.1	4.3	1.6	12.0
Cycle Q Clear(g_c), s	1.4	12.2	0.6	1.8	15.0	13.1	1.0	0.8	1.1	4.3	1.6	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	142	1615	398	58	1558	745	515	1027	458	1217	426	361
V/C Ratio(X)	0.38	0.61	0.04	0.61	0.70	0.45	0.05	0.04	0.06	0.25	0.10	0.65
Avail Cap(c_a), veh/h	211	1615	398	148	1751	793	515	1027	458	1217	426	361
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	42.0	29.8	25.5	43.9	38.3	19.6	23.1	23.0	23.1	28.5	27.5	31.5
Incr Delay (d2), s/veh	1.7	0.7	0.0	6.9	0.8	0.3	0.2	0.1	0.2	0.5	0.5	8.2
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	0.6	4.7	0.2	0.9	6.5	8.0	0.4	0.3	0.4	1.8	0.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	30.5	25.5	50.8	39.0	19.9	23.3	23.1	23.4	29.0	27.9	39.7
LnGrp LOS	D	C	C	D	D	B	C	C	C	C	C	D
Approach Vol, veh/h		1053			1466			96			585	
Approach Delay, s/veh		31.1			35.0			23.2			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.5	7.4	27.1		25.0	8.2	26.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	7.5	22.5		20.5	5.5	24.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	14.2		14.0	3.4	17.0				
Green Ext Time (p_c), s		0.3	0.0	4.2		1.3	0.0	4.8				

Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



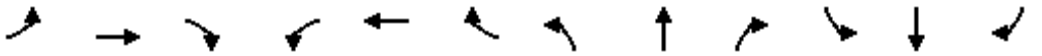
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	934	211	74	1062	92	270	253	104	65	170	99
Future Volume (veh/h)	100	934	211	74	1062	92	270	253	104	65	170	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	109	1015	229	80	1154	100	293	275	113	71	185	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	1433	319	104	1519	131	382	1040	417	92	675	697
Arrive On Green	0.03	0.09	0.09	0.02	0.08	0.08	0.04	0.14	0.14	0.05	0.36	0.36
Sat Flow, veh/h	1781	5303	1180	1781	6078	524	3456	2476	992	1781	1870	1585
Grp Volume(v), veh/h	109	922	322	80	915	339	293	195	193	71	185	108
Grp Sat Flow(s),veh/h/ln	1781	1609	1658	1781	1609	1776	1728	1777	1692	1781	1870	1585
Q Serve(g_s), s	5.5	16.7	17.0	4.0	16.7	16.8	7.6	8.8	9.2	3.5	6.3	3.7
Cycle Q Clear(g_c), s	5.5	16.7	17.0	4.0	16.7	16.8	7.6	8.8	9.2	3.5	6.3	3.7
Prop In Lane	1.00		0.71	1.00		0.30	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	140	1304	448	104	1206	444	382	746	710	92	675	697
V/C Ratio(X)	0.78	0.71	0.72	0.77	0.76	0.76	0.77	0.26	0.27	0.77	0.27	0.15
Avail Cap(c_a), veh/h	247	1421	488	208	1314	483	518	746	710	188	675	697
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.81	0.81	0.81	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	37.5	37.7	43.5	38.6	38.7	42.2	26.3	26.4	42.2	20.4	15.2
Incr Delay (d2), s/veh	7.6	1.3	3.9	9.3	2.0	5.4	4.7	0.8	0.9	12.9	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	2.8	7.3	8.0	2.1	7.4	8.6	3.6	4.2	4.2	1.9	2.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	38.8	41.5	52.8	40.6	44.1	46.9	27.1	27.4	55.0	21.4	15.6
LnGrp LOS	D	D	D	D	D	D	D	C	C	E	C	B
Approach Vol, veh/h		1353			1334			681			364	
Approach Delay, s/veh		40.4			42.2			35.7			26.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	42.3	9.8	28.8	14.4	37.0	11.6	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	25.5	10.5	26.5	13.5	21.5	12.5	24.5
Max Q Clear Time (g_c+I1), s	5.5	11.2	6.0	19.0	9.6	8.3	7.5	18.8
Green Ext Time (p_c), s	0.0	2.0	0.1	4.6	0.4	1.1	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	38.8
HCM 6th LOS	D

Notes

User approved changes to right turn type.



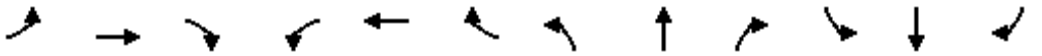
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	766	429	118	716	265	87	175	212	238	272	352
Future Volume (veh/h)	102	766	429	118	716	265	87	175	212	238	272	352
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	111	833	466	128	778	288	95	190	230	259	296	383
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1220	459	249	1193	392	460	1349	1263	606	1552	1400
Arrive On Green	0.06	0.24	0.24	0.07	0.25	0.25	0.05	0.38	0.38	0.11	0.44	0.44
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	111	833	466	128	778	288	95	190	230	259	296	383
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.2	13.4	21.5	4.8	13.0	15.0	2.9	3.2	4.4	7.5	4.6	7.1
Cycle Q Clear(g_c), s	4.2	13.4	21.5	4.8	13.0	15.0	2.9	3.2	4.4	7.5	4.6	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	1220	459	249	1193	392	460	1349	1263	606	1552	1400
V/C Ratio(X)	0.47	0.68	1.01	0.51	0.65	0.74	0.21	0.14	0.18	0.43	0.19	0.27
Avail Cap(c_a), veh/h	314	1220	459	316	1193	392	755	1349	1263	670	1552	1400
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)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	31.1	32.0	24.4	30.4	31.2	15.4	18.3	14.7	12.8	15.6	12.9
Incr Delay (d2), s/veh	1.1	1.2	40.0	1.6	1.3	7.0	0.2	0.2	0.3	0.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	14.7	2.1	5.1	6.4	1.2	1.3	1.4	2.9	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	32.3	71.9	26.0	31.7	38.2	15.6	18.5	15.0	13.3	15.8	13.4
LnGrp LOS	C	C	F	C	C	D	B	B	B	B	B	B
Approach Vol, veh/h		1410			1194			515			938	
Approach Delay, s/veh		44.9			32.6			16.4			14.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	38.7	11.1	26.0	9.1	43.8	10.3	26.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.0	27.5	10.0	21.5	19.5	21.0	9.7	21.8
Max Q Clear Time (g_c+I1), s	9.5	6.4	6.8	23.5	4.9	9.1	6.2	17.0
Green Ext Time (p_c), s	0.3	2.1	0.1	0.0	0.2	2.8	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

User approved changes to right turn type.



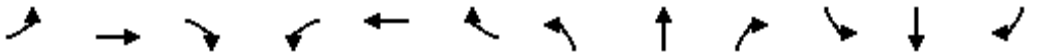
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	23	138	21	25	25	82	603	16	11	414	6
Future Volume (veh/h)	4	23	138	21	25	25	82	603	16	11	414	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	4	25	150	23	27	27	89	655	17	12	450	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	31	187	160	132	132	115	2445	63	521	2064	32
Arrive On Green	0.01	0.13	0.13	0.02	0.15	0.15	0.06	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	1781	231	1389	1781	858	858	1781	3539	92	766	3582	56
Grp Volume(v), veh/h	4	0	175	23	0	54	89	329	343	12	223	234
Grp Sat Flow(s),veh/h/ln	1781	0	1620	1781	0	1716	1781	1777	1854	766	1777	1860
Q Serve(g_s), s	0.2	0.0	9.4	1.0	0.0	2.5	4.4	6.3	6.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	9.4	1.0	0.0	2.5	4.4	6.3	6.3	0.0	0.0	0.0
Prop In Lane	1.00		0.86	1.00		0.50	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	9	0	218	160	0	264	115	1228	1281	521	1024	1072
V/C Ratio(X)	0.42	0.00	0.80	0.14	0.00	0.20	0.77	0.27	0.27	0.02	0.22	0.22
Avail Cap(c_a), veh/h	129	0	423	245	0	448	287	1228	1281	521	1024	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	44.6	0.0	37.8	32.7	0.0	33.3	41.4	5.3	5.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	6.7	0.4	0.0	0.4	10.4	0.5	0.5	0.1	0.5	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	0.2	0.0	4.1	0.4	0.0	1.0	2.3	2.1	2.2	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	0.0	44.4	33.1	0.0	33.6	51.8	5.8	5.8	0.1	0.5	0.4
LnGrp LOS	E	A	D	C	A	C	D	A	A	A	A	A
Approach Vol, veh/h		179			77			761			469	
Approach Delay, s/veh		45.1			33.5			11.2			0.4	
Approach LOS		D			C			B			A	

Timer - Assigned Phs	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	66.7	6.7	16.6	10.3	56.4	5.0	18.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	46.5	6.5	23.5	14.5	27.5	6.5	23.5
Max Q Clear Time (g_c+I1), s	8.3	3.0	11.4	6.4	2.0	2.2	4.5
Green Ext Time (p_c), s	4.7	0.0	0.7	0.1	2.9	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



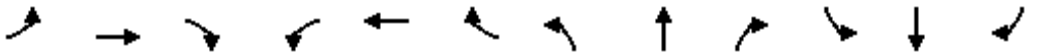
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	263	105	207	587	195	196	1850	34	102	2037	41
Future Volume (veh/h)	35	263	105	207	587	195	196	1850	34	102	2037	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	38	286	114	225	638	212	213	2011	37	111	2214	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	460	179	305	614	204	231	2448	894	202	2294	766
Arrive On Green	0.03	0.18	0.18	0.08	0.23	0.23	0.08	0.48	0.48	0.05	0.45	0.45
Sat Flow, veh/h	1781	2499	973	1781	2621	870	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	201	199	225	432	418	213	2011	37	111	2214	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1695	1781	1777	1714	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.5	9.4	9.7	7.6	21.1	21.1	6.4	30.4	0.9	3.0	37.9	1.4
Cycle Q Clear(g_c), s	1.5	9.4	9.7	7.6	21.1	21.1	6.4	30.4	0.9	3.0	37.9	1.4
Prop In Lane	1.00		0.57	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	327	312	305	417	402	231	2448	894	202	2294	766
V/C Ratio(X)	0.27	0.62	0.64	0.74	1.04	1.04	0.92	0.82	0.04	0.55	0.97	0.06
Avail Cap(c_a), veh/h	181	367	350	305	417	402	231	2448	894	226	2294	766
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	0.18	0.18	0.18	0.35	0.35	0.35	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	33.8	33.9	28.9	34.4	34.5	22.9	20.1	8.8	19.4	24.1	12.4
Incr Delay (d2), s/veh	1.0	2.5	3.2	1.7	29.4	30.2	18.5	1.2	0.0	2.3	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	0.7	4.2	4.2	1.2	12.2	11.9	3.6	11.5	0.3	1.3	16.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.7	36.3	37.1	30.6	63.9	64.7	41.3	21.3	8.8	21.7	36.3	12.5
LnGrp LOS	C	D	D	C	F	F	D	C	A	C	D	B
Approach Vol, veh/h		438			1075			2261			2370	
Approach Delay, s/veh		36.2			57.2			23.0			35.2	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	47.6	12.1	21.1	11.9	44.9	7.6	25.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.9	39.9	7.6	18.6	7.4	38.4	5.1	21.1
Max Q Clear Time (g_c+I1), s	5.0	32.4	9.6	11.7	8.4	39.9	3.5	23.1
Green Ext Time (p_c), s	0.0	6.4	0.0	1.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved changes to right turn type.



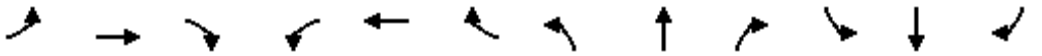
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	204	150	213	947	350	196	914	180	55	601	140
Future Volume (veh/h)	30	204	150	213	947	350	196	914	180	55	601	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	33	222	163	232	1029	380	213	993	196	60	653	152
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	1022	621	514	932	340	398	1066	210	191	1527	524
Arrive On Green	0.03	0.29	0.29	0.11	0.37	0.37	0.21	0.72	0.72	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	2550	930	1781	2959	583	1781	5106	1585
Grp Volume(v), veh/h	33	222	163	232	713	696	213	596	593	60	653	152
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1703	1781	1777	1765	1781	1702	1585
Q Serve(g_s), s	1.2	4.3	6.3	7.8	32.9	32.9	7.2	25.6	25.8	2.1	9.3	6.4
Cycle Q Clear(g_c), s	1.2	4.3	6.3	7.8	32.9	32.9	7.2	25.6	25.8	2.1	9.3	6.4
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	136	1022	621	514	650	623	398	640	636	191	1527	524
V/C Ratio(X)	0.24	0.22	0.26	0.45	1.10	1.12	0.53	0.93	0.93	0.31	0.43	0.29
Avail Cap(c_a), veh/h	185	1110	660	520	650	623	484	640	636	215	1527	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	0.20	0.20	0.20	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	24.4	18.6	17.8	28.5	28.6	15.8	11.6	11.7	22.8	25.4	22.3
Incr Delay (d2), s/veh	0.8	0.1	0.2	0.6	65.1	73.0	0.2	6.3	6.5	0.9	0.9	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	0.5	1.8	2.3	3.2	25.0	25.3	2.4	5.1	5.1	0.9	3.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	24.4	18.7	18.4	93.6	101.5	16.0	17.9	18.2	23.7	26.2	23.7
LnGrp LOS	C	C	B	B	F	F	B	B	B	C	C	C
Approach Vol, veh/h		418			1641			1402			865	
Approach Delay, s/veh		22.3			86.3			17.8			25.6	
Approach LOS		C			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	36.9	14.3	30.4	13.9	31.4	7.3	37.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	28.7	10.1	28.1	13.7	20.1	5.3	32.9
Max Q Clear Time (g_c+I1), s	4.1	27.8	9.8	8.3	9.2	11.3	3.2	34.9
Green Ext Time (p_c), s	0.0	0.6	0.0	1.9	0.2	3.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D

Notes

User approved changes to right turn type.

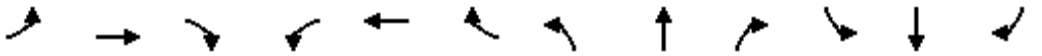


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	356	120	383	2	3445	56	0	2059	91
Future Volume (veh/h)	0	0	0	356	120	383	2	3445	56	0	2059	91
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				258	310	416	2	3745	0	0	2238	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, %				2	2	2	2	2	2	0	2	2
Cap, veh/h				344	362	613	40	4422		0	4547	
Arrive On Green				0.06	0.06	0.06	0.71	0.71	0.00	0.00	0.71	0.00
Sat Flow, veh/h				1781	1870	3170	0	6257	1585	0	6696	1585
Grp Volume(v), veh/h				258	310	416	1119	2628	0	0	2238	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1866	1464	1585	0	1609	1585
Q Serve(g_s), s				12.8	14.8	11.6	0.0	39.3	0.0	0.0	14.1	0.0
Cycle Q Clear(g_c), s				12.8	14.8	11.6	39.3	39.3	0.0	0.0	14.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				344	362	613	1359	3103		0	4547	
V/C Ratio(X)				0.75	0.86	0.68	0.82	0.85		0.00	0.49	
Avail Cap(c_a), veh/h				356	374	634	1359	3103		0	4547	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.13	0.13	0.13	1.00	1.00	0.00	0.00	0.10	0.00
Uniform Delay (d), s/veh				40.0	40.9	39.4	9.6	9.6	0.0	0.0	5.9	0.0
Incr Delay (d2), s/veh				1.1	2.7	0.4	5.8	3.1	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
%ile BackOfQ(50%),veh/ln				6.2	7.6	4.9	14.5	10.6	0.0	0.0	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.1	43.6	39.8	15.4	12.7	0.0	0.0	6.0	0.0
LnGrp LOS				D	D	D	B	B		A	A	
Approach Vol, veh/h					984			3747	A		2238	A
Approach Delay, s/veh					41.3			13.5			6.0	
Approach LOS					D			B			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	68.1		68.1		21.9			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	63.0		63.0		18.0			
Max Q Clear Time (g_c+I1), s	41.3		16.1		16.8			
Green Ext Time (p_c), s	21.2		30.7		0.6			

Intersection Summary		
HCM 6th Ctrl Delay	15.0	
HCM 6th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



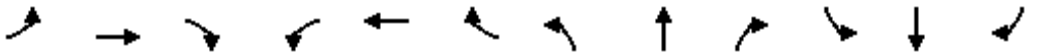
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	723	826	29	32	1311	427	25	27	22	161	35	206
Future Volume (veh/h)	723	826	29	32	1311	427	25	27	22	161	35	206
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	786	898	32	35	1425	464	27	29	24	175	38	224
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
Arrive On Green	0.18	0.36	0.36	0.01	0.07	0.07	0.21	0.21	0.21	0.20	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	786	898	32	35	1425	464	27	29	24	175	38	224
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	16.5	9.4	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.4	1.5	11.8
Cycle Q Clear(g_c), s	16.5	9.4	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.4	1.5	11.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
V/C Ratio(X)	1.24	0.39	0.06	0.61	1.08	0.72	0.07	0.04	0.07	0.16	0.10	0.71
Avail Cap(c_a), veh/h	634	2294	565	119	1323	643	376	750	335	1069	374	317
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.8	21.7	19.0	43.9	41.9	25.1	28.4	28.2	28.4	29.8	29.4	33.5
Incr Delay (d2), s/veh	121.4	0.1	0.0	0.9	36.5	0.4	0.4	0.1	0.4	0.3	0.5	11.2
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	17.5	3.5	0.4	0.8	11.3	11.2	0.5	0.3	0.4	1.1	0.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	158.1	21.8	19.1	44.9	78.4	25.5	28.8	28.3	28.9	30.1	29.9	44.8
LnGrp LOS	F	C	B	D	F	C	C	C	C	C	C	D
Approach Vol, veh/h		1716			1924			80			437	
Approach Delay, s/veh		84.2			65.1			28.6			37.6	
Approach LOS		F			E			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	7.4	36.6		22.5	21.0	23.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	6.0	29.0		18.0	16.5	18.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	11.4		13.8	18.5	20.5				
Green Ext Time (p_c), s		0.2	0.0	6.1		0.7	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	69.4
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



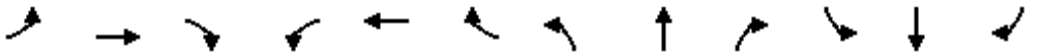
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	759	159	77	2104	143	1489	968	76	40	185	167
Future Volume (veh/h)	97	759	159	77	2104	143	1489	968	76	40	185	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	105	825	173	84	2287	155	1618	1052	83	43	201	182
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	1438	295	109	1688	114	864	1454	115	65	416	440
Arrive On Green	0.02	0.09	0.09	0.02	0.09	0.09	0.08	0.14	0.14	0.04	0.22	0.22
Sat Flow, veh/h	1781	5392	1105	1781	6201	419	3456	3337	263	1781	1870	1585
Grp Volume(v), veh/h	105	736	262	84	1779	663	1618	560	575	43	201	182
Grp Sat Flow(s),veh/h/ln	1781	1609	1671	1781	1609	1795	1728	1777	1823	1781	1870	1585
Q Serve(g_s), s	5.0	13.2	13.5	4.2	24.5	24.5	22.5	27.1	27.1	2.1	8.4	8.4
Cycle Q Clear(g_c), s	5.0	13.2	13.5	4.2	24.5	24.5	22.5	27.1	27.1	2.1	8.4	8.4
Prop In Lane	1.00		0.66	1.00		0.23	1.00		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	99	1287	446	109	1314	489	864	774	794	65	416	440
V/C Ratio(X)	1.06	0.57	0.59	0.77	1.35	1.36	1.87	0.72	0.72	0.66	0.48	0.41
Avail Cap(c_a), veh/h	99	1287	446	188	1314	489	864	774	794	101	416	440
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.35	0.35	0.35	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	36.1	36.3	43.5	41.0	41.0	41.3	33.4	33.4	42.8	30.5	26.5
Incr Delay (d2), s/veh	105.1	0.6	1.9	4.1	161.1	165.7	395.9	4.1	4.0	10.8	4.0	2.8
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	5.1	5.7	6.3	2.0	30.1	34.2	57.8	13.7	14.0	1.1	4.2	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	149.3	36.7	38.2	47.5	202.1	206.6	437.2	37.5	37.4	53.6	34.5	29.4
LnGrp LOS	F	D	D	D	F	F	F	D	D	D	C	C
Approach Vol, veh/h		1103			2526			2753			426	
Approach Delay, s/veh		47.8			198.1			272.4			34.2	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	43.7	10.0	28.5	27.0	24.5	9.5	29.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	37.4	9.5	20.0	22.5	20.0	5.0	24.5
Max Q Clear Time (g_c+I1), s	4.1	29.1	6.2	15.5	24.5	10.4	7.0	26.5
Green Ext Time (p_c), s	0.0	4.5	0.0	2.5	0.0	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	193.5
HCM 6th LOS	F

Notes

User approved changes to right turn type.



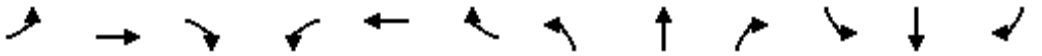
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	584	354	400	1384	883	252	816	128	111	342	355
Future Volume (veh/h)	106	584	354	400	1384	883	252	816	128	111	342	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	115	635	385	435	1504	960	274	887	139	121	372	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1320	602	516	1903	625	389	1007	1340	214	794	794
Arrive On Green	0.06	0.26	0.26	0.20	0.39	0.39	0.12	0.28	0.28	0.06	0.22	0.22
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	115	635	385	435	1504	960	274	887	139	121	372	386
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.2	9.5	17.9	15.2	24.7	35.5	10.4	21.5	2.5	4.7	8.2	10.3
Cycle Q Clear(g_c), s	4.2	9.5	17.9	15.2	24.7	35.5	10.4	21.5	2.5	4.7	8.2	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1320	602	516	1903	625	389	1007	1340	214	794	794
V/C Ratio(X)	0.61	0.48	0.64	0.84	0.79	1.54	0.70	0.88	0.10	0.57	0.47	0.49
Avail Cap(c_a), veh/h	189	1320	602	576	1903	625	389	1007	1340	214	794	794
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)	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	28.3	22.9	18.4	24.0	27.3	22.3	30.8	12.8	26.6	30.3	26.7
Incr Delay (d2), s/veh	4.3	0.2	1.8	10.1	2.3	249.0	5.6	11.0	0.2	3.5	2.0	2.1
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	2.0	3.8	6.7	7.3	9.3	55.9	4.8	10.4	0.8	2.1	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	28.5	24.6	28.6	26.3	276.2	27.9	41.8	12.9	30.0	32.3	28.9
LnGrp LOS	C	C	C	C	C	F	C	D	B	C	C	C
Approach Vol, veh/h		1135			2899			1300			879	
Approach Delay, s/veh		27.3			109.4			35.8			30.5	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.0	30.0	22.2	27.8	15.4	24.6	10.0	40.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.5	25.5	20.8	20.2	10.9	20.1	5.5	35.5
Max Q Clear Time (g_c+I1), s	6.7	23.5	17.2	19.9	12.4	12.3	6.2	37.5
Green Ext Time (p_c), s	0.0	1.3	0.5	0.2	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	67.8
HCM 6th LOS	E

Notes

User approved changes to right turn type.



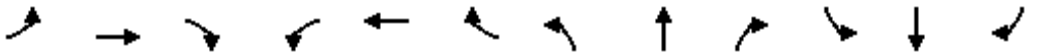
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	12	120	23	118	131	172	1484	32	14	303	25
Future Volume (veh/h)	10	12	120	23	118	131	172	1484	32	14	303	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	11	13	130	25	128	142	187	1613	35	15	329	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	25	247	236	147	163	225	2329	50	192	1592	130
Arrive On Green	0.01	0.17	0.17	0.03	0.18	0.18	0.13	0.66	0.66	0.96	0.96	0.96
Sat Flow, veh/h	1781	146	1461	1781	810	899	1781	3556	77	303	3327	271
Grp Volume(v), veh/h	11	0	143	25	0	270	187	804	844	15	175	181
Grp Sat Flow(s),veh/h/ln	1781	0	1607	1781	0	1709	1781	1777	1856	303	1777	1821
Q Serve(g_s), s	0.6	0.0	7.3	1.0	0.0	13.8	9.2	25.7	25.9	1.3	0.5	0.5
Cycle Q Clear(g_c), s	0.6	0.0	7.3	1.0	0.0	13.8	9.2	25.7	25.9	11.3	0.5	0.5
Prop In Lane	1.00		0.91	1.00		0.53	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	24	0	272	236	0	310	225	1164	1216	192	850	872
V/C Ratio(X)	0.46	0.00	0.53	0.11	0.00	0.87	0.83	0.69	0.69	0.08	0.21	0.21
Avail Cap(c_a), veh/h	101	0	348	291	0	370	354	1164	1216	192	850	872
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	44.1	0.0	34.1	29.9	0.0	35.8	38.4	9.8	9.8	2.7	1.0	1.0
Incr Delay (d2), s/veh	13.3	0.0	1.6	0.2	0.0	17.3	9.1	3.4	3.3	0.7	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	0.3	0.0	2.9	0.4	0.0	7.1	4.5	9.5	10.0	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	35.7	30.1	0.0	53.0	47.4	13.2	13.1	3.4	1.5	1.5
LnGrp LOS	E	A	D	C	A	D	D	B	B	A	A	A
Approach Vol, veh/h		154			295			1835			371	
Approach Delay, s/veh		37.2			51.1			16.6			1.6	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		63.5	6.8	19.7	15.9	47.6	5.7	20.8				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		51.9	5.1	19.5	17.9	29.5	5.1	19.5				
Max Q Clear Time (g_c+I1), s		27.9	3.0	9.3	11.2	13.3	2.6	15.8				
Green Ext Time (p_c), s		14.0	0.0	0.5	0.3	2.1	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



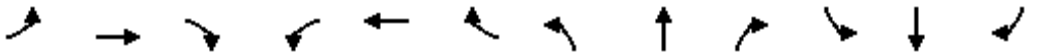
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	307	124	265	271	114	150	1599	56	188	2061	50
Future Volume (veh/h)	56	307	124	265	271	114	150	1599	56	188	2061	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	61	334	135	288	295	124	163	1738	61	204	2240	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	426	169	315	574	236	205	2311	894	280	2427	831
Arrive On Green	0.05	0.17	0.17	0.11	0.23	0.23	0.06	0.45	0.45	0.09	0.48	0.48
Sat Flow, veh/h	1781	2484	986	1781	2457	1009	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	61	237	232	288	211	208	163	1738	61	204	2240	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1693	1781	1777	1689	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.5	11.5	11.8	10.0	9.3	9.7	4.4	25.4	1.6	5.4	36.9	1.5
Cycle Q Clear(g_c), s	2.5	11.5	11.8	10.0	9.3	9.7	4.4	25.4	1.6	5.4	36.9	1.5
Prop In Lane	1.00		0.58	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	305	290	315	415	394	205	2311	894	280	2427	831
V/C Ratio(X)	0.21	0.78	0.80	0.92	0.51	0.53	0.79	0.75	0.07	0.73	0.92	0.06
Avail Cap(c_a), veh/h	319	365	348	315	446	424	205	2311	894	289	2427	831
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	0.79	0.79	0.79	0.45	0.45	0.45	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	35.7	35.9	29.4	30.0	30.3	20.6	20.4	8.9	18.3	22.1	10.5
Incr Delay (d2), s/veh	0.4	8.6	10.5	25.4	0.8	0.9	9.4	1.1	0.1	8.7	7.3	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	1.1	5.6	5.7	3.6	4.0	4.0	2.2	9.7	0.5	2.7	15.3	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	44.3	46.5	54.7	30.8	31.1	29.9	21.5	9.0	27.0	29.4	10.7
LnGrp LOS	C	D	D	D	C	C	C	C	A	C	C	B
Approach Vol, veh/h		530			707			1962			2498	
Approach Delay, s/veh		43.4			40.6			21.8			28.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	44.7	14.0	19.4	9.8	46.8	8.4	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.8	36.7	9.5	18.0	5.3	39.2	5.4	22.1
Max Q Clear Time (g_c+I1), s	7.4	27.4	12.0	13.8	6.4	38.9	4.5	11.7
Green Ext Time (p_c), s	0.0	7.2	0.0	1.1	0.0	0.3	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	29.2
HCM 6th LOS	C

Notes

User approved changes to right turn type.



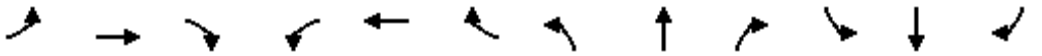
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	632	220	174	392	182	251	745	316	130	594	141
Future Volume (veh/h)	98	632	220	174	392	182	251	745	316	130	594	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	107	687	239	189	426	198	273	810	343	141	646	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	807	558	292	623	287	489	1013	428	331	1864	687
Arrive On Green	0.07	0.23	0.23	0.10	0.26	0.26	0.25	0.83	0.82	0.07	0.37	0.37
Sat Flow, veh/h	1781	3554	1585	1781	2364	1088	1781	2434	1028	1781	5106	1585
Grp Volume(v), veh/h	107	687	239	189	319	305	273	591	562	141	646	153
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1675	1781	1777	1685	1781	1702	1585
Q Serve(g_s), s	4.1	16.7	10.4	7.0	14.5	14.8	8.3	15.0	15.5	4.3	8.3	5.4
Cycle Q Clear(g_c), s	4.1	16.7	10.4	7.0	14.5	14.8	8.3	15.0	15.5	4.3	8.3	5.4
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	281	807	558	292	468	441	489	739	701	331	1864	687
V/C Ratio(X)	0.38	0.85	0.43	0.65	0.68	0.69	0.56	0.80	0.80	0.43	0.35	0.22
Avail Cap(c_a), veh/h	312	849	577	307	474	447	622	739	701	357	1864	687
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	0.51	0.51	0.51	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	33.3	22.2	23.9	29.8	30.0	11.7	5.7	5.9	16.3	20.8	16.0
Incr Delay (d2), s/veh	0.6	5.7	0.4	4.4	3.9	4.4	0.5	4.7	5.0	0.9	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	1.7	7.6	3.8	3.2	6.5	6.4	2.6	3.2	3.2	1.8	3.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	39.1	22.6	28.3	33.7	34.4	12.2	10.4	11.0	17.2	21.3	16.7
LnGrp LOS	C	D	C	C	C	C	B	B	B	B	C	B
Approach Vol, veh/h		1033			813			1426			940	
Approach Delay, s/veh		33.8			32.7			10.9			19.9	
Approach LOS		C			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	41.4	13.4	24.4	15.3	36.9	10.2	27.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	33.8	9.7	21.0	17.5	23.8	7.2	23.5
Max Q Clear Time (g_c+I1), s	6.3	17.5	9.0	18.7	10.3	10.3	6.1	16.8
Green Ext Time (p_c), s	0.0	7.4	0.0	1.3	0.5	4.2	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	22.8
HCM 6th LOS	C

Notes

User approved changes to right turn type.

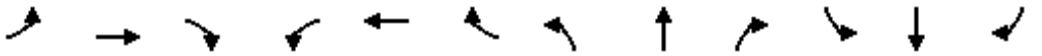


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	441	114	226	0	3334	40	0	2400	70
Future Volume (veh/h)	0	0	0	441	114	226	0	3334	40	0	2400	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				302	372	246	0	3624	0	0	2609	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				424	445	755	0	4330		0	4330	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				302	372	246	0	3624	0	0	2609	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				14.9	17.7	6.6	0.0	38.0	0.0	0.0	20.1	0.0
Cycle Q Clear(g_c), s				14.9	17.7	6.6	0.0	38.0	0.0	0.0	20.1	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				424	445	755	0	4330		0	4330	
V/C Ratio(X)				0.71	0.84	0.33	0.00	0.84		0.00	0.60	
Avail Cap(c_a), veh/h				455	478	810	0	4330		0	4330	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.84	0.84	0.84	0.00	1.00	0.00	0.00	0.13	0.00
Uniform Delay (d), s/veh				38.5	39.7	34.6	0.0	11.0	0.0	0.0	8.1	0.0
Incr Delay (d2), s/veh				4.0	9.9	0.2	0.0	2.1	0.0	0.0	0.1	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				7.5	10.0	2.7	0.0	11.6	0.0	0.0	5.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				42.5	49.6	34.8	0.0	13.1	0.0	0.0	8.2	0.0
LnGrp LOS				D	D	C	A	B		A	A	
Approach Vol, veh/h					920			3624	A		2609	A
Approach Delay, s/veh					43.3			13.1			8.2	
Approach LOS					D			B			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.6		64.6		25.4			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	58.5		58.5		22.5			
Max Q Clear Time (g_c+I1), s	40.0		22.1		19.7			
Green Ext Time (p_c), s	18.3		30.1		1.3			

Intersection Summary		
HCM 6th Ctrl Delay	15.2	
HCM 6th LOS	B	

Notes
User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



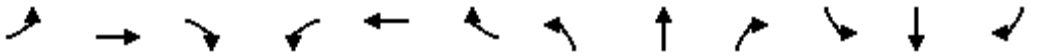
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	659	1515	47	56	639	376	41	40	32	374	41	249
Future Volume (veh/h)	659	1515	47	56	639	376	41	40	32	374	41	249
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	716	1647	51	61	695	409	45	43	35	407	45	271
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	703	2311	569	88	1323	652	370	738	329	1098	384	326
Arrive On Green	0.20	0.36	0.36	0.02	0.07	0.07	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	716	1647	51	61	695	409	45	43	35	407	45	271
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	18.3	19.8	1.9	3.1	9.4	17.5	1.8	0.9	1.6	5.9	1.8	14.7
Cycle Q Clear(g_c), s	18.3	19.8	1.9	3.1	9.4	17.5	1.8	0.9	1.6	5.9	1.8	14.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	703	2311	569	88	1323	652	370	738	329	1098	384	326
V/C Ratio(X)	1.02	0.71	0.09	0.69	0.53	0.63	0.12	0.06	0.11	0.37	0.12	0.83
Avail Cap(c_a), veh/h	703	2311	569	125	1323	652	370	738	329	1098	384	326
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	35.8	24.8	19.1	43.6	37.7	24.4	29.0	28.6	28.9	30.7	29.1	34.3
Incr Delay (d2), s/veh	38.8	1.1	0.1	8.1	0.3	1.7	0.7	0.2	0.6	0.9	0.6	19.7
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	11.3	7.4	0.7	1.6	4.0	10.1	0.8	0.4	0.7	2.6	0.8	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	25.9	19.2	51.7	38.0	26.1	29.6	28.7	29.5	31.6	29.7	54.0
LnGrp LOS	F	C	B	D	D	C	C	C	C	C	C	D
Approach Vol, veh/h		2414			1165			123			723	
Approach Delay, s/veh		40.2			34.6			29.3			39.9	
Approach LOS		D			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.7	8.5	36.3		22.5	22.3	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.2	5.8	30.0		18.0	17.8	18.0				
Max Q Clear Time (g_c+I1), s		3.8	5.1	21.8		16.7	20.3	19.5				
Green Ext Time (p_c), s		0.3	0.0	6.2		0.4	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



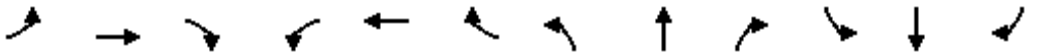
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	1842	296	81	787	72	285	333	84	85	284	134
Future Volume (veh/h)	80	1842	296	81	787	72	285	333	84	85	284	134
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	2002	322	88	855	78	310	362	91	92	309	146
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	2182	350	123	2350	212	384	830	206	127	476	512
Arrive On Green	0.07	0.39	0.38	0.02	0.13	0.13	0.04	0.10	0.10	0.07	0.25	0.25
Sat Flow, veh/h	1781	5630	903	1781	6052	546	3456	2821	700	1781	1870	1585
Grp Volume(v), veh/h	87	1715	609	88	680	253	310	226	227	92	309	146
Grp Sat Flow(s),veh/h/ln	1781	1609	1708	1781	1609	1772	1728	1777	1744	1781	1870	1585
Q Serve(g_s), s	4.3	30.4	30.6	4.4	11.6	11.8	8.0	10.8	11.0	4.6	13.3	6.2
Cycle Q Clear(g_c), s	4.3	30.4	30.6	4.4	11.6	11.8	8.0	10.8	11.0	4.6	13.3	6.2
Prop In Lane	1.00		0.53	1.00		0.31	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	121	1870	662	123	1874	688	384	523	513	127	476	512
V/C Ratio(X)	0.72	0.92	0.92	0.72	0.36	0.37	0.81	0.43	0.44	0.72	0.65	0.29
Avail Cap(c_a), veh/h	210	1877	664	139	1874	688	384	523	513	186	476	512
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.93	0.93	0.93	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	26.2	26.4	43.1	29.0	29.1	42.4	33.6	33.7	40.9	30.0	22.7
Incr Delay (d2), s/veh	5.3	5.5	13.5	13.3	0.1	0.3	11.2	2.4	2.5	7.5	6.7	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	2.0	12.0	14.3	2.4	5.0	5.6	4.2	5.5	5.5	2.2	6.7	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.4	31.6	39.8	56.4	29.2	29.5	53.6	36.0	36.2	48.4	36.7	24.1
LnGrp LOS	D	C	D	E	C	C	D	D	D	D	D	C
Approach Vol, veh/h		2411			1021			763			547	
Approach Delay, s/veh		34.2			31.6			43.2			35.3	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	30.5	10.2	38.9	14.0	26.9	10.1	39.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.9	22.1	6.5	34.5	9.5	21.5	10.1	30.9
Max Q Clear Time (g_c+I1), s	6.6	13.0	6.4	32.6	10.0	15.3	6.3	13.8
Green Ext Time (p_c), s	0.0	1.8	0.0	1.8	0.0	1.2	0.1	5.9

Intersection Summary	
HCM 6th Ctrl Delay	35.2
HCM 6th LOS	D

Notes

User approved changes to right turn type.



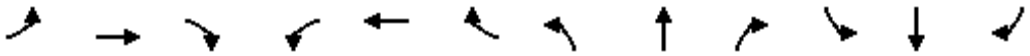
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	2280	568	117	677	210	109	640	682	308	550	245
Future Volume (veh/h)	147	2280	568	117	677	210	109	640	682	308	550	245
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	160	2478	617	127	736	228	118	696	741	335	598	266
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	2099	767	189	1942	580	294	849	837	298	984	996
Arrive On Green	0.08	0.41	0.41	0.06	0.39	0.39	0.07	0.24	0.24	0.11	0.28	0.28
Sat Flow, veh/h	1781	5106	1585	1781	4950	1479	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	160	2478	617	127	717	247	118	696	741	335	598	266
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1604	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.7	37.0	29.6	3.8	9.5	10.0	4.4	16.7	21.5	10.0	13.2	6.1
Cycle Q Clear(g_c), s	4.7	37.0	29.6	3.8	9.5	10.0	4.4	16.7	21.5	10.0	13.2	6.1
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	386	2099	767	189	1893	629	294	849	837	298	984	996
V/C Ratio(X)	0.41	1.18	0.80	0.67	0.38	0.39	0.40	0.82	0.89	1.12	0.61	0.27
Avail Cap(c_a), veh/h	455	2099	767	189	1893	629	310	849	837	298	984	996
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)	0.37	0.37	0.37	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.5	26.5	19.6	21.4	19.5	19.8	23.5	32.4	30.0	26.3	28.3	20.6
Incr Delay (d2), s/veh	0.3	83.2	2.4	9.0	0.1	0.4	0.9	8.7	13.2	90.1	2.8	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	1.8	30.2	10.6	1.9	3.5	3.7	1.9	8.0	8.9	12.1	5.8	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.8	109.7	22.0	30.4	19.6	20.2	24.3	41.1	43.3	116.4	31.1	21.2
LnGrp LOS	B	F	C	C	B	C	C	D	D	F	C	C
Approach Vol, veh/h		3255			1091			1555			1199	
Approach Delay, s/veh		88.4			21.0			40.9			52.7	
Approach LOS		F			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.5	9.5	41.0	10.6	28.9	11.2	39.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	21.0	5.0	36.5	6.9	23.6	10.2	31.3
Max Q Clear Time (g_c+I1), s	12.0	23.5	5.8	39.0	6.4	15.2	6.7	12.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.3	0.1	6.6

Intersection Summary	
HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	105	377	50	32	34	120	694	41	18	594	9
Future Volume (veh/h)	29	105	377	50	32	34	120	694	41	18	594	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	114	410	54	35	37	130	754	45	20	646	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	121	437	190	292	309	171	1634	97	306	1214	19
Arrive On Green	0.04	0.34	0.33	0.05	0.35	0.35	0.10	0.48	0.47	0.68	0.68	0.67
Sat Flow, veh/h	1781	357	1283	1781	832	880	1781	3407	203	680	3582	55
Grp Volume(v), veh/h	32	0	524	54	0	72	130	393	406	20	320	336
Grp Sat Flow(s),veh/h/ln	1781	0	1639	1781	0	1712	1781	1777	1834	680	1777	1860
Q Serve(g_s), s	1.6	0.0	27.9	1.7	0.0	2.6	6.4	13.3	13.3	0.9	8.2	8.2
Cycle Q Clear(g_c), s	1.6	0.0	27.9	1.7	0.0	2.6	6.4	13.3	13.3	1.6	8.2	8.2
Prop In Lane	1.00		0.78	1.00		0.51	1.00		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	64	0	558	190	0	601	171	852	879	306	602	631
V/C Ratio(X)	0.50	0.00	0.94	0.28	0.00	0.12	0.76	0.46	0.46	0.07	0.53	0.53
Avail Cap(c_a), veh/h	109	0	565	217	0	601	238	852	879	306	602	631
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	42.6	0.0	29.0	22.0	0.0	19.9	39.7	15.6	15.7	10.0	10.9	10.9
Incr Delay (d2), s/veh	5.8	0.0	23.7	0.8	0.0	0.1	8.9	1.8	1.7	0.3	2.3	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	0.8	0.0	14.2	0.7	0.0	1.0	3.2	5.5	5.7	0.2	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.4	0.0	52.6	22.9	0.0	20.0	48.5	17.4	17.4	10.2	13.2	13.1
LnGrp LOS	D	A	D	C	A	B	D	B	B	B	B	B
Approach Vol, veh/h		556			126			929			676	
Approach Delay, s/veh		52.4			21.2			21.8			13.1	
Approach LOS		D			C			C			B	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		47.2	8.2	34.6	12.7	34.5	7.3	35.6				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		40.9	5.1	30.5	11.5	24.9	5.0	30.6				
Max Q Clear Time (g_c+I1), s		15.3	3.7	29.9	8.4	10.2	3.6	4.6				
Green Ext Time (p_c), s		5.5	0.0	0.2	0.1	3.7	0.0	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			26.6									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	177	99	340	258	149	167	1349	53	151	1524	57
Future Volume (veh/h)	53	177	99	340	258	149	167	1349	53	151	1524	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	58	192	108	370	280	162	182	1466	58	164	1657	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	270	145	364	476	268	271	2405	967	291	2380	806
Arrive On Green	0.04	0.12	0.12	0.14	0.22	0.22	0.07	0.47	0.47	0.07	0.47	0.47
Sat Flow, veh/h	1781	2231	1200	1781	2193	1232	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	58	151	149	370	225	217	182	1466	58	164	1657	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1654	1781	1777	1649	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.5	7.4	7.8	12.5	10.2	10.7	4.7	19.2	1.3	4.2	23.1	1.8
Cycle Q Clear(g_c), s	2.5	7.4	7.8	12.5	10.2	10.7	4.7	19.2	1.3	4.2	23.1	1.8
Prop In Lane	1.00		0.73	1.00		0.75	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	215	200	364	386	358	271	2405	967	291	2380	806
V/C Ratio(X)	0.23	0.70	0.74	1.02	0.58	0.61	0.67	0.61	0.06	0.56	0.70	0.08
Avail Cap(c_a), veh/h	279	355	331	364	498	462	288	2405	967	334	2380	806
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	0.71	0.71	0.71	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.6	38.0	38.2	31.8	31.6	31.7	17.3	17.7	7.1	14.4	19.0	11.3
Incr Delay (d2), s/veh	0.5	4.2	5.4	43.9	1.0	1.2	3.2	0.7	0.1	1.7	1.7	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	1.1	3.4	3.4	6.3	4.4	4.3	2.0	7.2	0.4	1.7	8.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	42.2	43.6	75.8	32.6	32.9	20.5	18.3	7.2	16.2	20.7	11.5
LnGrp LOS	C	D	D	F	C	C	C	B	A	B	C	B
Approach Vol, veh/h		358			812			1706			1883	
Approach Delay, s/veh		41.3			52.3			18.2			20.0	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	46.9	17.0	15.4	11.2	46.4	8.3	24.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.4	33.1	12.5	18.0	7.5	34.0	5.3	25.2
Max Q Clear Time (g_c+I1), s	6.2	21.2	14.5	9.8	6.7	25.1	4.5	12.7
Green Ext Time (p_c), s	0.1	7.8	0.0	1.1	0.0	6.8	0.0	2.2

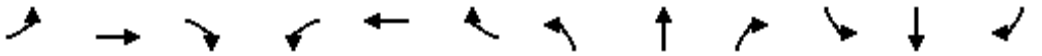
Intersection Summary	
HCM 6th Ctrl Delay	26.5
HCM 6th LOS	C

Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
2: Airport Blvd & Westchester Pkwy/Arbor Vitae St

10/03/2019



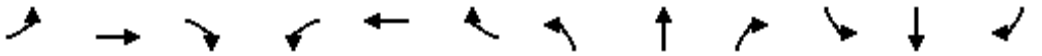
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	348	161	189	452	208	170	496	234	154	533	126
Future Volume (veh/h)	81	348	161	189	452	208	170	496	234	154	533	126
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	88	378	175	205	491	226	185	539	254	167	579	137
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	650	417	352	566	259	482	1011	475	375	2174	762
Arrive On Green	0.06	0.18	0.18	0.11	0.24	0.24	0.05	0.29	0.29	0.07	0.43	0.43
Sat Flow, veh/h	1781	3554	1585	1781	2368	1084	1781	2346	1103	1781	5106	1585
Grp Volume(v), veh/h	88	378	175	205	368	349	185	408	385	167	579	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1675	1781	1777	1672	1781	1702	1585
Q Serve(g_s), s	3.6	8.8	8.2	8.0	17.9	18.0	5.1	17.4	17.4	4.7	6.6	4.4
Cycle Q Clear(g_c), s	3.6	8.8	8.2	8.0	17.9	18.0	5.1	17.4	17.4	4.7	6.6	4.4
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	207	650	417	352	425	401	482	766	721	375	2174	762
V/C Ratio(X)	0.43	0.58	0.42	0.58	0.87	0.87	0.38	0.53	0.53	0.44	0.27	0.18
Avail Cap(c_a), veh/h	237	730	453	381	464	437	553	766	721	470	2174	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	33.6	27.5	24.6	32.9	32.9	12.9	24.4	24.4	14.5	16.7	13.3
Incr Delay (d2), s/veh	1.1	0.8	0.6	2.0	14.8	16.3	0.5	2.5	2.7	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	3.1	3.5	9.2	8.9	2.1	8.2	7.8	1.8	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	34.4	28.0	26.6	47.6	49.2	13.4	26.9	27.1	15.3	17.0	13.8
LnGrp LOS	C	C	C	C	D	D	B	C	C	B	B	B
Approach Vol, veh/h		641			922			978			883	
Approach Delay, s/veh		32.0			43.6			24.4			16.2	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	43.3	14.5	21.0	11.7	42.8	9.5	26.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	30.5	11.5	18.5	10.8	31.2	6.5	23.5
Max Q Clear Time (g_c+I1), s	6.7	19.4	10.0	10.8	7.1	8.6	5.6	20.0
Green Ext Time (p_c), s	0.2	3.9	0.1	1.9	0.2	4.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	401	114	268	0	2886	40	0	1645	100
Future Volume (veh/h)	0	0	0	401	114	268	0	2886	40	0	1645	100
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				280	342	291	0	3137	0	0	1788	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				411	432	731	0	4306		0	4306	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				280	342	291	0	3137	0	0	1788	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				13.8	16.2	7.9	0.0	28.3	0.0	0.0	11.5	0.0
Cycle Q Clear(g_c), s				13.8	16.2	7.9	0.0	28.3	0.0	0.0	11.5	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				411	432	731	0	4306		0	4306	
V/C Ratio(X)				0.68	0.79	0.40	0.00	0.73		0.00	0.42	
Avail Cap(c_a), veh/h				505	530	898	0	4306		0	4306	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.00	1.00	0.00	0.00	0.46	0.00
Uniform Delay (d), s/veh				38.3	39.5	35.6	0.0	9.6	0.0	0.0	6.8	0.0
Incr Delay (d2), s/veh				2.1	5.0	0.3	0.0	1.1	0.0	0.0	0.1	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				6.8	8.7	3.2	0.0	8.6	0.0	0.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.4	44.5	35.9	0.0	10.7	0.0	0.0	7.0	0.0
LnGrp LOS				D	D	D	A	B		A	A	
Approach Vol, veh/h					913			3137	A		1788	A
Approach Delay, s/veh					40.5			10.7			7.0	
Approach LOS					D			B			A	

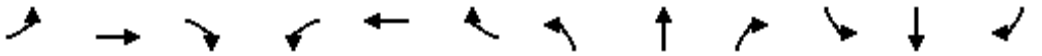
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.7		64.7		25.3			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	55.5		55.5		25.5			
Max Q Clear Time (g_c+I1), s	30.3		13.5		18.2			
Green Ext Time (p_c), s	24.0		20.9		2.6			

Intersection Summary		
HCM 6th Ctrl Delay	14.2	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

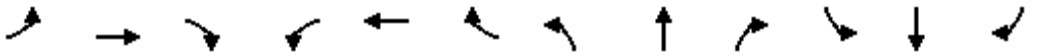


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	905	14	32	1018	315	25	40	24	296	40	214
Future Volume (veh/h)	53	905	14	32	1018	315	25	40	24	296	40	214
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	58	984	15	35	1107	342	27	43	26	322	43	233
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1631	402	58	1566	747	510	1017	454	1217	426	361
Arrive On Green	0.04	0.25	0.25	0.01	0.08	0.08	0.29	0.29	0.29	0.23	0.23	0.23
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	58	984	15	35	1107	342	27	43	26	322	43	233
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.5	12.1	0.6	1.8	15.1	13.4	1.0	0.8	1.1	4.5	1.6	12.0
Cycle Q Clear(g_c), s	1.5	12.1	0.6	1.8	15.1	13.4	1.0	0.8	1.1	4.5	1.6	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1631	402	58	1566	747	510	1017	454	1217	426	361
V/C Ratio(X)	0.39	0.60	0.04	0.61	0.71	0.46	0.05	0.04	0.06	0.26	0.10	0.65
Avail Cap(c_a), veh/h	211	1631	402	148	1751	793	510	1017	454	1217	426	361
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	42.0	29.6	25.3	43.9	38.3	19.6	23.3	23.2	23.3	28.6	27.5	31.5
Incr Delay (d2), s/veh	1.7	0.6	0.0	6.8	0.8	0.3	0.2	0.1	0.2	0.5	0.4	8.1
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	0.7	4.6	0.2	0.9	6.6	8.2	0.4	0.3	0.4	1.9	0.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	30.2	25.4	50.7	39.0	19.9	23.5	23.3	23.5	29.1	27.9	39.6
LnGrp LOS	D	C	C	D	D	B	C	C	C	C	C	D
Approach Vol, veh/h		1057			1484			96			598	
Approach Delay, s/veh		30.9			34.9			23.4			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.3	7.4	27.3		25.0	8.3	26.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	7.5	22.5		20.5	5.5	24.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	14.1		14.0	3.5	17.1				
Green Ext Time (p_c), s		0.3	0.0	4.2		1.4	0.0	4.8				

Intersection Summary	
HCM 6th Ctrl Delay	32.9
HCM 6th LOS	C

Notes
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



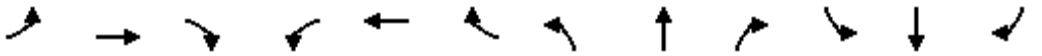
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	949	217	74	1079	95	276	258	104	68	187	99
Future Volume (veh/h)	100	949	217	74	1079	95	276	258	104	68	187	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	109	1032	236	80	1173	103	300	280	113	74	203	108
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	140	1439	325	104	1529	134	389	1035	408	96	668	691
Arrive On Green	0.03	0.09	0.09	0.02	0.08	0.08	0.04	0.14	0.14	0.05	0.36	0.36
Sat Flow, veh/h	1781	5287	1194	1781	6070	530	3456	2490	981	1781	1870	1585
Grp Volume(v), veh/h	109	941	327	80	931	345	300	198	195	74	203	108
Grp Sat Flow(s),veh/h/ln	1781	1609	1655	1781	1609	1775	1728	1777	1694	1781	1870	1585
Q Serve(g_s), s	5.5	17.1	17.3	4.0	17.0	17.1	7.7	9.0	9.3	3.7	7.0	3.7
Cycle Q Clear(g_c), s	5.5	17.1	17.3	4.0	17.0	17.1	7.7	9.0	9.3	3.7	7.0	3.7
Prop In Lane	1.00		0.72	1.00		0.30	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	140	1313	451	104	1216	447	389	739	704	96	668	691
V/C Ratio(X)	0.78	0.72	0.73	0.77	0.77	0.77	0.77	0.27	0.28	0.77	0.30	0.16
Avail Cap(c_a), veh/h	247	1421	487	208	1314	483	518	739	704	188	668	691
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.81	0.81	0.81	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	37.6	37.7	43.5	38.7	38.7	42.2	26.6	26.7	42.0	20.9	15.4
Incr Delay (d2), s/veh	7.6	1.4	4.2	9.3	2.1	5.7	5.0	0.9	1.0	12.4	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.5	8.2	2.1	7.5	8.8	3.7	4.3	4.3	1.9	3.2	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.7	38.9	41.9	52.8	40.8	44.4	47.2	27.4	27.7	54.4	22.0	15.9
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	C	B
Approach Vol, veh/h		1377			1356			693			385	
Approach Delay, s/veh		40.6			42.4			36.0			26.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	41.9	9.8	29.0	14.6	36.6	11.6	27.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	25.5	10.5	26.5	13.5	21.5	12.5	24.5
Max Q Clear Time (g_c+I1), s	5.7	11.3	6.0	19.3	9.7	9.0	7.5	19.1
Green Ext Time (p_c), s	0.0	2.0	0.1	4.5	0.4	1.2	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved changes to right turn type.



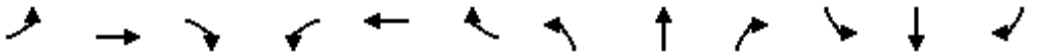
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	790	435	124	730	265	90	175	212	238	278	355
Future Volume (veh/h)	105	790	435	124	730	265	90	175	212	238	278	355
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	114	859	473	135	793	288	98	190	230	259	302	386
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1220	462	251	1202	395	457	1335	1262	603	1535	1391
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.05	0.38	0.38	0.11	0.43	0.43
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	114	859	473	135	793	288	98	190	230	259	302	386
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.3	13.9	21.5	5.1	13.3	15.0	3.0	3.2	4.4	7.6	4.7	7.2
Cycle Q Clear(g_c), s	4.3	13.9	21.5	5.1	13.3	15.0	3.0	3.2	4.4	7.6	4.7	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1220	462	251	1202	395	457	1335	1262	603	1535	1391
V/C Ratio(X)	0.47	0.70	1.02	0.54	0.66	0.73	0.21	0.14	0.18	0.43	0.20	0.28
Avail Cap(c_a), veh/h	315	1220	462	313	1202	395	749	1335	1262	666	1535	1391
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)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	31.3	31.9	24.4	30.4	31.0	15.6	18.5	14.7	13.0	15.9	13.1
Incr Delay (d2), s/veh	1.1	1.4	42.2	1.8	1.3	6.7	0.2	0.2	0.3	0.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.7	15.1	2.2	5.2	6.3	1.2	1.3	1.4	2.9	1.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	32.7	74.1	26.2	31.7	37.7	15.8	18.8	15.0	13.5	16.2	13.6
LnGrp LOS	C	C	F	C	C	D	B	B	B	B	B	B
Approach Vol, veh/h		1446			1216			518			947	
Approach Delay, s/veh		45.7			32.5			16.5			14.4	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	38.3	11.4	26.0	9.2	43.4	10.5	26.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.0	27.5	10.0	21.5	19.5	21.0	9.7	21.8
Max Q Clear Time (g_c+I1), s	9.6	6.4	7.1	23.5	5.0	9.2	6.3	17.0
Green Ext Time (p_c), s	0.3	2.1	0.1	0.0	0.2	2.8	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

User approved changes to right turn type.



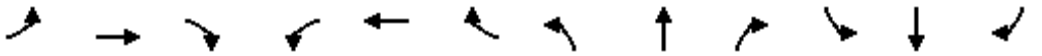
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	23	138	21	25	25	82	609	16	11	420	23
Future Volume (veh/h)	9	23	138	21	25	25	82	609	16	11	420	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	10	25	150	23	27	27	89	662	17	12	457	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	31	187	160	126	126	115	2446	63	518	1974	108
Arrive On Green	0.01	0.13	0.13	0.02	0.15	0.15	0.06	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	1781	231	1389	1781	858	858	1781	3540	91	761	3427	187
Grp Volume(v), veh/h	10	0	175	23	0	54	89	332	347	12	236	246
Grp Sat Flow(s),veh/h/ln	1781	0	1620	1781	0	1716	1781	1777	1854	761	1777	1837
Q Serve(g_s), s	0.5	0.0	9.4	1.0	0.0	2.5	4.4	6.4	6.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	9.4	1.0	0.0	2.5	4.4	6.4	6.4	0.0	0.0	0.0
Prop In Lane	1.00		0.86	1.00		0.50	1.00		0.05	1.00		0.10
Lane Grp Cap(c), veh/h	22	0	219	160	0	252	115	1228	1281	518	1024	1058
V/C Ratio(X)	0.46	0.00	0.80	0.14	0.00	0.21	0.77	0.27	0.27	0.02	0.23	0.23
Avail Cap(c_a), veh/h	129	0	423	245	0	448	287	1228	1281	518	1024	1058
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	44.1	0.0	37.8	32.7	0.0	33.8	41.4	5.3	5.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.1	0.0	6.7	0.4	0.0	0.4	10.4	0.5	0.5	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	0.3	0.0	4.1	0.4	0.0	1.1	2.3	2.2	2.3	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	0.0	44.4	33.1	0.0	34.2	51.8	5.8	5.8	0.1	0.5	0.5
LnGrp LOS	E	A	D	C	A	C	D	A	A	A	A	A
Approach Vol, veh/h		185			77			768			494	
Approach Delay, s/veh		45.2			33.9			11.2			0.5	
Approach LOS		D			C			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		66.7	6.7	16.6	10.3	56.4	5.6	17.7				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		46.5	6.5	23.5	14.5	27.5	6.5	23.5				
Max Q Clear Time (g_c+I1), s		8.4	3.0	11.4	6.4	2.0	2.5	4.5				
Green Ext Time (p_c), s		4.8	0.0	0.7	0.1	3.1	0.0	0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



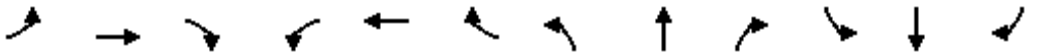
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	248	106	208	586	196	197	1860	34	103	2045	41
Future Volume (veh/h)	32	248	106	208	586	196	197	1860	34	103	2045	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	35	270	115	226	637	213	214	2022	37	112	2223	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	455	189	294	596	199	228	2490	891	204	2354	782
Arrive On Green	0.03	0.19	0.19	0.07	0.23	0.23	0.08	0.49	0.49	0.05	0.46	0.46
Sat Flow, veh/h	1781	2448	1016	1781	2616	874	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	35	194	191	226	432	418	214	2022	37	112	2223	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1688	1781	1777	1713	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.4	9.0	9.4	6.7	20.5	20.5	6.3	30.2	0.9	2.9	37.4	1.3
Cycle Q Clear(g_c), s	1.4	9.0	9.4	6.7	20.5	20.5	6.3	30.2	0.9	2.9	37.4	1.3
Prop In Lane	1.00		0.60	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	330	313	294	405	390	228	2490	891	204	2354	782
V/C Ratio(X)	0.25	0.59	0.61	0.77	1.07	1.07	0.94	0.81	0.04	0.55	0.94	0.06
Avail Cap(c_a), veh/h	181	373	354	294	405	390	228	2490	891	212	2354	782
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	0.19	0.19	0.19	0.34	0.34	0.34	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.6	33.5	33.6	31.1	34.8	34.8	22.8	19.6	8.8	19.1	23.2	11.9
Incr Delay (d2), s/veh	1.0	1.9	2.5	2.4	40.8	41.6	21.0	1.0	0.0	2.8	9.4	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	0.6	4.0	4.0	1.8	13.2	12.8	3.7	11.3	0.3	1.3	16.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	35.4	36.1	33.5	75.6	76.4	43.8	20.6	8.9	21.8	32.6	12.0
LnGrp LOS	C	D	D	C	F	F	D	C	A	C	C	B
Approach Vol, veh/h		420			1076			2273			2380	
Approach Delay, s/veh		35.3			67.1			22.6			31.7	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	48.4	11.2	21.2	11.6	46.0	7.4	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	41.3	6.7	18.9	7.1	39.3	5.1	20.5
Max Q Clear Time (g_c+I1), s	4.9	32.2	8.7	11.4	8.3	39.4	3.4	22.5
Green Ext Time (p_c), s	0.0	7.7	0.0	1.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	34.8
HCM 6th LOS	C

Notes

User approved changes to right turn type.



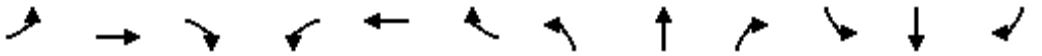
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	182	151	211	942	352	197	920	178	55	605	138
Future Volume (veh/h)	27	182	151	211	942	352	197	920	178	55	605	138
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	29	198	164	229	1024	383	214	1000	193	60	658	150
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	131	1025	624	524	934	345	399	1071	206	190	1524	518
Arrive On Green	0.03	0.29	0.29	0.11	0.37	0.37	0.21	0.72	0.72	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	2540	938	1781	2972	573	1781	5106	1585
Grp Volume(v), veh/h	29	198	164	229	712	695	214	597	596	60	658	150
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1701	1781	1777	1767	1781	1702	1585
Q Serve(g_s), s	1.0	3.8	6.3	7.7	33.1	33.1	7.2	25.8	26.0	2.1	9.3	6.3
Cycle Q Clear(g_c), s	1.0	3.8	6.3	7.7	33.1	33.1	7.2	25.8	26.0	2.1	9.3	6.3
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.32	1.00		1.00
Lane Grp Cap(c), veh/h	131	1025	624	524	653	626	399	640	637	190	1524	518
V/C Ratio(X)	0.22	0.19	0.26	0.44	1.09	1.11	0.54	0.93	0.94	0.31	0.43	0.29
Avail Cap(c_a), veh/h	185	1121	667	529	653	626	514	640	637	215	1524	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	1.00	1.00	1.00	0.20	0.20	0.20	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	24.1	18.4	17.7	28.4	28.5	15.8	11.6	11.7	22.8	25.4	22.5
Incr Delay (d2), s/veh	0.7	0.1	0.2	0.6	62.3	70.0	0.2	6.4	6.6	0.9	0.9	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	0.4	1.6	2.3	3.1	24.6	25.0	2.4	5.1	5.2	0.9	3.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	24.2	18.6	18.3	90.7	98.5	16.0	18.1	18.3	23.8	26.3	23.9
LnGrp LOS	C	C	B	B	F	F	B	B	B	C	C	C
Approach Vol, veh/h		391			1636			1407			868	
Approach Delay, s/veh		22.0			83.9			17.9			25.7	
Approach LOS		C			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	36.9	14.2	30.5	14.0	31.4	7.1	37.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	28.5	10.0	28.4	15.3	18.3	5.3	33.1
Max Q Clear Time (g_c+I1), s	4.1	28.0	9.7	8.3	9.2	11.3	3.0	35.1
Green Ext Time (p_c), s	0.0	0.4	0.0	1.7	0.3	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.9
HCM 6th LOS	D

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	355	119	384	2	3468	53	0	2071	92
Future Volume (veh/h)	0	0	0	355	119	384	2	3468	53	0	2071	92
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				258	309	417	2	3770	0	0	2251	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, %				2	2	2	2	2	2	0	2	2
Cap, veh/h				344	361	612	40	4423		0	4549	
Arrive On Green				0.06	0.06	0.06	0.71	0.71	0.00	0.00	0.71	0.00
Sat Flow, veh/h				1781	1870	3170	0	6257	1585	0	6696	1585
Grp Volume(v), veh/h				258	309	417	1127	2645	0	0	2251	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1866	1464	1585	0	1609	1585
Q Serve(g_s), s				12.8	14.7	11.6	0.0	40.0	0.0	0.0	14.2	0.0
Cycle Q Clear(g_c), s				12.8	14.7	11.6	39.9	40.0	0.0	0.0	14.2	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				344	361	612	1359	3104		0	4549	
V/C Ratio(X)				0.75	0.86	0.68	0.83	0.85		0.00	0.49	
Avail Cap(c_a), veh/h				356	374	634	1359	3104		0	4549	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.13	0.13	0.13	1.00	1.00	0.00	0.00	0.13	0.00
Uniform Delay (d), s/veh				40.0	40.9	39.4	9.7	9.7	0.0	0.0	5.9	0.0
Incr Delay (d2), s/veh				1.1	2.7	0.4	5.9	3.2	0.0	0.0	0.1	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				6.2	7.6	4.9	14.8	10.8	0.0	0.0	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.1	43.6	39.8	15.7	12.9	0.0	0.0	6.0	0.0
LnGrp LOS				D	D	D	B	B		A	A	
Approach Vol, veh/h					984			3772	A		2251	A
Approach Delay, s/veh					41.3			13.7			6.0	
Approach LOS					D			B			A	

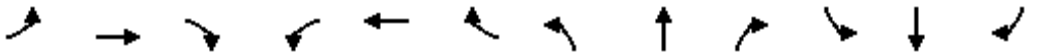
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	68.1		68.1		21.9			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	63.0		63.0		18.0			
Max Q Clear Time (g_c+I1), s	42.0		16.2		16.7			
Green Ext Time (p_c), s	20.6		30.9		0.6			

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

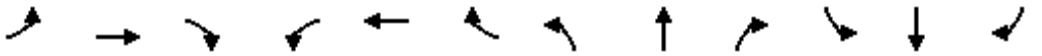


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	725	831	29	32	1311	422	25	27	22	150	35	207
Future Volume (veh/h)	725	831	29	32	1311	422	25	27	22	150	35	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	788	903	32	35	1425	459	27	29	24	163	38	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
Arrive On Green	0.18	0.36	0.36	0.01	0.07	0.07	0.21	0.21	0.21	0.20	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	788	903	32	35	1425	459	27	29	24	163	38	225
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	16.5	9.5	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.3	1.5	11.9
Cycle Q Clear(g_c), s	16.5	9.5	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.3	1.5	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
V/C Ratio(X)	1.24	0.39	0.06	0.61	1.08	0.71	0.07	0.04	0.07	0.15	0.10	0.71
Avail Cap(c_a), veh/h	634	2294	565	119	1323	643	376	750	335	1069	374	317
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	36.8	21.7	19.0	43.9	41.9	25.1	28.4	28.2	28.4	29.7	29.4	33.6
Incr Delay (d2), s/veh	122.7	0.1	0.0	0.9	36.5	0.3	0.4	0.1	0.4	0.3	0.5	11.4
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	17.6	3.5	0.4	0.8	11.3	11.1	0.5	0.3	0.4	1.0	0.7	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	159.4	21.8	19.1	44.9	78.4	25.5	28.8	28.3	28.9	30.0	29.9	44.9
LnGrp LOS	F	C	B	D	F	C	C	C	C	C	C	D
Approach Vol, veh/h		1723			1919			80			426	
Approach Delay, s/veh		84.7			65.1			28.6			37.9	
Approach LOS		F			E			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	7.4	36.6		22.5	21.0	23.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	6.0	29.0		18.0	16.5	18.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	11.5		13.9	18.5	20.5				
Green Ext Time (p_c), s		0.2	0.0	6.1		0.7	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	69.8
HCM 6th LOS	E

Notes
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



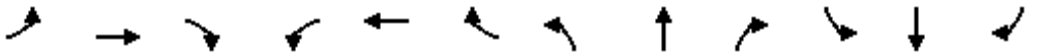
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	749	154	78	2101	141	1493	969	77	37	169	168
Future Volume (veh/h)	98	749	154	78	2101	141	1493	969	77	37	169	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	107	814	167	85	2284	153	1623	1053	84	40	184	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	1440	289	110	1689	113	864	1457	116	63	416	440
Arrive On Green	0.02	0.09	0.09	0.02	0.09	0.09	0.08	0.14	0.14	0.04	0.22	0.22
Sat Flow, veh/h	1781	5415	1086	1781	6206	415	3456	3334	266	1781	1870	1585
Grp Volume(v), veh/h	107	723	258	85	1775	662	1623	561	576	40	184	183
Grp Sat Flow(s),veh/h/ln	1781	1609	1675	1781	1609	1796	1728	1777	1823	1781	1870	1585
Q Serve(g_s), s	5.0	12.9	13.3	4.3	24.5	24.5	22.5	27.1	27.2	2.0	7.6	8.5
Cycle Q Clear(g_c), s	5.0	12.9	13.3	4.3	24.5	24.5	22.5	27.1	27.2	2.0	7.6	8.5
Prop In Lane	1.00		0.65	1.00		0.23	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	99	1283	445	110	1314	489	864	777	797	63	416	440
V/C Ratio(X)	1.08	0.56	0.58	0.77	1.35	1.35	1.88	0.72	0.72	0.64	0.44	0.42
Avail Cap(c_a), veh/h	99	1283	445	190	1314	489	864	777	797	101	416	440
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.35	0.35	0.35	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	36.0	36.2	43.4	41.0	41.0	41.3	33.3	33.3	42.9	30.2	26.5
Incr Delay (d2), s/veh	111.3	0.5	1.8	4.0	159.8	164.3	398.5	4.1	4.0	10.4	3.4	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	5.3	5.6	6.2	2.0	29.9	34.0	58.2	13.7	14.0	1.0	3.8	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.5	36.6	38.0	47.5	200.8	205.3	439.8	37.4	37.3	53.2	33.6	29.4
LnGrp LOS	F	D	D	D	F	F	F	D	D	D	C	C
Approach Vol, veh/h		1088			2522			2760			407	
Approach Delay, s/veh		48.6			196.8			274.0			33.6	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.7	43.8	10.1	28.4	27.0	24.5	9.5	29.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	37.4	9.6	19.9	22.5	20.0	5.0	24.5
Max Q Clear Time (g_c+I1), s	4.0	29.2	6.3	15.3	24.5	10.5	7.0	26.5
Green Ext Time (p_c), s	0.0	4.5	0.0	2.6	0.0	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	194.6
HCM 6th LOS	F

Notes

User approved changes to right turn type.



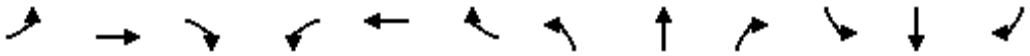
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	564	350	397	1379	889	251	821	129	112	338	354
Future Volume (veh/h)	104	564	350	397	1379	889	251	821	129	112	338	354
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	113	613	380	432	1499	966	273	892	140	122	367	385
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1326	607	519	1903	625	393	1023	1349	208	786	787
Arrive On Green	0.06	0.26	0.26	0.20	0.39	0.39	0.12	0.29	0.29	0.06	0.22	0.22
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	113	613	380	432	1499	966	273	892	140	122	367	385
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.1	9.1	17.5	15.0	24.6	35.5	10.3	21.5	2.5	4.8	8.1	10.3
Cycle Q Clear(g_c), s	4.1	9.1	17.5	15.0	24.6	35.5	10.3	21.5	2.5	4.8	8.1	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1326	607	519	1903	625	393	1023	1349	208	786	787
V/C Ratio(X)	0.60	0.46	0.63	0.83	0.79	1.55	0.69	0.87	0.10	0.59	0.47	0.49
Avail Cap(c_a), veh/h	189	1326	607	588	1903	625	393	1023	1349	208	786	787
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)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	28.0	22.5	18.3	23.9	27.3	22.2	30.5	12.6	26.9	30.4	26.9
Incr Delay (d2), s/veh	4.0	0.2	1.6	9.0	2.3	253.2	5.2	10.2	0.2	4.2	2.0	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	1.9	3.7	6.5	7.1	9.3	56.6	4.7	10.3	0.8	2.2	3.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	28.2	24.1	27.3	26.2	280.4	27.5	40.7	12.8	31.2	32.4	29.1
LnGrp LOS	C	C	C	C	C	F	C	D	B	C	C	C
Approach Vol, veh/h		1106			2897			1305			874	
Approach Delay, s/veh		26.9			111.1			34.9			30.8	
Approach LOS		C			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	30.4	22.1	27.9	15.6	24.4	10.0	40.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	25.9	21.1	19.9	11.1	19.9	5.5	35.5
Max Q Clear Time (g_c+I1), s	6.8	23.5	17.0	19.5	12.3	12.3	6.1	37.5
Green Ext Time (p_c), s	0.0	1.5	0.6	0.2	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.6
HCM 6th LOS	E

Notes

User approved changes to right turn type.



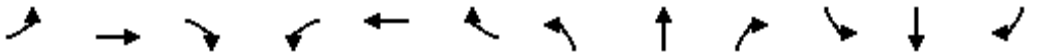
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	12	121	23	119	132	173	1488	32	14	299	8
Future Volume (veh/h)	5	12	121	23	119	132	173	1488	32	14	299	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	5	13	132	25	129	143	188	1617	35	15	325	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	12	24	239	226	148	164	226	2350	51	194	1709	47
Arrive On Green	0.01	0.16	0.16	0.03	0.18	0.18	0.13	0.66	0.66	0.97	0.97	0.97
Sat Flow, veh/h	1781	144	1463	1781	810	898	1781	3557	77	302	3532	98
Grp Volume(v), veh/h	5	0	145	25	0	272	188	806	846	15	163	171
Grp Sat Flow(s),veh/h/ln	1781	0	1607	1781	0	1709	1781	1777	1857	302	1777	1853
Q Serve(g_s), s	0.3	0.0	7.5	1.0	0.0	13.9	9.3	25.4	25.5	1.2	0.3	0.3
Cycle Q Clear(g_c), s	0.3	0.0	7.5	1.0	0.0	13.9	9.3	25.4	25.5	10.8	0.3	0.3
Prop In Lane	1.00		0.91	1.00		0.53	1.00		0.04	1.00		0.05
Lane Grp Cap(c), veh/h	12	0	263	226	0	312	226	1174	1227	194	860	896
V/C Ratio(X)	0.43	0.00	0.55	0.11	0.00	0.87	0.83	0.69	0.69	0.08	0.19	0.19
Avail Cap(c_a), veh/h	101	0	348	281	0	370	354	1174	1227	194	860	896
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	44.5	0.0	34.6	30.3	0.0	35.8	38.3	9.5	9.5	2.2	0.8	0.8
Incr Delay (d2), s/veh	23.1	0.0	1.8	0.2	0.0	17.5	9.2	3.3	3.2	0.7	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	0.2	0.0	3.0	0.5	0.0	7.2	4.6	9.3	9.8	0.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	0.0	36.4	30.5	0.0	53.3	47.5	12.8	12.7	2.9	1.2	1.2
LnGrp LOS	E	A	D	C	A	D	D	B	B	A	A	A
Approach Vol, veh/h		150			297			1840			349	
Approach Delay, s/veh		37.5			51.3			16.3			1.3	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		64.0	6.8	19.2	15.9	48.0	5.1	20.9				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		51.9	5.1	19.5	17.9	29.5	5.1	19.5				
Max Q Clear Time (g_c+I1), s		27.5	3.0	9.5	11.3	12.8	2.3	15.9				
Green Ext Time (p_c), s		14.1	0.0	0.5	0.3	2.0	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



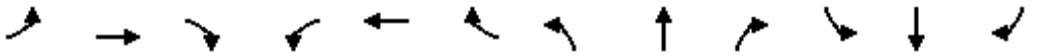
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	304	125	267	256	115	151	1608	56	189	2070	50
Future Volume (veh/h)	53	304	125	267	256	115	151	1608	56	189	2070	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	58	330	136	290	278	125	164	1748	61	205	2250	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	409	165	300	550	241	193	2274	873	269	2399	812
Arrive On Green	0.04	0.17	0.17	0.11	0.23	0.23	0.06	0.45	0.45	0.08	0.47	0.47
Sat Flow, veh/h	1781	2469	998	1781	2404	1053	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	58	236	230	290	204	199	164	1748	61	205	2250	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1691	1781	1777	1681	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.4	11.5	11.8	9.5	9.0	9.3	4.5	26.0	1.6	5.5	37.6	1.5
Cycle Q Clear(g_c), s	2.4	11.5	11.8	9.5	9.0	9.3	4.5	26.0	1.6	5.5	37.6	1.5
Prop In Lane	1.00		0.59	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	278	295	280	300	407	385	193	2274	873	269	2399	812
V/C Ratio(X)	0.21	0.80	0.82	0.97	0.50	0.52	0.85	0.77	0.07	0.76	0.94	0.07
Avail Cap(c_a), veh/h	310	355	338	300	436	413	193	2274	873	277	2399	812
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	0.79	0.79	0.79	0.42	0.42	0.42	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.2	36.1	36.3	30.8	30.2	30.4	21.0	21.0	9.4	18.8	22.6	11.1
Incr Delay (d2), s/veh	0.4	10.4	12.8	37.6	0.8	0.9	13.9	1.1	0.1	11.5	8.7	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	1.0	5.7	5.8	4.8	3.9	3.8	2.5	10.0	0.5	2.9	15.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.6	46.5	49.0	68.4	31.0	31.2	34.9	22.1	9.5	30.3	31.3	11.2
LnGrp LOS	C	D	D	E	C	C	C	C	A	C	C	B
Approach Vol, veh/h		524			693			1973			2509	
Approach Delay, s/veh		45.7			46.7			22.8			30.8	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.6	14.0	19.4	9.8	46.8	8.3	25.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.9	36.6	9.5	18.0	5.3	39.2	5.4	22.1
Max Q Clear Time (g_c+I1), s	7.5	28.0	11.5	13.8	6.5	39.6	4.4	11.3
Green Ext Time (p_c), s	0.0	6.8	0.0	1.1	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	31.3
HCM 6th LOS	C

Notes

User approved changes to right turn type.



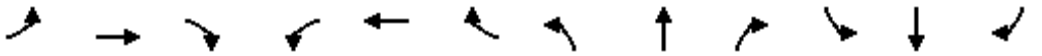
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	625	221	172	371	183	253	750	315	131	598	139
Future Volume (veh/h)	96	625	221	172	371	183	253	750	315	131	598	139
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	104	679	240	187	403	199	275	815	342	142	650	151
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	786	546	281	600	293	477	998	418	314	1816	662
Arrive On Green	0.06	0.22	0.22	0.10	0.26	0.26	0.25	0.82	0.82	0.07	0.36	0.36
Sat Flow, veh/h	1781	3554	1585	1781	2315	1129	1781	2441	1022	1781	5106	1585
Grp Volume(v), veh/h	104	679	240	187	308	294	275	593	564	142	650	151
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1667	1781	1777	1686	1781	1702	1585
Q Serve(g_s), s	4.0	16.6	10.5	7.1	14.0	14.3	8.6	16.5	16.7	4.5	8.5	5.5
Cycle Q Clear(g_c), s	4.0	16.6	10.5	7.1	14.0	14.3	8.6	16.5	16.7	4.5	8.5	5.5
Prop In Lane	1.00		1.00	1.00		0.68	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	273	786	546	281	460	432	477	726	689	314	1816	662
V/C Ratio(X)	0.38	0.86	0.44	0.67	0.67	0.68	0.58	0.82	0.82	0.45	0.36	0.23
Avail Cap(c_a), veh/h	311	833	567	291	460	432	608	726	689	339	1816	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.3	33.7	22.8	24.7	29.9	30.0	12.3	6.4	6.4	17.2	21.4	16.9
Incr Delay (d2), s/veh	0.6	6.2	0.4	5.4	3.7	4.3	0.5	5.0	5.3	1.0	0.6	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	1.7	7.6	3.9	3.3	6.3	6.1	2.7	3.4	3.3	1.8	3.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.9	39.9	23.2	30.1	33.6	34.3	12.8	11.4	11.7	18.2	22.0	17.7
LnGrp LOS	C	D	C	C	C	C	B	B	B	B	C	B
Approach Vol, veh/h		1023			789			1432			943	
Approach Delay, s/veh		34.6			33.0			11.8			20.7	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	41.3	13.5	24.4	15.6	36.5	10.1	27.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.6	33.8	9.5	21.1	17.7	23.7	7.5	23.1
Max Q Clear Time (g_c+I1), s	6.5	18.7	9.1	18.6	10.6	10.5	6.0	16.3
Green Ext Time (p_c), s	0.0	7.1	0.0	1.3	0.5	4.2	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	441	113	225	0	3356	37	0	2414	70
Future Volume (veh/h)	0	0	0	441	113	225	0	3356	37	0	2414	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				301	372	245	0	3648	0	0	2624	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				415	435	738	0	4293		0	4293	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				301	372	245	0	3648	0	0	2624	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				14.9	17.7	6.6	0.0	39.2	0.0	0.0	20.6	0.0
Cycle Q Clear(g_c), s				14.9	17.7	6.6	0.0	39.2	0.0	0.0	20.6	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				415	435	738	0	4293		0	4293	
V/C Ratio(X)				0.73	0.85	0.33	0.00	0.85		0.00	0.61	
Avail Cap(c_a), veh/h				445	468	793	0	4293		0	4293	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.83	0.83	0.83	0.00	1.00	0.00	0.00	0.09	0.00
Uniform Delay (d), s/veh				38.7	40.0	34.9	0.0	11.5	0.0	0.0	8.4	0.0
Incr Delay (d2), s/veh				4.5	11.6	0.2	0.0	2.3	0.0	0.0	0.1	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				7.6	10.2	2.7	0.0	12.1	0.0	0.0	6.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				43.3	51.7	35.1	0.0	13.8	0.0	0.0	8.5	0.0
LnGrp LOS				D	D	D	A	B		A	A	
Approach Vol, veh/h					918			3648	A		2624	A
Approach Delay, s/veh					44.5			13.8			8.5	
Approach LOS					D			B			A	

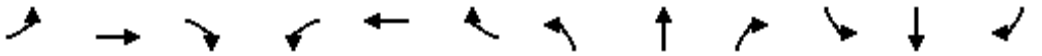
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.6		64.6		25.4			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	58.5		58.5		22.5			
Max Q Clear Time (g_c+I1), s	41.2		22.6		19.7			
Green Ext Time (p_c), s	17.1		29.8		1.3			

Intersection Summary		
HCM 6th Ctrl Delay	15.8	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



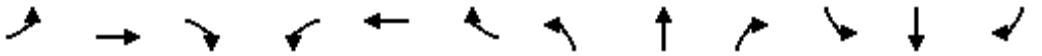
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	660	1525	47	56	634	370	41	40	32	364	41	251
Future Volume (veh/h)	660	1525	47	56	634	370	41	40	32	364	41	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	717	1658	51	61	689	402	45	43	35	396	45	273
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	687	2282	562	79	1287	634	358	715	319	1069	374	317
Arrive On Green	0.20	0.35	0.35	0.01	0.07	0.07	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	717	1658	51	61	689	402	45	43	35	396	45	273
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	17.9	20.2	1.9	3.1	9.3	17.4	1.9	0.9	1.6	5.8	1.8	15.0
Cycle Q Clear(g_c), s	17.9	20.2	1.9	3.1	9.3	17.4	1.9	0.9	1.6	5.8	1.8	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	687	2282	562	79	1287	634	358	715	319	1069	374	317
V/C Ratio(X)	1.04	0.73	0.09	0.78	0.54	0.63	0.13	0.06	0.11	0.37	0.12	0.86
Avail Cap(c_a), veh/h	687	2282	562	115	1287	634	358	715	319	1069	374	317
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	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	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.0	25.2	19.4	43.9	38.0	25.0	29.5	29.1	29.4	31.1	29.5	34.8
Incr Delay (d2), s/veh	46.1	1.2	0.1	15.8	0.4	1.8	0.7	0.2	0.7	0.9	0.6	23.1
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	11.8	7.6	0.7	1.7	4.0	10.0	0.9	0.4	0.7	2.5	0.9	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.2	26.4	19.4	59.7	38.4	26.8	30.2	29.2	30.1	32.0	30.1	57.9
LnGrp LOS	F	C	B	E	D	C	C	C	C	C	C	E
Approach Vol, veh/h		2426			1152			123			714	
Approach Delay, s/veh		42.7			35.5			29.8			41.8	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.6	8.5	36.4		22.5	22.4	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.1	5.8	30.1		18.0	17.9	18.0				
Max Q Clear Time (g_c+I1), s		3.9	5.1	22.2		17.0	19.9	19.4				
Green Ext Time (p_c), s		0.3	0.0	6.1		0.4	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



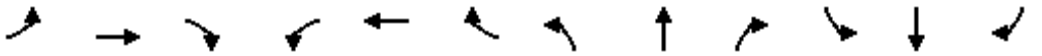
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1839	292	82	775	69	281	318	85	83	281	135
Future Volume (veh/h)	81	1839	292	82	775	69	281	318	85	83	281	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	88	1999	317	89	842	75	305	346	92	90	305	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	2156	341	114	2321	204	372	805	211	115	460	491
Arrive On Green	0.06	0.38	0.38	0.02	0.13	0.13	0.04	0.10	0.10	0.06	0.25	0.25
Sat Flow, veh/h	1781	5643	892	1781	6066	534	3456	2785	731	1781	1870	1585
Grp Volume(v), veh/h	88	1709	607	89	668	249	305	219	219	90	305	147
Grp Sat Flow(s),veh/h/ln	1781	1609	1710	1781	1609	1774	1728	1777	1739	1781	1870	1585
Q Serve(g_s), s	4.4	30.5	30.6	4.5	11.4	11.6	7.9	10.5	10.7	4.5	13.2	6.4
Cycle Q Clear(g_c), s	4.4	30.5	30.6	4.5	11.4	11.6	7.9	10.5	10.7	4.5	13.2	6.4
Prop In Lane	1.00		0.52	1.00		0.30	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	113	1844	653	114	1847	679	372	514	503	115	460	491
V/C Ratio(X)	0.78	0.93	0.93	0.78	0.36	0.37	0.82	0.43	0.44	0.78	0.66	0.30
Avail Cap(c_a), veh/h	200	1850	655	129	1847	679	372	514	503	162	460	491
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.93	0.93	0.93	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	26.6	26.6	43.4	29.3	29.3	42.5	33.7	33.8	41.5	30.6	23.6
Incr Delay (d2), s/veh	7.4	6.1	14.6	21.8	0.1	0.3	12.5	2.4	2.5	14.6	7.3	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	2.1	12.1	14.5	2.7	4.9	5.5	4.2	5.3	5.3	2.4	6.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	32.7	41.2	65.2	29.4	29.6	55.0	36.0	36.3	56.1	37.9	25.2
LnGrp LOS	D	C	D	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		2404			1006			743			542	
Approach Delay, s/veh		35.4			32.6			43.9			37.5	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	30.5	10.3	38.9	14.2	26.6	10.2	38.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.2	22.8	6.5	34.5	9.7	21.3	10.1	30.9
Max Q Clear Time (g_c+I1), s	6.5	12.7	6.5	32.6	9.9	15.2	6.4	13.6
Green Ext Time (p_c), s	0.0	1.9	0.0	1.8	0.0	1.2	0.1	5.9

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

User approved changes to right turn type.



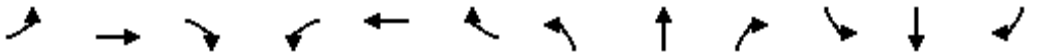
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	2271	566	112	667	211	107	644	687	310	548	244
Future Volume (veh/h)	145	2271	566	112	667	211	107	644	687	310	548	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	158	2468	615	122	725	229	116	700	747	337	596	265
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	2071	749	179	1904	579	280	829	806	285	965	966
Arrive On Green	0.07	0.41	0.41	0.06	0.39	0.39	0.07	0.23	0.23	0.11	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	4927	1499	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	158	2468	615	122	710	244	116	700	747	337	596	265
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1601	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.7	36.5	30.1	3.7	9.5	10.0	4.4	16.9	21.0	9.5	13.2	6.2
Cycle Q Clear(g_c), s	4.7	36.5	30.1	3.7	9.5	10.0	4.4	16.9	21.0	9.5	13.2	6.2
Prop In Lane	1.00		1.00	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	375	2071	749	179	1865	619	280	829	806	285	965	966
V/C Ratio(X)	0.42	1.19	0.82	0.68	0.38	0.40	0.41	0.84	0.93	1.18	0.62	0.27
Avail Cap(c_a), veh/h	446	2071	749	179	1865	619	305	829	806	285	965	966
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)	0.35	0.35	0.35	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	26.8	20.4	21.8	19.9	20.0	24.2	32.9	31.1	27.2	28.7	21.3
Incr Delay (d2), s/veh	0.3	88.2	2.7	10.1	0.1	0.4	1.0	10.3	18.2	112.6	3.0	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	30.8	10.9	1.9	3.5	3.7	1.9	8.3	9.6	13.4	5.9	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	114.9	23.1	31.8	20.0	20.4	25.2	43.2	49.3	139.8	31.6	22.0
LnGrp LOS	B	F	C	C	B	C	C	D	D	F	C	C
Approach Vol, veh/h		3241			1076			1563			1198	
Approach Delay, s/veh		92.6			21.4			44.8			59.9	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.5	9.5	41.0	10.6	28.9	11.2	39.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	21.0	5.0	36.5	7.3	23.2	10.3	31.2
Max Q Clear Time (g_c+I1), s	11.5	23.0	5.7	38.5	6.4	15.2	6.7	12.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.2	0.1	6.5

Intersection Summary	
HCM 6th Ctrl Delay	65.7
HCM 6th LOS	E

Notes

User approved changes to right turn type.



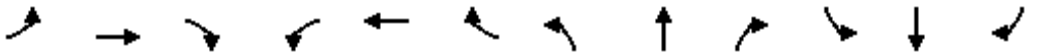
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	106	379	50	32	34	121	693	41	18	592	4
Future Volume (veh/h)	12	106	379	50	32	34	121	693	41	18	592	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	13	115	412	54	35	37	132	753	45	20	643	4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	27	121	432	174	302	319	164	1607	96	299	1193	7
Arrive On Green	0.02	0.34	0.34	0.04	0.36	0.36	0.09	0.47	0.47	0.66	0.66	0.66
Sat Flow, veh/h	1781	358	1282	1781	832	880	1781	3407	204	681	3621	23
Grp Volume(v), veh/h	13	0	527	54	0	72	132	393	405	20	316	331
Grp Sat Flow(s),veh/h/ln	1781	0	1640	1781	0	1712	1781	1777	1834	681	1777	1866
Q Serve(g_s), s	0.7	0.0	28.3	1.7	0.0	2.5	6.5	13.5	13.5	1.0	8.5	8.5
Cycle Q Clear(g_c), s	0.7	0.0	28.3	1.7	0.0	2.5	6.5	13.5	13.5	1.7	8.5	8.5
Prop In Lane	1.00		0.78	1.00		0.51	1.00		0.11	1.00		0.01
Lane Grp Cap(c), veh/h	27	0	553	174	0	621	164	838	865	299	585	615
V/C Ratio(X)	0.47	0.00	0.95	0.31	0.00	0.12	0.80	0.47	0.47	0.07	0.54	0.54
Avail Cap(c_a), veh/h	99	0	556	201	0	621	228	838	865	299	585	615
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.66	0.66	0.66
Uniform Delay (d), s/veh	43.9	0.0	29.1	22.7	0.0	19.1	40.0	16.1	16.1	10.7	11.7	11.7
Incr Delay (d2), s/veh	12.1	0.0	26.8	1.0	0.0	0.1	13.3	1.9	1.8	0.3	2.3	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	0.4	0.0	14.7	0.8	0.0	1.0	3.4	5.6	5.8	0.2	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	0.0	55.9	23.7	0.0	19.1	53.3	18.0	18.0	11.0	14.1	14.0
LnGrp LOS	E	A	E	C	A	B	D	B	B	B	B	B
Approach Vol, veh/h		540			126			930			667	
Approach Delay, s/veh		55.9			21.1			23.0			13.9	
Approach LOS		E			C			C			B	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		46.9	8.2	34.9	12.8	34.1	5.9	37.2				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		40.9	5.1	30.5	11.5	24.9	5.0	30.6				
Max Q Clear Time (g_c+I1), s		15.5	3.7	30.3	8.5	10.5	2.7	4.5				
Green Ext Time (p_c), s		5.5	0.0	0.1	0.1	3.6	0.0	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			28.1									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



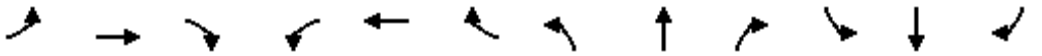
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	161	100	342	255	150	168	1356	53	152	1529	57
Future Volume (veh/h)	50	161	100	342	255	150	168	1356	53	152	1529	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	54	175	109	372	277	163	183	1474	58	165	1662	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	244	250	148	364	467	267	273	2428	974	292	2403	811
Arrive On Green	0.04	0.12	0.12	0.14	0.21	0.21	0.07	0.48	0.48	0.07	0.47	0.47
Sat Flow, veh/h	1781	2148	1270	1781	2179	1244	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	54	143	141	372	224	216	183	1474	58	165	1662	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1642	1781	1777	1646	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.4	7.0	7.5	12.5	10.2	10.7	4.7	19.2	1.3	4.2	23.0	1.8
Cycle Q Clear(g_c), s	2.4	7.0	7.5	12.5	10.2	10.7	4.7	19.2	1.3	4.2	23.0	1.8
Prop In Lane	1.00		0.77	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	207	191	364	381	353	273	2428	974	292	2403	811
V/C Ratio(X)	0.22	0.69	0.74	1.02	0.59	0.61	0.67	0.61	0.06	0.56	0.69	0.08
Avail Cap(c_a), veh/h	276	355	328	364	498	461	289	2428	974	337	2403	811
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	0.71	0.71	0.71	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	38.2	38.4	32.1	31.8	32.0	17.2	17.4	6.9	14.3	18.7	11.2
Incr Delay (d2), s/veh	0.5	4.1	5.4	45.3	1.0	1.2	3.1	0.6	0.1	1.7	1.7	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	1.0	3.2	3.2	6.5	4.4	4.3	2.0	7.2	0.4	1.7	8.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.4	42.3	43.9	77.5	32.8	33.2	20.3	18.0	7.0	16.0	20.4	11.3
LnGrp LOS	C	D	D	F	C	C	C	B	A	B	C	B
Approach Vol, veh/h		338			812			1715			1889	
Approach Delay, s/veh		41.5			53.4			17.9			19.7	
Approach LOS		D			D			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	47.3	17.0	15.0	11.2	46.9	8.2	23.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	33.0	12.5	18.0	7.5	34.0	5.3	25.2
Max Q Clear Time (g_c+I1), s	6.2	21.2	14.5	9.5	6.7	25.0	4.4	12.7
Green Ext Time (p_c), s	0.1	7.8	0.0	1.0	0.0	6.8	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	26.3
HCM 6th LOS	C

Notes

User approved changes to right turn type.



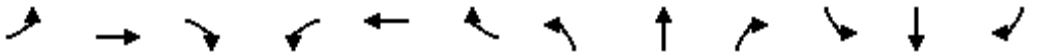
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	327	162	187	444	209	171	499	233	155	537	124
Future Volume (veh/h)	79	327	162	187	444	209	171	499	233	155	537	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	355	176	203	483	227	186	542	253	168	584	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	205	644	414	356	559	261	482	1020	475	377	2186	764
Arrive On Green	0.05	0.18	0.18	0.11	0.24	0.24	0.05	0.29	0.29	0.07	0.43	0.43
Sat Flow, veh/h	1781	3554	1585	1781	2351	1098	1781	2354	1096	1781	5106	1585
Grp Volume(v), veh/h	86	355	176	203	364	346	186	409	386	168	584	135
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1673	1781	1777	1673	1781	1702	1585
Q Serve(g_s), s	3.5	8.2	8.3	7.9	17.7	17.9	5.1	17.4	17.4	4.7	6.6	4.3
Cycle Q Clear(g_c), s	3.5	8.2	8.3	7.9	17.7	17.9	5.1	17.4	17.4	4.7	6.6	4.3
Prop In Lane	1.00		1.00	1.00		0.66	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	205	644	414	356	422	398	482	770	725	377	2186	764
V/C Ratio(X)	0.42	0.55	0.43	0.57	0.86	0.87	0.39	0.53	0.53	0.45	0.27	0.18
Avail Cap(c_a), veh/h	238	730	453	386	464	437	555	770	725	471	2186	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	33.5	27.6	24.6	32.9	33.0	12.8	24.3	24.3	14.4	16.6	13.2
Incr Delay (d2), s/veh	1.1	0.6	0.6	1.7	14.4	15.9	0.5	2.5	2.7	0.8	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.5	3.2	3.4	9.1	8.8	2.1	8.2	7.8	1.8	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	34.1	28.2	26.3	47.3	48.9	13.3	26.8	27.0	15.2	16.9	13.7
LnGrp LOS	C	C	C	C	D	D	B	C	C	B	B	B
Approach Vol, veh/h		617			913			981			887	
Approach Delay, s/veh		31.8			43.2			24.3			16.1	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	43.5	14.5	20.8	11.7	43.0	9.4	25.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	30.5	11.5	18.5	10.9	31.1	6.5	23.5
Max Q Clear Time (g_c+I1), s	6.7	19.4	9.9	10.3	7.1	8.6	5.5	19.9
Green Ext Time (p_c), s	0.2	3.9	0.1	1.9	0.2	4.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	401	113	268	0	2905	37	0	1654	101
Future Volume (veh/h)	0	0	0	401	113	268	0	2905	37	0	1654	101
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				280	342	291	0	3158	0	0	1798	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				411	432	731	0	4306		0	4306	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				280	342	291	0	3158	0	0	1798	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				13.8	16.2	7.9	0.0	28.7	0.0	0.0	11.5	0.0
Cycle Q Clear(g_c), s				13.8	16.2	7.9	0.0	28.7	0.0	0.0	11.5	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				411	432	731	0	4306		0	4306	
V/C Ratio(X)				0.68	0.79	0.40	0.00	0.73		0.00	0.42	
Avail Cap(c_a), veh/h				505	530	898	0	4306		0	4306	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.00	1.00	0.00	0.00	0.47	0.00
Uniform Delay (d), s/veh				38.3	39.5	35.6	0.0	9.7	0.0	0.0	6.8	0.0
Incr Delay (d2), s/veh				2.1	5.0	0.3	0.0	1.1	0.0	0.0	0.1	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				6.8	8.7	3.2	0.0	8.7	0.0	0.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.4	44.5	35.9	0.0	10.8	0.0	0.0	7.0	0.0
LnGrp LOS				D	D	D	A	B		A	A	
Approach Vol, veh/h					913			3158	A		1798	A
Approach Delay, s/veh					40.5			10.8			7.0	
Approach LOS					D			B			A	

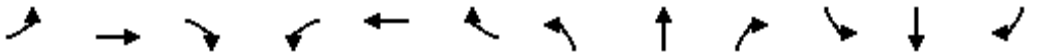
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.7		64.7		25.3			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	55.5		55.5		25.5			
Max Q Clear Time (g_c+I1), s	30.7		13.5		18.2			
Green Ext Time (p_c), s	23.7		21.0		2.6			

Intersection Summary		
HCM 6th Ctrl Delay	14.3	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



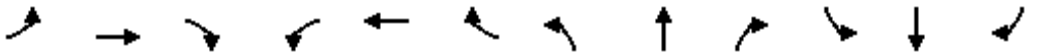
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	911	14	32	1016	309	25	40	24	286	40	215
Future Volume (veh/h)	50	911	14	32	1016	309	25	40	24	286	40	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	54	990	15	35	1104	336	27	43	26	311	43	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	142	1620	399	58	1563	746	513	1024	457	1217	426	361
Arrive On Green	0.04	0.25	0.25	0.01	0.08	0.08	0.29	0.29	0.29	0.23	0.23	0.23
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	54	990	15	35	1104	336	27	43	26	311	43	234
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.4	12.2	0.6	1.8	15.1	13.2	1.0	0.8	1.1	4.3	1.6	12.0
Cycle Q Clear(g_c), s	1.4	12.2	0.6	1.8	15.1	13.2	1.0	0.8	1.1	4.3	1.6	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	142	1620	399	58	1563	746	513	1024	457	1217	426	361
V/C Ratio(X)	0.38	0.61	0.04	0.61	0.71	0.45	0.05	0.04	0.06	0.26	0.10	0.65
Avail Cap(c_a), veh/h	211	1620	399	148	1751	793	513	1024	457	1217	426	361
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.69	0.69	0.69	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	42.0	29.8	25.4	43.9	38.3	19.6	23.2	23.1	23.2	28.5	27.5	31.5
Incr Delay (d2), s/veh	1.7	0.7	0.0	6.9	0.8	0.3	0.2	0.1	0.2	0.5	0.4	8.2
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	0.6	4.7	0.2	0.9	6.5	8.0	0.4	0.3	0.4	1.9	0.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	30.5	25.5	50.8	39.1	19.9	23.4	23.2	23.4	29.0	27.9	39.7
LnGrp LOS	D	C	C	D	D	B	C	C	C	C	C	D
Approach Vol, veh/h		1059			1475			96			588	
Approach Delay, s/veh		31.1			35.0			23.3			33.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.4	7.4	27.2		25.0	8.2	26.4				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	7.5	22.5		20.5	5.5	24.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	14.2		14.0	3.4	17.1				
Green Ext Time (p_c), s		0.3	0.0	4.2		1.3	0.0	4.8				

Intersection Summary												
HCM 6th Ctrl Delay			33.0									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



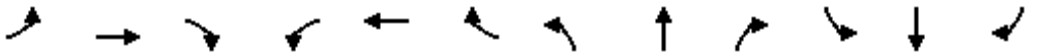
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	940	212	74	1069	93	272	255	105	65	171	100
Future Volume (veh/h)	101	940	212	74	1069	93	272	255	105	65	171	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	110	1022	230	80	1162	101	296	277	114	71	186	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1441	320	104	1523	132	385	1036	416	92	671	694
Arrive On Green	0.03	0.09	0.09	0.02	0.08	0.08	0.04	0.14	0.14	0.05	0.36	0.36
Sat Flow, veh/h	1781	5305	1178	1781	6076	525	3456	2475	994	1781	1870	1585
Grp Volume(v), veh/h	110	928	324	80	922	341	296	197	194	71	186	109
Grp Sat Flow(s),veh/h/ln	1781	1609	1658	1781	1609	1776	1728	1777	1692	1781	1870	1585
Q Serve(g_s), s	5.5	16.8	17.1	4.0	16.8	16.9	7.6	8.9	9.3	3.5	6.4	3.7
Cycle Q Clear(g_c), s	5.5	16.8	17.1	4.0	16.8	16.9	7.6	8.9	9.3	3.5	6.4	3.7
Prop In Lane	1.00		0.71	1.00		0.30	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	141	1311	450	104	1210	445	385	744	708	92	671	694
V/C Ratio(X)	0.78	0.71	0.72	0.77	0.76	0.77	0.77	0.26	0.27	0.77	0.28	0.16
Avail Cap(c_a), veh/h	247	1421	488	208	1314	483	518	744	708	188	671	694
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.81	0.81	0.81	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	37.5	37.6	43.5	38.6	38.7	42.2	26.4	26.5	42.2	20.6	15.3
Incr Delay (d2), s/veh	7.6	1.3	3.9	9.3	2.0	5.5	4.8	0.9	0.9	12.9	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	2.8	7.4	8.0	2.1	7.4	8.7	3.7	4.2	4.2	1.9	2.9	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	38.8	41.5	52.8	40.7	44.2	47.0	27.3	27.5	55.0	21.6	15.7
LnGrp LOS	D	D	D	D	D	D	D	C	C	E	C	B
Approach Vol, veh/h		1362			1343			687			366	
Approach Delay, s/veh		40.4			42.3			35.8			26.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	42.2	9.8	28.9	14.5	36.8	11.6	27.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	25.5	10.5	26.5	13.5	21.5	12.5	24.5
Max Q Clear Time (g_c+I1), s	5.5	11.3	6.0	19.1	9.6	8.4	7.5	18.9
Green Ext Time (p_c), s	0.0	2.0	0.1	4.6	0.4	1.1	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	38.9
HCM 6th LOS	D

Notes

User approved changes to right turn type.



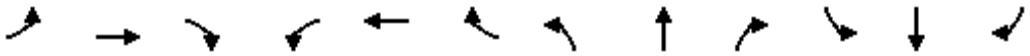
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	771	432	119	721	267	88	176	213	240	274	354
Future Volume (veh/h)	103	771	432	119	721	267	88	176	213	240	274	354
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	112	838	470	129	784	290	96	191	232	261	298	385
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	238	1220	460	249	1193	392	458	1343	1260	605	1549	1398
Arrive On Green	0.07	0.24	0.24	0.07	0.25	0.25	0.05	0.38	0.38	0.11	0.44	0.44
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	112	838	470	129	784	290	96	191	232	261	298	385
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.2	13.4	21.5	4.8	13.1	15.2	2.9	3.2	4.5	7.6	4.6	7.2
Cycle Q Clear(g_c), s	4.2	13.4	21.5	4.8	13.1	15.2	2.9	3.2	4.5	7.6	4.6	7.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	238	1220	460	249	1193	392	458	1343	1260	605	1549	1398
V/C Ratio(X)	0.47	0.69	1.02	0.52	0.66	0.74	0.21	0.14	0.18	0.43	0.19	0.28
Avail Cap(c_a), veh/h	313	1220	460	318	1193	392	760	1343	1260	677	1549	1398
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)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	31.2	31.9	24.4	30.4	31.2	15.5	18.4	14.8	12.9	15.6	13.0
Incr Delay (d2), s/veh	1.1	1.2	41.7	1.7	1.3	7.3	0.2	0.2	0.3	0.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.5	15.0	2.1	5.1	6.4	1.2	1.3	1.4	2.9	1.9	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	32.4	73.6	26.0	31.8	38.5	15.7	18.6	15.1	13.4	15.9	13.5
LnGrp LOS	C	C	F	C	C	D	B	B	B	B	B	B
Approach Vol, veh/h		1420			1203			519			944	
Approach Delay, s/veh		45.5			32.8			16.5			14.2	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.3	38.5	11.1	26.0	9.1	43.7	10.4	26.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	26.9	10.1	21.5	19.9	20.5	9.7	21.9
Max Q Clear Time (g_c+I1), s	9.6	6.5	6.8	23.5	4.9	9.2	6.2	17.2
Green Ext Time (p_c), s	0.3	2.1	0.1	0.0	0.2	2.8	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C

Notes

User approved changes to right turn type.



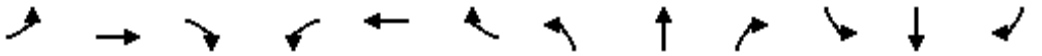
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	23	139	21	25	25	83	607	16	11	417	6
Future Volume (veh/h)	4	23	139	21	25	25	83	607	16	11	417	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	4	25	151	23	27	27	90	660	17	12	453	7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	31	188	160	133	133	117	2443	63	518	2059	32
Arrive On Green	0.01	0.14	0.14	0.02	0.15	0.15	0.07	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	1781	230	1390	1781	858	858	1781	3540	91	762	3582	55
Grp Volume(v), veh/h	4	0	176	23	0	54	90	331	346	12	225	235
Grp Sat Flow(s),veh/h/ln	1781	0	1620	1781	0	1716	1781	1777	1854	762	1777	1860
Q Serve(g_s), s	0.2	0.0	9.5	1.0	0.0	2.5	4.5	6.4	6.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	9.5	1.0	0.0	2.5	4.5	6.4	6.4	0.0	0.0	0.0
Prop In Lane	1.00		0.86	1.00		0.50	1.00		0.05	1.00		0.03
Lane Grp Cap(c), veh/h	9	0	219	160	0	265	117	1226	1280	518	1021	1069
V/C Ratio(X)	0.42	0.00	0.80	0.14	0.00	0.20	0.77	0.27	0.27	0.02	0.22	0.22
Avail Cap(c_a), veh/h	129	0	423	245	0	448	287	1226	1280	518	1021	1069
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	44.6	0.0	37.7	32.7	0.0	33.2	41.4	5.3	5.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	27.6	0.0	6.7	0.4	0.0	0.4	10.3	0.5	0.5	0.1	0.5	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	0.2	0.0	4.1	0.4	0.0	1.0	2.3	2.2	2.3	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	0.0	44.4	33.1	0.0	33.6	51.7	5.8	5.8	0.1	0.5	0.4
LnGrp LOS	E	A	D	C	A	C	D	A	A	A	A	A
Approach Vol, veh/h		180			77			767			472	
Approach Delay, s/veh		45.0			33.4			11.2			0.4	
Approach LOS		D			C			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		66.6	6.7	16.7	10.4	56.2	5.0	18.4				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		46.5	6.5	23.5	14.5	27.5	6.5	23.5				
Max Q Clear Time (g_c+I1), s		8.4	3.0	11.5	6.5	2.0	2.2	4.5				
Green Ext Time (p_c), s		4.7	0.0	0.7	0.1	2.9	0.0	0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	265	106	208	591	196	197	1862	34	103	2050	41
Future Volume (veh/h)	35	265	106	208	591	196	197	1862	34	103	2050	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	38	288	115	226	642	213	214	2024	37	112	2228	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	468	183	290	597	198	227	2481	888	203	2345	782
Arrive On Green	0.03	0.19	0.19	0.07	0.23	0.23	0.08	0.49	0.49	0.05	0.46	0.46
Sat Flow, veh/h	1781	2497	974	1781	2622	869	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	38	203	200	226	435	420	214	2024	37	112	2228	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1695	1781	1777	1714	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	1.5	9.4	9.8	6.7	20.5	20.5	6.3	30.4	0.9	3.0	37.7	1.3
Cycle Q Clear(g_c), s	1.5	9.4	9.8	6.7	20.5	20.5	6.3	30.4	0.9	3.0	37.7	1.3
Prop In Lane	1.00		0.57	1.00		0.51	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	333	318	290	405	390	227	2481	888	203	2345	782
V/C Ratio(X)	0.27	0.61	0.63	0.78	1.07	1.08	0.94	0.82	0.04	0.55	0.95	0.06
Avail Cap(c_a), veh/h	181	373	356	290	405	390	227	2481	888	211	2345	782
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	0.18	0.18	0.18	0.34	0.34	0.34	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.4	33.5	33.7	31.3	34.7	34.8	22.9	19.7	8.9	19.2	23.3	11.9
Incr Delay (d2), s/veh	1.0	2.4	3.0	2.5	42.7	43.4	21.7	1.1	0.0	2.8	10.1	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	0.7	4.2	4.2	1.8	13.4	13.0	3.8	11.4	0.3	1.3	16.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.5	35.9	36.7	33.8	77.4	78.2	44.6	20.8	8.9	22.0	33.4	12.0
LnGrp LOS	C	D	D	C	F	F	D	C	A	C	C	B
Approach Vol, veh/h		441			1081			2275			2385	
Approach Delay, s/veh		35.8			68.6			22.8			32.5	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	48.2	11.2	21.4	11.6	45.8	7.6	25.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	41.3	6.7	18.9	7.1	39.3	5.1	20.5
Max Q Clear Time (g_c+I1), s	5.0	32.4	8.7	11.8	8.3	39.7	3.5	22.5
Green Ext Time (p_c), s	0.0	7.6	0.0	1.4	0.0	0.0	0.0	0.0

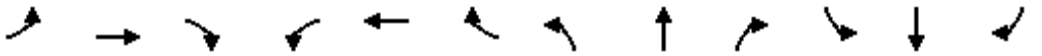
Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

User approved changes to right turn type.

HCM 6th Signalized Intersection Summary
2: Airport Blvd & Westchester Pkwy/Arbor Vitae St

10/03/2019



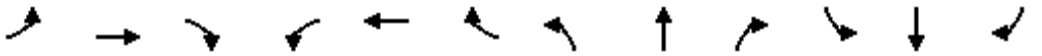
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	205	151	214	953	352	197	920	181	55	605	141
Future Volume (veh/h)	30	205	151	214	953	352	197	920	181	55	605	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	33	223	164	233	1036	383	214	1000	197	60	658	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	1030	627	516	938	342	397	1059	208	185	1509	518
Arrive On Green	0.03	0.29	0.29	0.11	0.37	0.37	0.21	0.72	0.72	0.04	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	2550	930	1781	2960	582	1781	5106	1585
Grp Volume(v), veh/h	33	223	164	233	718	701	214	600	597	60	658	153
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1703	1781	1777	1766	1781	1702	1585
Q Serve(g_s), s	1.2	4.3	6.3	7.8	33.1	33.1	7.2	26.5	26.8	2.1	9.4	6.5
Cycle Q Clear(g_c), s	1.2	4.3	6.3	7.8	33.1	33.1	7.2	26.5	26.8	2.1	9.4	6.5
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	136	1030	627	516	653	626	397	636	632	185	1509	518
V/C Ratio(X)	0.24	0.22	0.26	0.45	1.10	1.12	0.54	0.94	0.95	0.32	0.44	0.30
Avail Cap(c_a), veh/h	185	1121	667	519	653	626	512	636	632	209	1509	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	0.19	0.19	0.19	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	24.2	18.4	17.6	28.4	28.5	15.9	12.0	12.0	23.2	25.6	22.6
Incr Delay (d2), s/veh	0.8	0.1	0.2	0.6	65.2	73.5	0.2	7.0	7.3	1.0	0.9	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	0.5	1.8	2.3	3.2	25.2	25.6	2.5	5.3	5.4	0.9	3.8	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	24.3	18.5	18.2	93.6	101.9	16.1	19.0	19.3	24.2	26.6	24.0
LnGrp LOS	C	C	B	B	F	F	B	B	B	C	C	C
Approach Vol, veh/h		420			1652			1411			871	
Approach Delay, s/veh		22.2			86.5			18.7			26.0	
Approach LOS		C			F			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	36.7	14.3	30.6	14.0	31.1	7.3	37.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	28.5	10.0	28.4	15.3	18.3	5.3	33.1
Max Q Clear Time (g_c+I1), s	4.1	28.8	9.8	8.3	9.2	11.4	3.2	35.1
Green Ext Time (p_c), s	0.0	0.0	0.0	1.9	0.3	2.8	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	358	121	386	2	3468	56	0	2073	92
Future Volume (veh/h)	0	0	0	358	121	386	2	3468	56	0	2073	92
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				260	312	420	2	3770	0	0	2253	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, %				2	2	2	2	2	2	0	2	2
Cap, veh/h				345	363	615	40	4418		0	4543	
Arrive On Green				0.06	0.06	0.06	0.71	0.71	0.00	0.00	0.71	0.00
Sat Flow, veh/h				1781	1870	3170	0	6257	1585	0	6696	1585
Grp Volume(v), veh/h				260	312	420	1127	2645	0	0	2253	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	1866	1464	1585	0	1609	1585
Q Serve(g_s), s				12.9	14.9	11.7	0.0	40.1	0.0	0.0	14.3	0.0
Cycle Q Clear(g_c), s				12.9	14.9	11.7	40.1	40.1	0.0	0.0	14.3	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				345	363	615	1358	3100		0	4543	
V/C Ratio(X)				0.75	0.86	0.68	0.83	0.85		0.00	0.50	
Avail Cap(c_a), veh/h				356	374	634	1358	3100		0	4543	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.12	0.12	0.12	1.00	1.00	0.00	0.00	0.13	0.00
Uniform Delay (d), s/veh				40.0	40.9	39.4	9.8	9.8	0.0	0.0	6.0	0.0
Incr Delay (d2), s/veh				1.1	2.6	0.4	6.0	3.2	0.0	0.0	0.1	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				6.2	7.7	5.0	14.9	10.8	0.0	0.0	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				41.1	43.5	39.8	15.8	13.0	0.0	0.0	6.0	0.0
LnGrp LOS				D	D	D	B	B		A	A	
Approach Vol, veh/h					992			3772	A		2253	A
Approach Delay, s/veh					41.3			13.8			6.0	
Approach LOS					D			B			A	

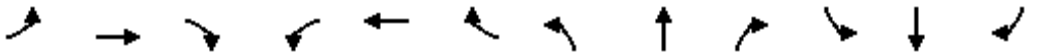
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	68.0		68.0		22.0			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	63.0		63.0		18.0			
Max Q Clear Time (g_c+I1), s	42.1		16.3		16.9			
Green Ext Time (p_c), s	20.5		30.9		0.6			

Intersection Summary		
HCM 6th Ctrl Delay	15.2	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

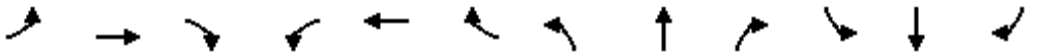


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	728	831	29	32	1320	430	25	27	22	162	35	207
Future Volume (veh/h)	728	831	29	32	1320	430	25	27	22	162	35	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	791	903	32	35	1435	467	27	29	24	176	38	225
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
Arrive On Green	0.18	0.36	0.36	0.01	0.07	0.07	0.21	0.21	0.21	0.20	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	791	903	32	35	1435	467	27	29	24	176	38	225
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	16.5	9.5	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.5	1.5	11.9
Cycle Q Clear(g_c), s	16.5	9.5	1.2	1.8	18.5	18.5	1.1	0.6	1.1	2.5	1.5	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	634	2294	565	58	1323	643	376	750	335	1069	374	317
V/C Ratio(X)	1.25	0.39	0.06	0.61	1.09	0.73	0.07	0.04	0.07	0.16	0.10	0.71
Avail Cap(c_a), veh/h	634	2294	565	119	1323	643	376	750	335	1069	374	317
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.88	0.88	0.88
Uniform Delay (d), s/veh	36.8	21.7	19.0	43.9	41.9	25.1	28.4	28.2	28.4	29.8	29.4	33.6
Incr Delay (d2), s/veh	124.6	0.1	0.0	0.9	39.8	0.4	0.4	0.1	0.4	0.3	0.5	11.2
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	17.8	3.5	0.4	0.8	11.6	11.3	0.5	0.3	0.4	1.1	0.7	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	161.4	21.8	19.1	44.9	81.7	25.5	28.8	28.3	28.9	30.1	29.9	44.8
LnGrp LOS	F	C	B	D	F	C	C	C	C	C	C	D
Approach Vol, veh/h		1726			1937			80			439	
Approach Delay, s/veh		85.7			67.5			28.6			37.6	
Approach LOS		F			E			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.5	7.4	36.6		22.5	21.0	23.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		19.0	6.0	29.0		18.0	16.5	18.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	11.5		13.9	18.5	20.5				
Green Ext Time (p_c), s		0.2	0.0	6.1		0.7	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	71.1
HCM 6th LOS	E

Notes
User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



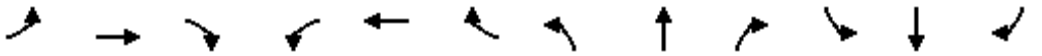
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	764	160	78	2118	144	1499	974	77	40	186	168
Future Volume (veh/h)	98	764	160	78	2118	144	1499	974	77	40	186	168
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	107	830	174	85	2302	157	1629	1059	84	43	202	183
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	1434	294	110	1687	115	864	1453	115	65	416	440
Arrive On Green	0.02	0.09	0.09	0.02	0.09	0.09	0.08	0.14	0.14	0.04	0.22	0.22
Sat Flow, veh/h	1781	5392	1105	1781	6198	422	3456	3335	264	1781	1870	1585
Grp Volume(v), veh/h	107	741	263	85	1791	668	1629	564	579	43	202	183
Grp Sat Flow(s),veh/h/ln	1781	1609	1671	1781	1609	1794	1728	1777	1823	1781	1870	1585
Q Serve(g_s), s	5.0	13.3	13.6	4.3	24.5	24.5	22.5	27.3	27.3	2.1	8.5	8.5
Cycle Q Clear(g_c), s	5.0	13.3	13.6	4.3	24.5	24.5	22.5	27.3	27.3	2.1	8.5	8.5
Prop In Lane	1.00		0.66	1.00		0.24	1.00		0.15	1.00		1.00
Lane Grp Cap(c), veh/h	99	1283	445	110	1314	488	864	774	794	65	416	440
V/C Ratio(X)	1.08	0.58	0.59	0.77	1.36	1.37	1.89	0.73	0.73	0.66	0.49	0.42
Avail Cap(c_a), veh/h	99	1283	445	190	1314	488	864	774	794	101	416	440
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.34	0.34	0.34	0.69	0.69	0.69	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	36.2	36.4	43.4	41.0	41.0	41.3	33.4	33.5	42.8	30.5	26.5
Incr Delay (d2), s/veh	111.3	0.6	2.0	3.9	165.3	169.8	401.5	4.2	4.1	10.8	4.0	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	5.3	5.8	6.3	2.0	30.6	34.7	58.5	13.8	14.1	1.1	4.2	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.5	36.8	38.3	47.4	206.2	210.8	442.8	37.6	37.5	53.6	34.5	29.4
LnGrp LOS	F	D	D	D	F	F	F	D	D	D	C	C
Approach Vol, veh/h		1111			2544			2772			428	
Approach Delay, s/veh		48.6			202.1			275.7			34.3	
Approach LOS		D			F			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.8	43.7	10.1	28.4	27.0	24.5	9.5	29.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	37.4	9.6	19.9	22.5	20.0	5.0	24.5
Max Q Clear Time (g_c+I1), s	4.1	29.3	6.3	15.6	24.5	10.5	7.0	26.5
Green Ext Time (p_c), s	0.0	4.5	0.0	2.4	0.0	1.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	196.5
HCM 6th LOS	F

Notes

User approved changes to right turn type.



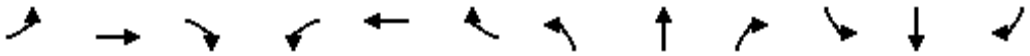
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	588	356	403	1393	889	254	821	129	112	344	357
Future Volume (veh/h)	107	588	356	403	1393	889	254	821	129	112	344	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	639	387	438	1514	966	276	892	140	122	374	388
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	189	1311	602	517	1903	625	391	1023	1357	208	786	787
Arrive On Green	0.06	0.26	0.26	0.20	0.39	0.39	0.12	0.29	0.29	0.06	0.22	0.22
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	116	639	387	438	1514	966	276	892	140	122	374	388
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.3	9.6	18.0	15.3	24.9	35.5	10.5	21.5	2.4	4.8	8.2	10.4
Cycle Q Clear(g_c), s	4.3	9.6	18.0	15.3	24.9	35.5	10.5	21.5	2.4	4.8	8.2	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	1311	602	517	1903	625	391	1023	1357	208	786	787
V/C Ratio(X)	0.61	0.49	0.64	0.85	0.80	1.55	0.71	0.87	0.10	0.59	0.48	0.49
Avail Cap(c_a), veh/h	189	1311	602	580	1903	625	391	1023	1357	208	786	787
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)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	28.4	22.9	18.5	24.0	27.3	22.3	30.5	12.5	26.9	30.5	26.9
Incr Delay (d2), s/veh	4.4	0.2	1.8	10.4	2.4	253.2	5.7	10.2	0.2	4.2	2.1	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	2.0	3.8	6.7	7.4	9.4	56.6	4.8	10.3	0.8	2.2	3.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	28.6	24.6	28.9	26.5	280.4	28.0	40.7	12.6	31.2	32.6	29.1
LnGrp LOS	C	C	C	C	C	F	C	D	B	C	C	C
Approach Vol, veh/h		1142			2918			1308			884	
Approach Delay, s/veh		27.4			110.9			35.0			30.9	
Approach LOS		C			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.6	30.4	22.4	27.6	15.6	24.4	10.0	40.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.1	25.9	21.1	19.9	11.1	19.9	5.5	35.5
Max Q Clear Time (g_c+I1), s	6.8	23.5	17.3	20.0	12.5	12.4	6.3	37.5
Green Ext Time (p_c), s	0.0	1.5	0.6	0.0	0.0	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	68.5
HCM 6th LOS	E

Notes

User approved changes to right turn type.



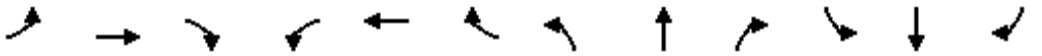
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	12	121	23	119	132	173	1494	32	14	305	25
Future Volume (veh/h)	10	12	121	23	119	132	173	1494	32	14	305	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	11	13	132	25	129	143	188	1624	35	15	332	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	24	25	249	235	148	164	226	2326	50	189	1588	128
Arrive On Green	0.01	0.17	0.17	0.03	0.18	0.18	0.13	0.65	0.65	0.95	0.95	0.95
Sat Flow, veh/h	1781	144	1463	1781	810	898	1781	3557	77	300	3329	269
Grp Volume(v), veh/h	11	0	145	25	0	272	188	810	849	15	176	183
Grp Sat Flow(s),veh/h/ln	1781	0	1607	1781	0	1709	1781	1777	1857	300	1777	1822
Q Serve(g_s), s	0.6	0.0	7.4	1.0	0.0	13.9	9.3	26.1	26.3	1.4	0.5	0.5
Cycle Q Clear(g_c), s	0.6	0.0	7.4	1.0	0.0	13.9	9.3	26.1	26.3	11.7	0.5	0.5
Prop In Lane	1.00		0.91	1.00		0.53	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	24	0	274	235	0	312	226	1162	1214	189	847	869
V/C Ratio(X)	0.46	0.00	0.53	0.11	0.00	0.87	0.83	0.70	0.70	0.08	0.21	0.21
Avail Cap(c_a), veh/h	101	0	348	290	0	370	354	1162	1214	189	847	869
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	44.1	0.0	34.1	29.8	0.0	35.8	38.3	9.9	9.9	2.9	1.1	1.1
Incr Delay (d2), s/veh	13.3	0.0	1.6	0.2	0.0	17.5	9.2	3.5	3.4	0.7	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	0.3	0.0	3.0	0.4	0.0	7.2	4.6	9.7	10.2	0.1	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	0.0	35.6	30.0	0.0	53.3	47.5	13.4	13.3	3.6	1.6	1.6
LnGrp LOS	E	A	D	C	A	D	D	B	B	A	A	A
Approach Vol, veh/h		156			297			1847			374	
Approach Delay, s/veh		37.2			51.3			16.8			1.7	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		63.4	6.8	19.8	15.9	47.4	5.7	20.9				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		51.9	5.1	19.5	17.9	29.5	5.1	19.5				
Max Q Clear Time (g_c+I1), s		28.3	3.0	9.4	11.3	13.7	2.6	15.9				
Green Ext Time (p_c), s		14.0	0.0	0.5	0.3	2.1	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			19.7									
HCM 6th LOS			B									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



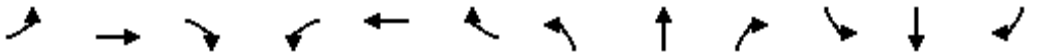
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	309	125	267	273	115	151	1610	56	189	2075	50
Future Volume (veh/h)	56	309	125	267	273	115	151	1610	56	189	2075	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	61	336	136	290	297	125	164	1750	61	205	2255	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	415	165	299	563	232	193	2266	871	268	2392	811
Arrive On Green	0.04	0.17	0.17	0.11	0.23	0.23	0.06	0.44	0.44	0.08	0.47	0.47
Sat Flow, veh/h	1781	2483	987	1781	2455	1010	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	61	239	233	290	213	209	164	1750	61	205	2255	54
Grp Sat Flow(s),veh/h/ln	1781	1777	1693	1781	1777	1689	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.5	11.6	12.0	9.5	9.4	9.8	4.5	26.1	1.6	5.5	37.8	1.5
Cycle Q Clear(g_c), s	2.5	11.6	12.0	9.5	9.4	9.8	4.5	26.1	1.6	5.5	37.8	1.5
Prop In Lane	1.00		0.58	1.00		0.60	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	274	297	283	299	407	387	193	2266	871	268	2392	811
V/C Ratio(X)	0.22	0.80	0.82	0.97	0.52	0.54	0.85	0.77	0.07	0.76	0.94	0.07
Avail Cap(c_a), veh/h	303	355	339	299	436	415	193	2266	871	276	2392	811
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	0.77	0.77	0.77	0.42	0.42	0.42	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	36.1	36.2	30.7	30.4	30.5	21.0	21.2	9.5	18.9	22.8	11.1
Incr Delay (d2), s/veh	0.4	10.7	13.1	37.3	0.8	0.9	14.3	1.1	0.1	11.6	9.2	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	1.1	5.8	5.9	4.8	4.1	4.0	2.5	10.0	0.5	2.9	16.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	46.8	49.3	68.0	31.2	31.4	35.3	22.3	9.6	30.5	31.9	11.3
LnGrp LOS	C	D	D	E	C	C	D	C	A	C	C	B
Approach Vol, veh/h		533			712			1975			2514	
Approach Delay, s/veh		45.9			46.3			23.0			31.4	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.4	14.0	19.5	9.8	46.7	8.4	25.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.9	36.6	9.5	18.0	5.3	39.2	5.4	22.1
Max Q Clear Time (g_c+I1), s	7.5	28.1	11.5	14.0	6.5	39.8	4.5	11.8
Green Ext Time (p_c), s	0.0	6.7	0.0	1.1	0.0	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Notes

User approved changes to right turn type.



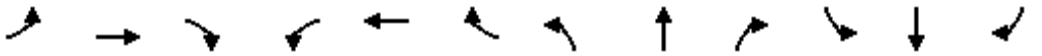
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	99	636	221	175	394	183	253	750	318	131	598	142
Future Volume (veh/h)	99	636	221	175	394	183	253	750	318	131	598	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	108	691	240	190	428	199	275	815	346	142	650	154
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	270	793	550	282	615	283	475	985	417	308	1798	659
Arrive On Green	0.06	0.22	0.22	0.10	0.26	0.26	0.25	0.81	0.81	0.07	0.35	0.35
Sat Flow, veh/h	1781	3554	1585	1781	2363	1088	1781	2432	1030	1781	5106	1585
Grp Volume(v), veh/h	108	691	240	190	321	306	275	595	566	142	650	154
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1675	1781	1777	1685	1781	1702	1585
Q Serve(g_s), s	4.1	16.9	10.5	7.2	14.7	14.9	8.7	17.3	17.5	4.5	8.5	5.7
Cycle Q Clear(g_c), s	4.1	16.9	10.5	7.2	14.7	14.9	8.7	17.3	17.5	4.5	8.5	5.7
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.61	1.00		1.00
Lane Grp Cap(c), veh/h	270	793	550	282	463	436	475	720	683	308	1798	659
V/C Ratio(X)	0.40	0.87	0.44	0.67	0.69	0.70	0.58	0.83	0.83	0.46	0.36	0.23
Avail Cap(c_a), veh/h	304	833	568	289	463	436	605	720	683	332	1798	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	0.47	0.47	0.47	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.2	33.7	22.6	24.6	30.0	30.1	12.4	6.7	6.7	17.6	21.6	17.0
Incr Delay (d2), s/veh	0.6	6.7	0.4	5.9	4.4	5.0	0.5	5.2	5.6	1.1	0.6	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	1.8	7.8	3.9	3.4	6.7	6.5	2.7	3.6	3.5	1.9	3.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.8	40.4	23.0	30.5	34.5	35.2	12.9	12.0	12.3	18.6	22.2	17.8
LnGrp LOS	C	D	C	C	C	D	B	B	B	B	C	B
Approach Vol, veh/h		1039			817			1436			946	
Approach Delay, s/veh		34.8			33.8			12.3			21.0	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	41.0	13.6	24.6	15.6	36.2	10.3	27.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.6	33.8	9.5	21.1	17.7	23.7	7.5	23.1
Max Q Clear Time (g_c+I1), s	6.5	19.5	9.2	18.9	10.7	10.5	6.1	16.9
Green Ext Time (p_c), s	0.0	6.9	0.0	1.2	0.5	4.2	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	444	115	227	0	3356	40	0	2416	70
Future Volume (veh/h)	0	0	0	444	115	227	0	3356	40	0	2416	70
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				304	376	247	0	3648	0	0	2626	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				417	438	742	0	4284		0	4284	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				304	376	247	0	3648	0	0	2626	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				15.0	17.9	6.6	0.0	39.4	0.0	0.0	20.7	0.0
Cycle Q Clear(g_c), s				15.0	17.9	6.6	0.0	39.4	0.0	0.0	20.7	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				417	438	742	0	4284		0	4284	
V/C Ratio(X)				0.73	0.86	0.33	0.00	0.85		0.00	0.61	
Avail Cap(c_a), veh/h				445	468	793	0	4284		0	4284	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.83	0.83	0.83	0.00	1.00	0.00	0.00	0.09	0.00
Uniform Delay (d), s/veh				38.7	40.0	34.9	0.0	11.6	0.0	0.0	8.5	0.0
Incr Delay (d2), s/veh				4.7	12.0	0.2	0.0	2.3	0.0	0.0	0.1	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				7.7	10.4	2.7	0.0	12.2	0.0	0.0	6.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				43.4	52.1	35.1	0.0	13.9	0.0	0.0	8.6	0.0
LnGrp LOS				D	D	D	A	B		A	A	
Approach Vol, veh/h					927			3648	A		2626	A
Approach Delay, s/veh					44.7			13.9			8.6	
Approach LOS					D			B			A	

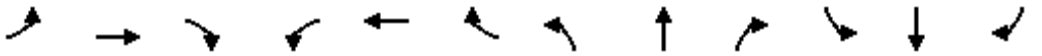
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.4		64.4		25.6			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	58.5		58.5		22.5			
Max Q Clear Time (g_c+I1), s	41.4		22.7		19.9			
Green Ext Time (p_c), s	16.9		29.8		1.2			

Intersection Summary	
HCM 6th Ctrl Delay	15.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



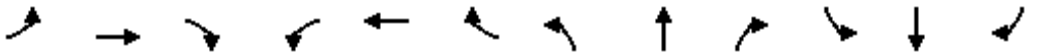
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	663	1525	47	56	643	378	41	40	32	376	41	251
Future Volume (veh/h)	663	1525	47	56	643	378	41	40	32	376	41	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	721	1658	51	61	699	411	45	43	35	409	45	273
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	687	2282	562	79	1287	634	358	715	319	1069	374	317
Arrive On Green	0.20	0.35	0.35	0.01	0.07	0.07	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	721	1658	51	61	699	411	45	43	35	409	45	273
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	17.9	20.2	1.9	3.1	9.5	17.9	1.9	0.9	1.6	6.0	1.8	15.0
Cycle Q Clear(g_c), s	17.9	20.2	1.9	3.1	9.5	17.9	1.9	0.9	1.6	6.0	1.8	15.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	687	2282	562	79	1287	634	358	715	319	1069	374	317
V/C Ratio(X)	1.05	0.73	0.09	0.78	0.54	0.65	0.13	0.06	0.11	0.38	0.12	0.86
Avail Cap(c_a), veh/h	687	2282	562	115	1287	634	358	715	319	1069	374	317
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	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	0.90	0.90	0.90
Uniform Delay (d), s/veh	36.0	25.2	19.4	43.9	38.0	25.2	29.5	29.1	29.4	31.2	29.5	34.8
Incr Delay (d2), s/veh	47.9	1.2	0.1	15.8	0.4	2.0	0.7	0.2	0.7	0.9	0.6	23.1
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	11.9	7.6	0.7	1.7	4.0	10.2	0.9	0.4	0.7	2.6	0.9	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.9	26.4	19.4	59.7	38.5	27.2	30.2	29.2	30.1	32.1	30.1	57.9
LnGrp LOS	F	C	B	E	D	C	C	C	C	C	C	E
Approach Vol, veh/h		2430			1171			123			727	
Approach Delay, s/veh		43.3			35.6			29.8			41.7	
Approach LOS		D			D			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		22.6	8.5	36.4		22.5	22.4	22.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		18.1	5.8	30.1		18.0	17.9	18.0				
Max Q Clear Time (g_c+I1), s		3.9	5.1	22.2		17.0	19.9	19.9				
Green Ext Time (p_c), s		0.3	0.0	6.1		0.4	0.0	0.0				

Intersection Summary	
HCM 6th Ctrl Delay	40.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



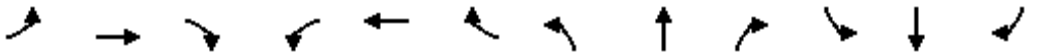
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	81	1854	298	82	792	72	287	335	85	86	286	135
Future Volume (veh/h)	81	1854	298	82	792	72	287	335	85	86	286	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	88	2015	324	89	861	78	312	364	92	93	311	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	113	2154	345	114	2320	208	372	807	202	119	459	490
Arrive On Green	0.06	0.38	0.38	0.02	0.13	0.13	0.04	0.09	0.09	0.07	0.25	0.25
Sat Flow, veh/h	1781	5631	903	1781	6056	542	3456	2817	703	1781	1870	1585
Grp Volume(v), veh/h	88	1726	613	89	684	255	312	228	228	93	311	147
Grp Sat Flow(s),veh/h/ln	1781	1609	1708	1781	1609	1773	1728	1777	1744	1781	1870	1585
Q Serve(g_s), s	4.4	30.9	31.1	4.5	11.7	11.9	8.1	10.9	11.1	4.6	13.5	6.4
Cycle Q Clear(g_c), s	4.4	30.9	31.1	4.5	11.7	11.9	8.1	10.9	11.1	4.6	13.5	6.4
Prop In Lane	1.00		0.53	1.00		0.31	1.00		0.40	1.00		1.00
Lane Grp Cap(c), veh/h	113	1846	653	114	1849	679	372	509	500	119	459	490
V/C Ratio(X)	0.78	0.94	0.94	0.78	0.37	0.38	0.84	0.45	0.46	0.78	0.68	0.30
Avail Cap(c_a), veh/h	200	1850	655	129	1849	679	372	509	500	162	459	490
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.93	0.93	0.93	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	26.7	26.8	43.4	29.4	29.4	42.6	34.0	34.1	41.4	30.7	23.7
Incr Delay (d2), s/veh	7.4	6.7	15.9	21.8	0.1	0.3	14.2	2.6	2.7	15.6	7.8	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	2.1	12.4	14.9	2.7	5.0	5.7	4.4	5.5	5.6	2.5	7.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	33.5	42.6	65.2	29.5	29.8	56.8	36.6	36.8	56.9	38.5	25.2
LnGrp LOS	D	C	D	E	C	C	E	D	D	E	D	C
Approach Vol, veh/h		2427			1028			768			551	
Approach Delay, s/veh		36.3			32.6			44.9			38.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.5	30.3	10.3	38.9	14.2	26.6	10.2	39.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.2	22.8	6.5	34.5	9.7	21.3	10.1	30.9
Max Q Clear Time (g_c+I1), s	6.6	13.1	6.5	33.1	10.1	15.5	6.4	13.9
Green Ext Time (p_c), s	0.0	1.9	0.0	1.3	0.0	1.2	0.1	6.0

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Notes

User approved changes to right turn type.



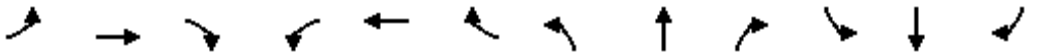
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	2295	572	118	681	211	110	644	687	310	554	247
Future Volume (veh/h)	148	2295	572	118	681	211	110	644	687	310	554	247
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	2495	622	128	740	229	120	700	747	337	602	268
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	2071	753	179	1908	570	280	829	806	285	958	964
Arrive On Green	0.08	0.41	0.41	0.06	0.39	0.39	0.07	0.23	0.23	0.11	0.27	0.27
Sat Flow, veh/h	1781	5106	1585	1781	4951	1479	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	161	2495	622	128	721	248	120	700	747	337	602	268
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1604	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.8	36.5	30.5	3.9	9.7	10.1	4.5	16.9	21.0	9.5	13.4	6.3
Cycle Q Clear(g_c), s	4.8	36.5	30.5	3.9	9.7	10.1	4.5	16.9	21.0	9.5	13.4	6.3
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	373	2071	753	179	1859	618	280	829	806	285	958	964
V/C Ratio(X)	0.43	1.20	0.83	0.72	0.39	0.40	0.43	0.84	0.93	1.18	0.63	0.28
Avail Cap(c_a), veh/h	442	2071	753	179	1859	618	301	829	806	285	958	964
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)	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	26.8	20.4	21.8	20.0	20.1	24.2	32.9	31.1	27.4	28.9	21.3
Incr Delay (d2), s/veh	0.3	93.8	2.6	12.7	0.1	0.4	1.0	10.3	18.2	112.6	3.1	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	31.9	11.0	2.2	3.5	3.7	1.9	8.3	9.6	13.4	6.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.4	120.6	23.1	34.6	20.1	20.5	25.2	43.2	49.3	140.0	32.0	22.0
LnGrp LOS	B	F	C	C	C	C	C	D	D	F	C	C
Approach Vol, veh/h		3278			1097			1567			1207	
Approach Delay, s/veh		96.9			21.9			44.7			59.9	
Approach LOS		F			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	25.5	9.5	41.0	10.7	28.8	11.3	39.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	21.0	5.0	36.5	7.3	23.2	10.3	31.2
Max Q Clear Time (g_c+I1), s	11.5	23.0	5.9	38.5	6.5	15.4	6.8	12.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	3.2	0.1	6.6

Intersection Summary	
HCM 6th Ctrl Delay	67.7
HCM 6th LOS	E

Notes

User approved changes to right turn type.



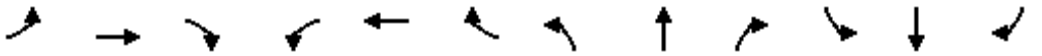
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	106	379	50	32	34	121	699	41	18	598	9
Future Volume (veh/h)	29	106	379	50	32	34	121	699	41	18	598	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	115	412	54	35	37	132	760	45	20	650	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	54	121	432	174	289	306	164	1608	95	296	1180	18
Arrive On Green	0.03	0.34	0.34	0.04	0.35	0.35	0.09	0.47	0.47	0.66	0.66	0.66
Sat Flow, veh/h	1781	358	1282	1781	832	880	1781	3409	202	677	3582	55
Grp Volume(v), veh/h	32	0	527	54	0	72	132	396	409	20	322	338
Grp Sat Flow(s),veh/h/ln	1781	0	1640	1781	0	1712	1781	1777	1834	677	1777	1860
Q Serve(g_s), s	1.6	0.0	28.3	1.7	0.0	2.6	6.5	13.6	13.6	1.0	8.7	8.8
Cycle Q Clear(g_c), s	1.6	0.0	28.3	1.7	0.0	2.6	6.5	13.6	13.6	1.9	8.7	8.8
Prop In Lane	1.00		0.78	1.00		0.51	1.00		0.11	1.00		0.03
Lane Grp Cap(c), veh/h	54	0	553	174	0	595	164	838	865	296	585	613
V/C Ratio(X)	0.59	0.00	0.95	0.31	0.00	0.12	0.80	0.47	0.47	0.07	0.55	0.55
Avail Cap(c_a), veh/h	99	0	556	201	0	595	228	838	865	296	585	613
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.64	0.64	0.64
Uniform Delay (d), s/veh	43.1	0.0	29.1	22.7	0.0	20.0	40.0	16.2	16.2	10.8	11.8	11.8
Incr Delay (d2), s/veh	9.7	0.0	26.8	1.0	0.0	0.1	13.3	1.9	1.9	0.3	2.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	14.7	0.8	0.0	1.0	3.4	5.7	5.9	0.2	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	55.9	23.7	0.0	20.1	53.3	18.1	18.0	11.1	14.2	14.1
LnGrp LOS	D	A	E	C	A	C	D	B	B	B	B	B
Approach Vol, veh/h		559			126			937			680	
Approach Delay, s/veh		55.7			21.6			23.0			14.0	
Approach LOS		E			C			C			B	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		46.9	8.2	34.9	12.8	34.1	7.3	35.8				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		40.9	5.1	30.5	11.5	24.9	5.0	30.6				
Max Q Clear Time (g_c+I1), s		15.6	3.7	30.3	8.5	10.8	3.6	4.6				
Green Ext Time (p_c), s		5.5	0.0	0.1	0.1	3.6	0.0	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			28.2									
HCM 6th LOS			C									

HCM 6th Signalized Intersection Summary
1: Sepulveda Blvd/Sepulveda Bl & Westchester Pkwy

10/03/2019



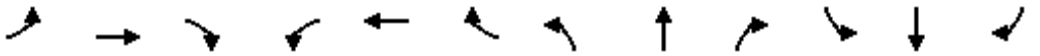
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	178	100	342	260	150	168	1358	53	152	1534	57
Future Volume (veh/h)	53	178	100	342	260	150	168	1358	53	152	1534	57
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	58	193	109	372	283	163	183	1476	58	165	1667	62
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	249	271	146	364	479	268	271	2400	965	290	2374	804
Arrive On Green	0.04	0.12	0.12	0.14	0.22	0.22	0.07	0.47	0.47	0.07	0.47	0.47
Sat Flow, veh/h	1781	2228	1203	1781	2196	1230	1781	5106	1585	1781	5106	1585
Grp Volume(v), veh/h	58	152	150	372	227	219	183	1476	58	165	1667	62
Grp Sat Flow(s),veh/h/ln	1781	1777	1654	1781	1777	1649	1781	1702	1585	1781	1702	1585
Q Serve(g_s), s	2.5	7.4	7.9	12.5	10.3	10.8	4.7	19.4	1.3	4.3	23.3	1.8
Cycle Q Clear(g_c), s	2.5	7.4	7.9	12.5	10.3	10.8	4.7	19.4	1.3	4.3	23.3	1.8
Prop In Lane	1.00		0.73	1.00		0.75	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	216	201	364	387	359	271	2400	965	290	2374	804
V/C Ratio(X)	0.23	0.70	0.75	1.02	0.59	0.61	0.68	0.62	0.06	0.57	0.70	0.08
Avail Cap(c_a), veh/h	278	355	331	364	498	462	286	2400	965	334	2374	804
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	0.70	0.70	0.70	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	38.0	38.2	31.8	31.6	31.7	17.4	17.8	7.1	14.6	19.1	11.4
Incr Delay (d2), s/veh	0.5	4.2	5.4	45.1	1.0	1.2	3.3	0.7	0.1	1.8	1.8	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	1.1	3.4	3.4	6.4	4.5	4.3	2.0	7.3	0.4	1.7	9.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	42.1	43.6	76.9	32.6	32.9	20.8	18.4	7.2	16.4	20.9	11.5
LnGrp LOS	C	D	D	F	C	C	C	B	A	B	C	B
Approach Vol, veh/h		360			818			1717			1894	
Approach Delay, s/veh		41.3			52.8			18.3			20.2	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	46.8	17.0	15.4	11.2	46.4	8.3	24.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	33.0	12.5	18.0	7.5	34.0	5.3	25.2
Max Q Clear Time (g_c+I1), s	6.3	21.4	14.5	9.9	6.7	25.3	4.5	12.8
Green Ext Time (p_c), s	0.1	7.7	0.0	1.1	0.0	6.6	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	26.7
HCM 6th LOS	C

Notes

User approved changes to right turn type.



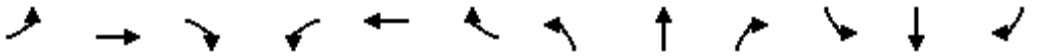
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	350	162	190	455	209	171	499	236	155	537	127
Future Volume (veh/h)	82	350	162	190	455	209	171	499	236	155	537	127
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	380	176	207	495	227	186	542	257	168	584	138
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	207	652	419	353	569	260	479	1004	475	373	2163	760
Arrive On Green	0.06	0.18	0.18	0.11	0.24	0.24	0.05	0.29	0.29	0.08	0.42	0.42
Sat Flow, veh/h	1781	3554	1585	1781	2371	1082	1781	2341	1107	1781	5106	1585
Grp Volume(v), veh/h	89	380	176	207	370	352	186	411	388	168	584	138
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1676	1781	1777	1671	1781	1702	1585
Q Serve(g_s), s	3.6	8.8	8.3	8.1	18.0	18.2	5.2	17.6	17.6	4.7	6.7	4.5
Cycle Q Clear(g_c), s	3.6	8.8	8.3	8.1	18.0	18.2	5.2	17.6	17.6	4.7	6.7	4.5
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.66	1.00		1.00
Lane Grp Cap(c), veh/h	207	652	419	353	427	402	479	762	717	373	2163	760
V/C Ratio(X)	0.43	0.58	0.42	0.59	0.87	0.87	0.39	0.54	0.54	0.45	0.27	0.18
Avail Cap(c_a), veh/h	237	730	454	381	464	438	551	762	717	466	2163	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	33.6	27.4	24.5	32.8	32.9	13.0	24.6	24.6	14.6	16.9	13.4
Incr Delay (d2), s/veh	1.2	0.8	0.6	2.0	15.1	16.6	0.5	2.6	2.8	0.9	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.8	3.1	3.5	9.3	9.0	2.1	8.3	7.9	1.9	2.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.7	34.4	28.0	26.6	47.9	49.5	13.5	27.2	27.4	15.5	17.2	13.9
LnGrp LOS	C	C	C	C	D	D	B	C	C	B	B	B
Approach Vol, veh/h		645			929			985			890	
Approach Delay, s/veh		32.0			43.8			24.7			16.4	
Approach LOS		C			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	43.1	14.6	21.0	11.8	42.6	9.5	26.1
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	11.5	30.5	11.5	18.5	10.9	31.1	6.5	23.5
Max Q Clear Time (g_c+I1), s	6.7	19.6	10.1	10.8	7.2	8.7	5.6	20.2
Green Ext Time (p_c), s	0.2	3.9	0.1	1.9	0.2	4.6	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	29.0
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	404	115	270	0	2905	40	0	1656	101
Future Volume (veh/h)	0	0	0	404	115	270	0	2905	40	0	1656	101
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
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				1870	1870	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				282	345	293	0	3158	0	0	1800	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, %				2	2	2	0	2	2	0	2	2
Cap, veh/h				414	434	736	0	4297		0	4297	
Arrive On Green				0.08	0.08	0.08	0.00	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1781	1870	3170	0	6696	1585	0	6696	1585
Grp Volume(v), veh/h				282	345	293	0	3158	0	0	1800	0
Grp Sat Flow(s),veh/h/ln				1781	1870	1585	0	1609	1585	0	1609	1585
Q Serve(g_s), s				13.9	16.3	7.9	0.0	28.8	0.0	0.0	11.6	0.0
Cycle Q Clear(g_c), s				13.9	16.3	7.9	0.0	28.8	0.0	0.0	11.6	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				414	434	736	0	4297		0	4297	
V/C Ratio(X)				0.68	0.79	0.40	0.00	0.73		0.00	0.42	
Avail Cap(c_a), veh/h				505	530	898	0	4297		0	4297	
HCM Platoon Ratio				0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				0.75	0.75	0.75	0.00	1.00	0.00	0.00	0.45	0.00
Uniform Delay (d), s/veh				38.3	39.4	35.6	0.0	9.8	0.0	0.0	6.9	0.0
Incr Delay (d2), s/veh				2.1	5.2	0.3	0.0	1.2	0.0	0.0	0.1	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				6.8	8.8	3.3	0.0	8.7	0.0	0.0	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.4	44.6	35.8	0.0	10.9	0.0	0.0	7.0	0.0
LnGrp LOS				D	D	D	A	B		A	A	
Approach Vol, veh/h					920			3158	A		1800	A
Approach Delay, s/veh					40.5			10.9			7.0	
Approach LOS					D			B			A	

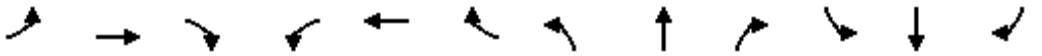
Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	64.6		64.6		25.4			
Change Period (Y+Rc), s	4.5		4.5		4.5			
Max Green Setting (Gmax), s	55.5		55.5		25.5			
Max Q Clear Time (g_c+I1), s	30.8		13.6		18.3			
Green Ext Time (p_c), s	23.5		21.0		2.6			

Intersection Summary		
HCM 6th Ctrl Delay	14.4	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



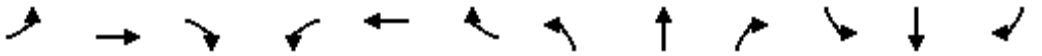
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	911	14	32	1025	317	25	40	24	298	40	215
Future Volume (veh/h)	53	911	14	32	1025	317	25	40	24	298	40	215
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	58	990	15	35	1114	345	27	43	26	324	43	234
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	1636	403	58	1571	748	509	1015	453	1217	426	361
Arrive On Green	0.04	0.25	0.25	0.01	0.08	0.08	0.29	0.29	0.29	0.23	0.23	0.23
Sat Flow, veh/h	3456	6434	1585	1781	6434	1585	1781	3554	1585	5344	1870	1585
Grp Volume(v), veh/h	58	990	15	35	1114	345	27	43	26	324	43	234
Grp Sat Flow(s),veh/h/ln	1728	1609	1585	1781	1609	1585	1781	1777	1585	1781	1870	1585
Q Serve(g_s), s	1.5	12.2	0.6	1.8	15.2	13.6	1.0	0.8	1.1	4.5	1.6	12.0
Cycle Q Clear(g_c), s	1.5	12.2	0.6	1.8	15.2	13.6	1.0	0.8	1.1	4.5	1.6	12.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	1636	403	58	1571	748	509	1015	453	1217	426	361
V/C Ratio(X)	0.39	0.61	0.04	0.61	0.71	0.46	0.05	0.04	0.06	0.27	0.10	0.65
Avail Cap(c_a), veh/h	211	1636	403	148	1751	793	509	1015	453	1217	426	361
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.68	0.68	1.00	1.00	1.00	0.94	0.94	0.94
Uniform Delay (d), s/veh	42.0	29.6	25.3	43.9	38.3	19.6	23.3	23.3	23.4	28.6	27.5	31.5
Incr Delay (d2), s/veh	1.7	0.6	0.0	6.8	0.8	0.3	0.2	0.1	0.2	0.5	0.4	8.2
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	0.7	4.7	0.2	0.9	6.6	8.3	0.4	0.3	0.4	1.9	0.8	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.7	30.2	25.3	50.7	39.1	19.9	23.5	23.3	23.6	29.1	27.9	39.7
LnGrp LOS	D	C	C	D	D	B	C	C	C	C	C	D
Approach Vol, veh/h		1063			1494			96			601	
Approach Delay, s/veh		30.9			34.9			23.5			33.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		30.2	7.4	27.4		25.0	8.3	26.5				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.5	7.5	22.5		20.5	5.5	24.5				
Max Q Clear Time (g_c+I1), s		3.1	3.8	14.2		14.0	3.5	17.2				
Green Ext Time (p_c), s		0.3	0.0	4.2		1.4	0.0	4.8				

Intersection Summary												
HCM 6th Ctrl Delay			32.9									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.
User approved changes to right turn type.



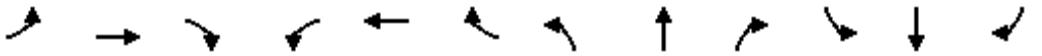
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	955	218	74	1086	96	278	260	105	68	188	100
Future Volume (veh/h)	101	955	218	74	1086	96	278	260	105	68	188	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	110	1038	237	80	1180	104	302	283	114	74	204	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1447	326	104	1533	134	391	1032	406	96	664	688
Arrive On Green	0.03	0.09	0.09	0.02	0.08	0.08	0.04	0.14	0.14	0.05	0.36	0.36
Sat Flow, veh/h	1781	5289	1193	1781	6068	532	3456	2491	980	1781	1870	1585
Grp Volume(v), veh/h	110	946	329	80	937	347	302	200	197	74	204	109
Grp Sat Flow(s),veh/h/ln	1781	1609	1656	1781	1609	1775	1728	1777	1694	1781	1870	1585
Q Serve(g_s), s	5.5	17.2	17.4	4.0	17.1	17.2	7.8	9.1	9.4	3.7	7.1	3.8
Cycle Q Clear(g_c), s	5.5	17.2	17.4	4.0	17.1	17.2	7.8	9.1	9.4	3.7	7.1	3.8
Prop In Lane	1.00		0.72	1.00		0.30	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	141	1320	453	104	1219	448	391	736	702	96	664	688
V/C Ratio(X)	0.78	0.72	0.73	0.77	0.77	0.77	0.77	0.27	0.28	0.77	0.31	0.16
Avail Cap(c_a), veh/h	247	1421	488	208	1314	483	518	736	702	188	664	688
HCM Platoon Ratio	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.80	0.80	0.80	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	37.5	37.7	43.5	38.7	38.7	42.2	26.7	26.8	42.0	21.0	15.5
Incr Delay (d2), s/veh	7.6	1.4	4.2	9.2	2.1	5.8	5.1	0.9	1.0	12.4	1.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	7.5	8.2	2.1	7.6	8.9	3.8	4.3	4.3	1.9	3.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.6	38.9	41.9	52.7	40.8	44.5	47.3	27.6	27.8	54.4	22.2	16.0
LnGrp LOS	D	D	D	D	D	D	D	C	C	D	C	B
Approach Vol, veh/h		1385			1364			699			387	
Approach Delay, s/veh		40.5			42.4			36.1			26.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.3	41.8	9.8	29.1	14.7	36.5	11.6	27.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.5	25.5	10.5	26.5	13.5	21.5	12.5	24.5
Max Q Clear Time (g_c+I1), s	5.7	11.4	6.0	19.4	9.8	9.1	7.5	19.2
Green Ext Time (p_c), s	0.0	2.0	0.1	4.5	0.4	1.2	0.1	3.5

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved changes to right turn type.



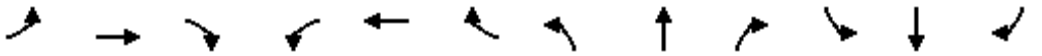
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	795	438	125	735	267	91	176	213	240	280	357
Future Volume (veh/h)	106	795	438	125	735	267	91	176	213	240	280	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	115	864	476	136	799	290	99	191	232	261	304	388
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	241	1220	463	252	1202	395	456	1329	1259	602	1531	1389
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.05	0.37	0.37	0.11	0.43	0.43
Sat Flow, veh/h	1781	5106	1585	1781	4826	1585	1781	3554	2790	1781	3554	2790
Grp Volume(v), veh/h	115	864	476	136	799	290	99	191	232	261	304	388
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1781	1609	1585	1781	1777	1395	1781	1777	1395
Q Serve(g_s), s	4.3	14.0	21.5	5.1	13.4	15.1	3.0	3.2	4.5	7.6	4.8	7.3
Cycle Q Clear(g_c), s	4.3	14.0	21.5	5.1	13.4	15.1	3.0	3.2	4.5	7.6	4.8	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	241	1220	463	252	1202	395	456	1329	1259	602	1531	1389
V/C Ratio(X)	0.48	0.71	1.03	0.54	0.66	0.73	0.22	0.14	0.18	0.43	0.20	0.28
Avail Cap(c_a), veh/h	314	1220	463	314	1202	395	755	1329	1259	674	1531	1389
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)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.6	31.4	31.9	24.4	30.4	31.1	15.6	18.6	14.8	13.1	15.9	13.2
Incr Delay (d2), s/veh	1.1	1.4	43.5	1.8	1.4	7.0	0.2	0.2	0.3	0.5	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.8	15.3	2.2	5.2	6.4	1.2	1.3	1.4	3.0	1.9	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.7	32.8	75.3	26.2	31.8	38.0	15.9	18.9	15.1	13.6	16.2	13.7
LnGrp LOS	C	C	F	C	C	D	B	B	B	B	B	B
Approach Vol, veh/h		1455			1225			522			953	
Approach Delay, s/veh		46.2			32.7			16.6			14.5	
Approach LOS		D			C			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	38.2	11.4	26.0	9.3	43.3	10.5	26.9
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	13.5	26.9	10.1	21.5	19.9	20.5	9.7	21.9
Max Q Clear Time (g_c+I1), s	9.6	6.5	7.1	23.5	5.0	9.3	6.3	17.1
Green Ext Time (p_c), s	0.3	2.1	0.1	0.0	0.2	2.8	0.1	2.9

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

User approved changes to right turn type.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	23	139	21	25	25	83	613	16	11	423	23
Future Volume (veh/h)	9	23	139	21	25	25	83	613	16	11	423	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	10	25	151	23	27	27	90	666	17	12	460	25
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	22	31	188	160	127	127	117	2444	62	516	1970	107
Arrive On Green	0.01	0.14	0.14	0.02	0.15	0.15	0.07	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	1781	230	1390	1781	858	858	1781	3541	90	758	3428	186
Grp Volume(v), veh/h	10	0	176	23	0	54	90	334	349	12	238	247
Grp Sat Flow(s),veh/h/ln	1781	0	1620	1781	0	1716	1781	1777	1854	758	1777	1837
Q Serve(g_s), s	0.5	0.0	9.5	1.0	0.0	2.5	4.5	6.5	6.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	0.0	9.5	1.0	0.0	2.5	4.5	6.5	6.5	0.0	0.0	0.0
Prop In Lane	1.00		0.86	1.00		0.50	1.00		0.05	1.00		0.10
Lane Grp Cap(c), veh/h	22	0	220	160	0	253	117	1226	1280	516	1021	1056
V/C Ratio(X)	0.46	0.00	0.80	0.14	0.00	0.21	0.77	0.27	0.27	0.02	0.23	0.23
Avail Cap(c_a), veh/h	129	0	423	245	0	448	287	1226	1280	516	1021	1056
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91
Uniform Delay (d), s/veh	44.1	0.0	37.7	32.7	0.0	33.8	41.4	5.3	5.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	14.1	0.0	6.7	0.4	0.0	0.4	10.3	0.5	0.5	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	0.3	0.0	4.1	0.4	0.0	1.1	2.3	2.2	2.3	0.0	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	0.0	44.4	33.1	0.0	34.2	51.7	5.9	5.8	0.1	0.5	0.5
LnGrp LOS	E	A	D	C	A	C	D	A	A	A	A	A
Approach Vol, veh/h		186			77			773			497	
Approach Delay, s/veh		45.1			33.9			11.2			0.5	
Approach LOS		D			C			B			A	

Timer - Assigned Phs		2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s		66.6	6.7	16.7	10.4	56.2	5.6	17.8				
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s		46.5	6.5	23.5	14.5	27.5	6.5	23.5				
Max Q Clear Time (g_c+I1), s		8.5	3.0	11.5	6.5	2.0	2.5	4.5				
Green Ext Time (p_c), s		4.8	0.0	0.7	0.1	3.1	0.0	0.2				

Intersection Summary												
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			B									