Appendix L-1

Traffic Study

Kimley»Horn

Traffic Study

for:

Morningside Residential Project

City of Inglewood

June 2025

Kimley»Horn

TRAFFIC STUDY
MORNINGSIDE RESIDENTIAL PROJECT

CITY OF INGLEWOOD

Prepared for:

The City of Inglewood

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TRAFFIC STUDY
FOR THE MORNINGSIDE RESIDENTIAL PROJECT
THE CITY OF INGLEWOOD

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TRAFFIC STUDY
FOR THE MORNINGSIDE RESIDENTIAL PROJECT
THE CITY OF INGLEWOOD

INTRODUCTION

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Morningside Residential Project (Project) in the City of Inglewood (City). This report has been prepared in accordance with the City of Inglewood *Transportation Impact Analysis Guidelines* (October 2022).

The Project Site's regional location is shown on **Figure 1**.

PROJECT DESCRIPTION

The Project Site encompasses approximately 22.87 acres (APN 4030-033-901 and 4030-033-903), including 17 acres that formerly comprised the eastern portion of the Morningside High School campus and approximately 5 acres that were part of the former Woodworth Elementary School campus, which is now vacant. The Project Site is currently developed with recreational facilities including tennis courts, basketball courts, baseball fields, and open recreational field space within the Morningside High School campus, and vacant school buildings within the vacant Woodworth Elementary School campus which is now largely demolished. As part of the project, a zoning change from R-1 to R-3 is required which would occur at Planning Commission.

The Project Site is located south of 104th Street between Yukon Avenue and 10th Avenue. The Project Site is bounded by 104th Street to the north, 10th Avenue and Woodworth-Monroe TK-8 Academy to the east, residential uses to the south, and Morningside High School to the west.

The Project Site is also located approximately 2.5 miles east of the Los Angeles International Airport (LAX) and approximately 1.0 mile north of the Hawthorne Municipal Airport. Nearby transit access lines include Metro Line 117, which travels along Century Boulevard connecting Inglewood to LAX, Westchester, Vermont, Watts and Norwalk, and Metro Line 210, which travels along Crenshaw Boulevard, connecting Inglewood to the Redondo Beach Transit Center, Downtown Los Angeles, Mid-City and Hollywood. Other bus lines serving the Project Site near Yukon Avenue include the Los Angeles County Lennox Shuttle, providing service from Lenox, Inglewood, Centinela Hospital, County offices, parks, public schools, libraries, and shopping centers.

The Project proposes construction of 571 townhome units, and 10 percent affordable units. The affordable units would be designated for Very Low Income households. To serve residents and guests, the Project would provide approximately 375,622 SF of open space, including 20,799 SF of private open space and 354,823 SF of common open space. The Project Site plan is shown on **Figure 2**.

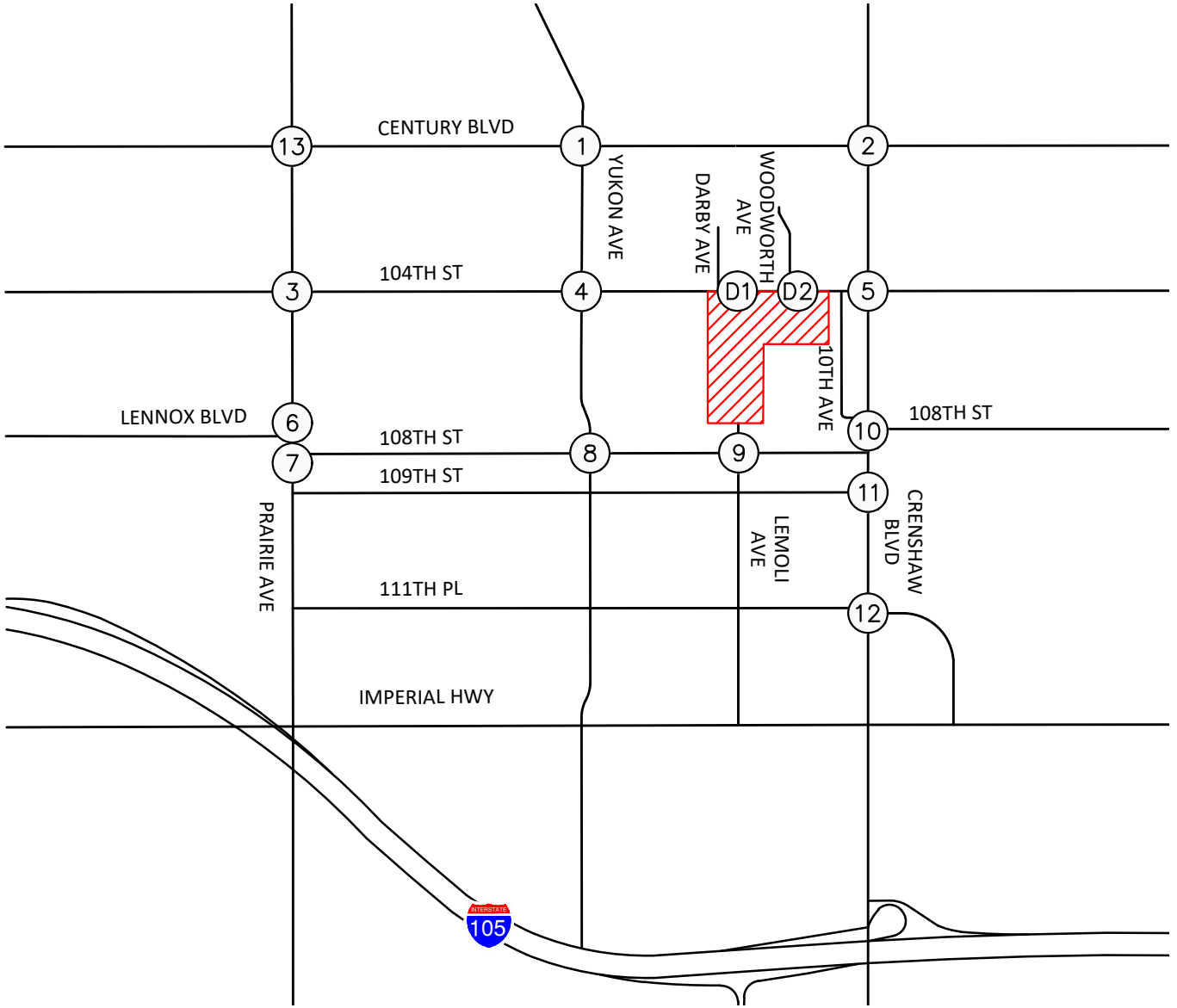
Vehicular access provisions for the Project Site would be provided via two full-movement driveways on 104th Street which would provide vehicular ingress and egress for residents and visitors to the Project Site. One entry would align with Darby Avenue where Darby Avenue would be extended to cross 104th Street and continue south into the Project Site, and a second entry would align with Woodworth Avenue where Woodworth Avenue would be extended to cross 104th Street into the Project Site.

A third full-movement driveway would be for residential ingress and egress only and would be located at the south boundary of the Project Site, connecting to Lemoli Avenue. The driveways would be unsignalized.

The Project would include a private internal road system. Morningside Drive would serve the Project Site as its east/west roadway and as a fire lane. North and south private roads would include Champions Drive, Darby Avenue, Lemoli Avenue and Woodworth Avenue, which are also fire lanes. Champions Drive would extend along the entire western boundary of the Project Site. Within the Project Site, Darby Avenue would begin at the northern Project Site boundary, near the northwestern corner, then extend south beyond Morningside Drive to become Lemoni Avenue. Lemoli Avenue would then continue south to connect to the existing Lemoli Avenue south of the Project Site. Within the Project Site, Woodworth Avenue would begin at the northern Project Site boundary, near the northeastern corner, then extend south to dead-end at Morningside Drive. Alleyways between homes would provide access for residents and the Fire Department.

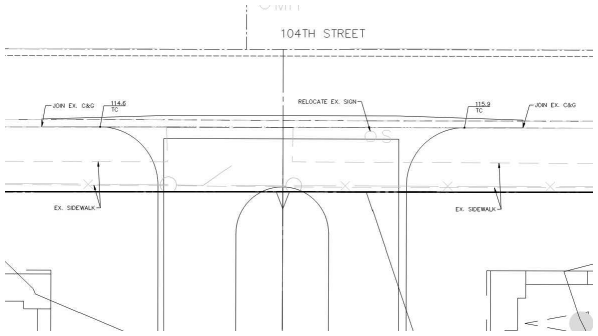
Pedestrians and bicyclists would be able to access the Project Site via new interior sidewalks and paths around the perimeter of the Project Site that would provide connections to each home and access to parks and clubhouse/amenity areas. Exterior access to the Project Site would be from a separate sidewalk path located near each vehicle driveway along 104th Street and Lemoli Avenue.

The Project would provide 1,122 vehicle parking spaces, including 998 resident parking spaces provided within garages attached to individual homes and 124 visitor parking spaces provided along interior streets and within the clubhouse grounds in surface parking areas.

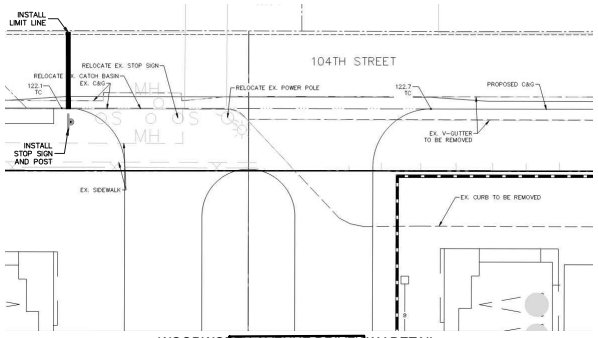


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FIGURE 1
VICINITY MAP



DARBY AVENUE DRIVEWAY DETAIL



WOODWORTH AVENUE DRIVEWAY DETAIL

NOTE: SEE FIGURE 15 AND FIGURE 16 FOR VEHICLE TURNING AND SIGHT DISTANCE ANALYSES



Product	Garage	Bed/Bath	Area SF	Site Area (AC)	Density (DU/AC)	Total Units	Unit Mix	Total Beds	Total SF
Residential				21.02	24.97	571	100%	1,606	754,452
Row Townhomes						403	70.6%	1,186	477,168
Plan 1	1	1/1.5	862			144	25.2%	288	124,128
Plan 2	2	2/2.5	1,198			138	24.2%	414	165,324
Plan 3	2	3/3.0	1,444			63	11.0%	252	90,972
Plan 4	2	4/3.0	1,668			58	10.2%	232	96,744
Interlocking Townhomes						168	29.4%	420	277,284
Plan 5	2	3/3.5	1,512			84	14.7%	168	127,008
Plan 6	2	4/4.0	1,789			84	14.7%	252	150,276
Non-Residential				1.85					8,232
Clubhouse Phase 1			4,205	0.90					4,205
Clubhouse Phase 2			4,027	0.65					4,027
Misc. Open Space				0.30					
Total				22.87	24.97	571		1,606	762,684

NOT TO SCALE

FIGURE 2
PROJECT SITE PLAN

ANALYSIS SCENARIOS AND METHODOLOGY

Analysis Scenarios

This traffic study includes documentation of existing conditions, analyses of cumulative traffic conditions, and identification of project-related effects at the following study intersections:

1. Century Boulevard at Yukon Avenue
2. Century Boulevard at Crenshaw Boulevard
3. 104th Street at Prairie Avenue
4. 104th Street at Yukon Avenue
5. 104th Street at Crenshaw Boulevard
6. Lennox Boulevard at Prairie Avenue
7. 108th Street at Prairie Avenue
8. 108th Street at Yukon Avenue
9. 108th Street at Lemoli Avenue
10. 108th Street/Launderland Driveway at Crenshaw Boulevard
11. 109th Street at Crenshaw Boulevard
12. 111th Place/Thoreau Street at Crenshaw Boulevard
13. Century Boulevard at Prairie Avenue

D1. 104th Street at Darby Avenue

D2. 104th Street at Woodworth Avenue

The Project will be evaluated for the following conditions:

- Existing Conditions
- Existing Plus Project
- Opening Year 2030 (Existing + Ambient Growth + Cumulative Projects)
- Opening Year 2030 Plus Project

The study locations and scenarios were established in consultation with City staff through the scoping agreement process. A copy of the scoping agreement is provided in ***Appendix A***.

Analysis Methodology

Peak hour intersection operations at signalized and unsignalized intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the City of Inglewood.

Per the HCM Methodology, Level of Service (LOS) for signalized intersections is defined in terms of average vehicle delay. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The charts on the following page provide a description of the operating characteristics of each Level of Service and define the LOS in terms of average seconds of delay for signalized and unsignalized intersections.

LEVEL OF SERVICE DEFINITIONS	
Level of Service	**Description**
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	**Signalized Intersection (Average delay per vehicle, in seconds) [1]**	**Unsignalized Intersections (Average delay per vehicle, in seconds) [2]**
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

[1] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.
[2] Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 20-2.

It should be noted that Vehicle Miles Traveled (VMT) replaced LOS for the purposes of determining a significant transportation impact under the California Environmental Quality Act (CEQA). Therefore, LOS no longer determines transportation impacts with regards to CEQA. However, based on the City of Inglewood *Transportation Impact Analysis Guidelines*, LOS is still required by the City of Inglewood for Condition of Approval (COA) purposes only.

Performance Criteria

The City of Inglewood's LOS standard for acceptable intersection operation is LOS D or better. An unacceptable LOS would be LOS E or F. If the Project traffic causes operations at a study intersection to go from an acceptable to an unacceptable LOS, the Project would have a project-related effect at the intersection and recommended improvements would be needed.

EXISTING CONDITIONS

Regional Highway System

Primary regional access is provided by the I-105 Freeway (Glenn Anderson Freeway) approximately one mile south of the Project Site. The I-105 Freeway is a major east-west oriented freeway connecting the I-405 Freeway (San Diego Freeway) less than two miles west of the Project Site and the I-110 Freeway (Harbor Freeway) approximately three miles east of the Project Site. The I-105 Freeway generally contains three to four mainline freeway lanes and one high occupancy vehicle (HOV) lane in each direction near the Project Site. Eastbound and westbound on/off ramps are provided to and from the I-105 Freeway at Crenshaw Boulevard.

Existing Roadway System

The City of Inglewood, as stated in its General Plan Circulation Element, utilizes the roadway categories recognized by regional, state, and federal transportation agencies. There are four categories in the roadway hierarchy, ranging from freeways with the highest capacity to two-lane undivided roadways with the lowest capacity. The roadway categories are summarized as follows:

- *Freeways* are limited-access and high speed travel ways included in the state and federal highway systems. Their purpose is to carry regional through-traffic. Access is provided by interchanges with typical spacing of one mile or greater. No local access is provided to adjacent land uses.
- *Arterial* roadways are major streets that primarily serve through-traffic and provide access to abutting properties as a secondary function. This roadway type is divided into two categories: major and minor arterials. Major arterials should have a minimum of two travel lanes in both directions in addition to a separate median lane to accommodate left turn movements. Minor arterials should have a minimum of two travel lanes in both directions

- *Collector* roadways are streets that provide access and traffic circulation within residential and non-residential (e.g., commercial, and industrial) areas. Collector roadways connect local streets to arterials and are typically designed with two through travel lanes (i.e., one through travel lane in each direction) that may accommodate on-street parking. They may also provide access to abutting properties.
- *Local roadways* distribute traffic within a neighborhood, or similar adjacent neighborhoods, and are not intended for use as a through-street or a link between higher capacity facilities such as collector or arterial roadways. Local streets are fronted by residential uses and do not typically serve commercial uses. Generally, travel lanes are not striped, and parking may be accommodated on one or both sides of the roadway.

Local access to the Project Site and vicinity is provided by several arterial and commuter roadways as listed below:

Century Boulevard is an east-west roadway with three lanes in each direction. The posted speed limit is 40 miles per hour (mph) and on-street parking is prohibited on both sides of the roadway. Century Boulevard is designated as a Major Arterial in the City of Inglewood General Plan.

104th Street is an east-west roadway with one lane in each direction. The posted speed limit is 25 mph, and on-street parking is permitted on both sides of the roadway. 104th Street is designated as a Collector in the City of Inglewood General Plan.

108th Street is an east-west roadway with one lane in each direction. The posted speed limit is 25 mph, and on-street parking is permitted on both sides of the roadway. 108th Street is designated as a Collector between Prairie Avenue and Crenshaw, and a Minor Arterial east of Crenshaw Boulevard, in the City of Inglewood General Plan.

Prairie Avenue is a north-south divided roadway with 3 lanes in each direction in the Project vicinity. The posted speed limit is 40 mph and on-street parking is prohibited on both sides of the roadway. Prairie Avenue is designated as a Major Arterial in the City of Inglewood General Plan.

Yukon Avenue is a north-south divided roadway with 2 lanes in each direction north of 104th Street and one lane undivided in each direction south of 104th Street. The posted speed limit is 25 mph and on-street parking is permitted on both sides of the roadway. Yukon Avenue is designated as a Collector in the City of Inglewood General Plan.

Lemoli Avenue is a north-south undivided roadway with one lane in each direction that extends from the south Project boundary to Imperial Highway to the south. The posted speed limit is 25 mph and on-street parking is only permitted on the east side of the roadway. Lemoli Avenue is designated as a Collector in the City of Inglewood General Plan.

Crenshaw Boulevard is a north-south divided roadway with 3 lanes in each direction. The posted speed limit is 40 mph, and on-street parking is prohibited on both sides of the roadway. Crenshaw Boulevard is designated as a Major Arterial in the City of Inglewood General Plan.

Transit Service

Public bus transit services are provided within the Project vicinity by the Los Angeles County Metropolitan Transportation Authority (Metro) lines, the County of Los Angeles shuttle system (LA Go Bus), and the City of Torrance (Torrance Transit).

The bus stop closest to the Project Site is Metro Line 210 located at the intersection of 104th Street and Crenshaw Boulevard, approximately 0.1 miles away from the Project Site. The closest Metro Line 117 bus stop to the Project Site is located at the intersection of Century Boulevard and Crenshaw Boulevard, approximately 0.4 miles away from the Project Site. Existing bus routes and stops within a quarter mile of the Project Site are shown in **Figure 3.** A description of the bus routes serving the Project area is provided below.

EXISTING BUS ROUTES SERVING THE PROJECT AREA		
Transit Route	**Headway**	**Closest Stop Distance to Project Site**
LA Go Bus The Link – Lennox Shuttle[1]	Weekday: 30 mins Weekend: 30 mins	0.2 miles at 104th Street and Yukon Avenue
Metro Line 117[2]	Weekday: 15 mins Weekend: 40 mins	0.4 miles at Century Boulevard and Crenshaw Boulevard
Metro Line 210[3]	Weekday: 10 mins Weekend: 15 mins	0.1 miles at 104th Street and Crenshaw Boulevard
Torrance Transit Line 10[4]	Weekday: 15 mins Weekend: 15 mins	1 mile at Century Boulevard and Prairie Avenue

[1] Source: https://pw.lacounty.gov/core-service-areas/uploads/2024/09/LennoxBrochure.pdf
[2] Source: https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182149/117_TT_12-15-24.pdf
[3] Source: https://cdn.beta.metro.net/wp-content/uploads/2024/12/12182536/210_TT_12-15-24.pdf
[4] Source: https://transit.torranceca.gov/routes-schedules/line-10

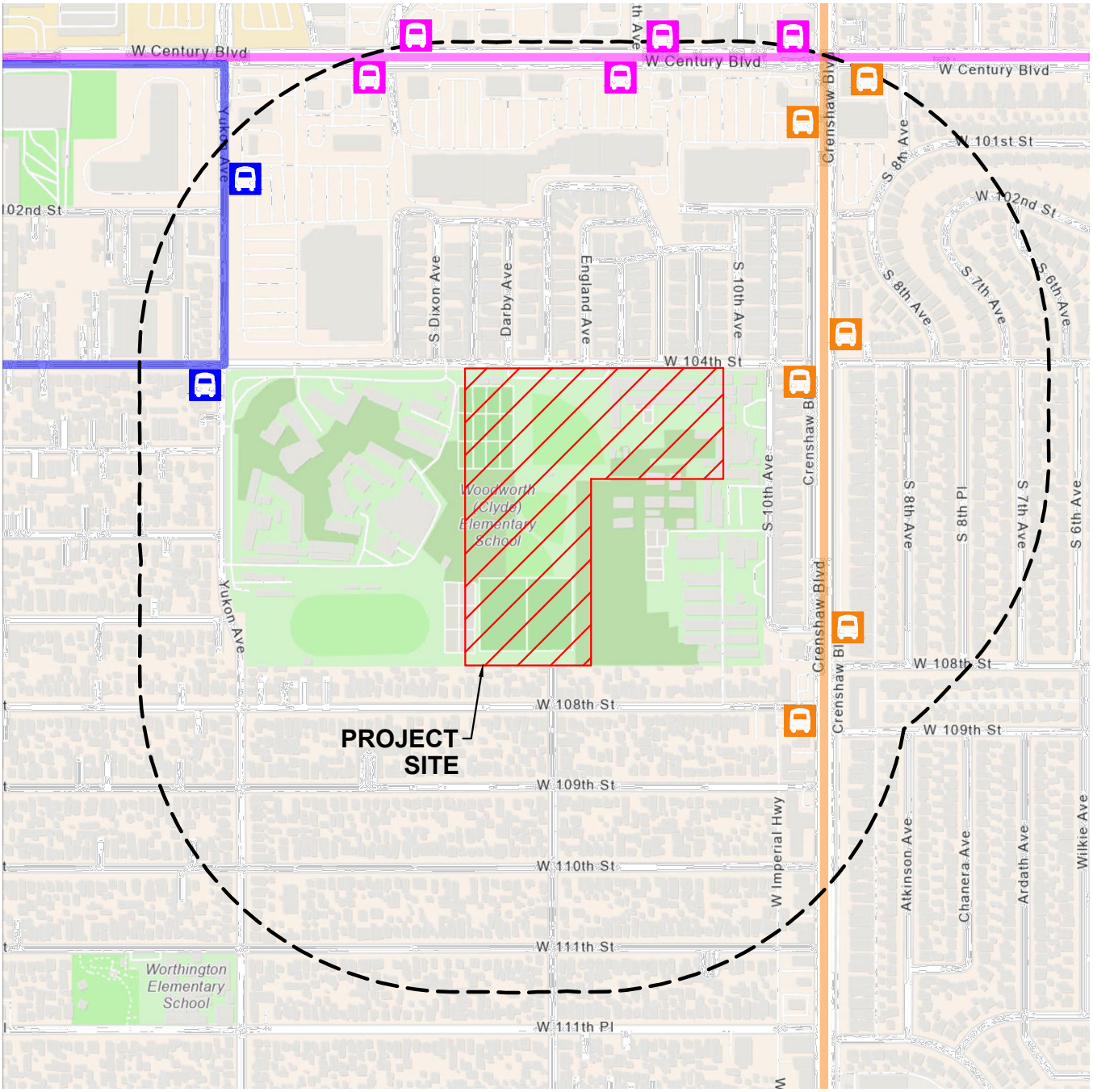
LA Go Bus The Link – Lennox Shuttle operates between Centinela Hospital and Lennox Park in the City of Inglewood. The Lennox Shuttle operates Monday through Friday from approximately 7:00 AM to 6:00 PM with approximately 30-minute headways, and on Saturday from approximately 9:00 AM to 6:00 PM with approximately 30-minute headways. The closest Lennox Shuttle bus stop to the Project Site is located at the intersection of 104th Street and Yukon Avenue, approximately 0.2 miles away from the Project Site.

Metro Line 117 operates between the Los Angeles International Airport and Downey via Century Boulevard and Imperial Highway. Line 117 operates Monday through Friday from approximately 5:15 AM to 2:05 AM with approximately 15-minute headways, and Saturday and Sunday from approximately 5:20 AM to 2:05 AM with approximately 40-minute headways. The closest Metro Line 117 bus stop to the Project Site is located at the intersection of Century Boulevard and Crenshaw Boulevard, approximately 0.4 miles away from the Project Site.

Metro Line 210 operates between Hollywood/Vine Station and South Bay Galleria via Crenshaw Boulevard. Line 210 operates Monday through Friday from approximately 4:55 AM to 1:15 AM with approximately 10-minute headways, and Saturday and Sunday from approximately 5:45 AM to 1:15 AM with approximately 15-minute headways. The closest Metro Line 210 bus stop to the Project Site is located at the intersection of 104th Street and Crenshaw Boulevard, approximately 0.1 miles away from the Project Site.

Torrance Transit Line 10 operates between Pacific Coast Highway at Crenshaw Boulevard Station in Torrance and Downtown Inglewood Station. Line 10 operates Monday through Friday from approximately 5:30 AM to 10:38 PM with approximately 15-minute headways. Line 10 operates Saturday from approximately 5:52 AM to 10:25 PM with approximately 15-minute headways, and Sunday from approximately 5:49 AM to 10:17 PM with approximately 15-minute headways. The closest Torrance Transit Line 10 bus stop to the Project Site is located at the intersection of Century Boulevard and Prairie Avenue, approximately one mile away from the Project Site.

NOT TO SCALE



LEGEND:

- = Bus Stop
- = LA Go Bus The Link - Lennox
- = Metro Line 117
- = Metro Line 210
- = 1/4 Mile Radius Boundary

FIGURE 3
CITY OF INGLEWOOD
EXISTING BUS ROUTE WITHIN A QUARTER MILE OF PROJECT SITE

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Pedestrian System

Pedestrian infrastructure consists of facilities such as sidewalks, crosswalks, pedestrian signals, curb access ramps, Americans with Disabilities Act (ADA) compliant tactile warning strips, and curb extensions, among other things. These facilities are widely provided within the Project vicinity Marked crosswalks, pedestrian signals, and curb ramps are provided, as applicable at the study intersections. Existing pedestrian facilities within a quarter mile of the Project Site are shown in **Figure 4.**

Bicycle System

Bicycle infrastructure consists of both facilities within the roadway as well as public bicycle parking spaces. The Federal and State transportation systems recognize three primary bikeway facilities: Bicycle Paths (Class I), Bicycle Lanes (Class II), and Bicycle Routes (Class III). Bicycle Paths (Class I) are exclusive car free facilities that are typically not located within a roadway area. Bicycle Lanes (Class II) are part of the street design that is dedicated only for bicycles and identified by a striped lane separating vehicle lanes from Bicycle Lanes. Bicycle Routes (Class III), which do not have dedicated bikes lanes or striping on roadways, are preferably located on collector and lower volume arterial streets.

According to the City of Inglewood's *Active Transportation and Safe Route to School Plan* (ATP/SRTS; May 2022), Yukon Avenue, between 104th and 105th Streets, had overall the highest number of pedestrians and bicyclists in the entire City counted during September 2016 to December 2016. The large number of students walking and bicycling on Yukon Avenue may be attributable to the close proximity of both the Morningside High School and Monroe Middle School to nearby residences. The City currently only has 3.2 total miles of bikeways, with 1.5 miles as Class II Bike Lanes and 1.7 miles as Class III Bike Routes. The nearest bicycle facility to the Project Site is approximately 0.8 miles east, which is a north-south Class III Bike Route located on Van Ness Avenue between 108th Street and Imperial Highway. The existing and proposed bicycle infrastructures in the Project vicinity is illustrated in **Figures 5 and 6**, respectively. As presented in Figure 4, there are plans for a north-south Class III Bike Route with sharrows on Yukon Avenue between Century Boulevard and 113th Street and a Class II Buffered Bike Lane on Yukon Avenue south of 104th Street to just north of Imperial Highway. In addition, along the Project frontage, there are plans for an east-west Class III Bike Route with sharrows on 104th Street between Prairie Avenue and Van Ness Avenue.

Traffic calming elements are proposed in the ATP/SRTS within the Project vicinity including installations of speed feedback signs on Yukon Avenue between 104th Street and 107th Street, and speed cushions on 105th Street from Prairie Avenue to Yukon Avenue, both of which are approximately 0.3 miles west of the Project Site.

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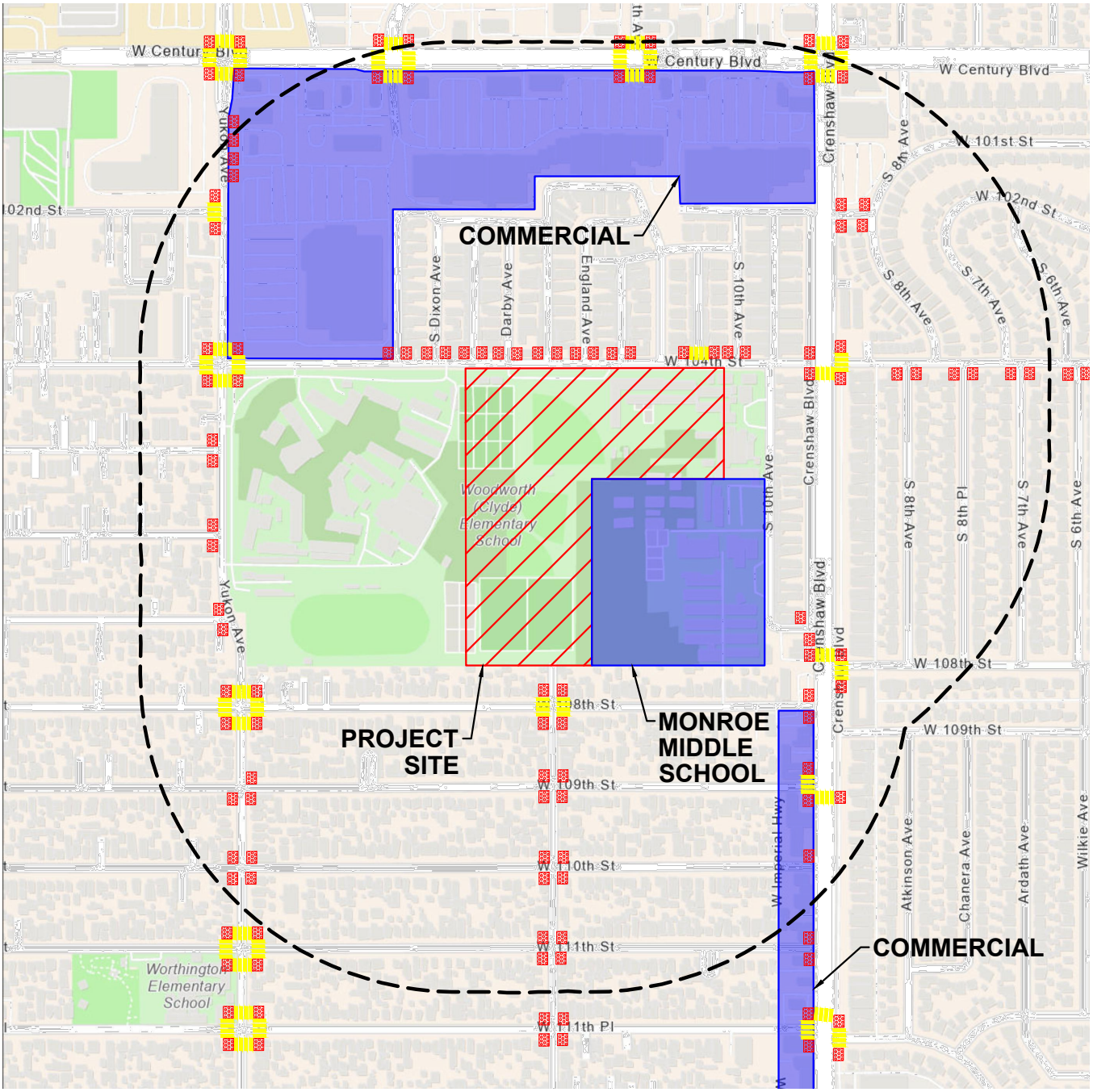
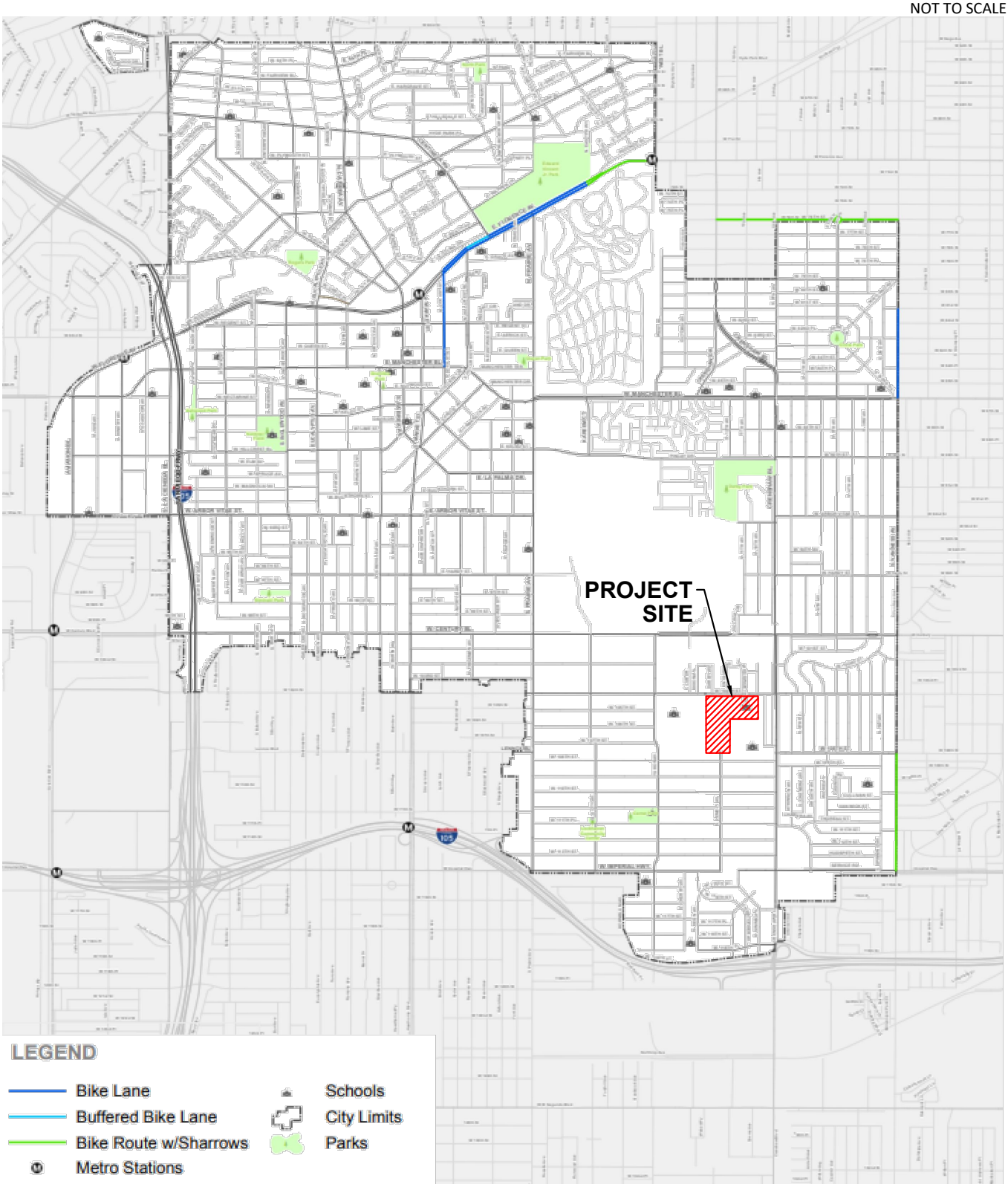


FIGURE 4
CITY OF INGLEWOOD
EXISTING PEDESTRIAN INFRASTRUCTURE
WITHIN A QUARTER MILE OF PROJECT SITE

LEGEND:
- = Pedestrian Destination
- = Existing Pedestrian Curb Ramp
- = Existing Marked Pedestrian Crosswalk
- = 1/4 Mile Radius Boundary

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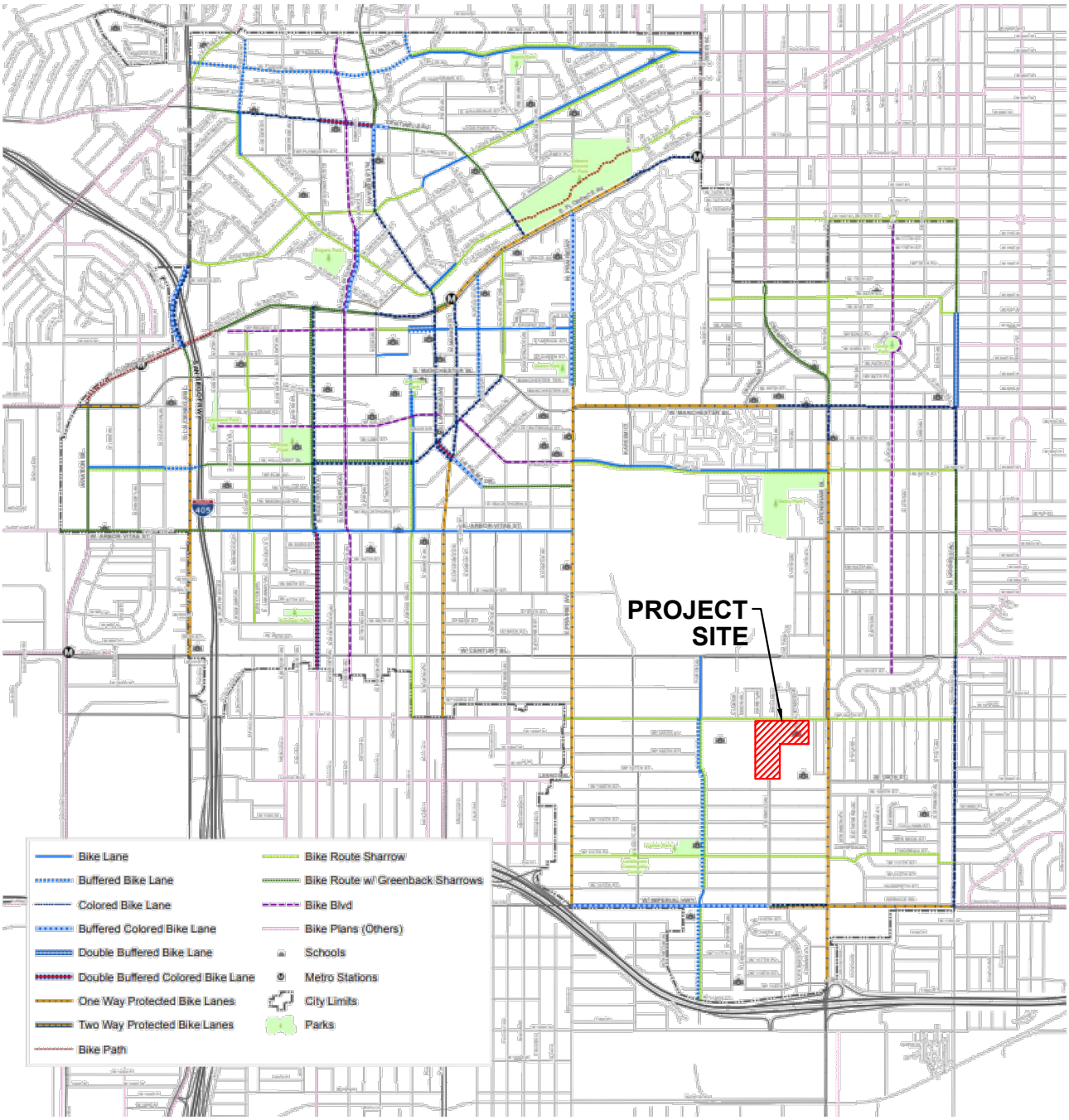
NOT TO SCALE



SOURCE: INGLEWOOD ACTIVE TRANSPORTATION & SAFE ROUTES TO SCHOOL PLAN, MAY 17, 2022

FIGURE 5
CITY OF INGLEWOOD
EXISTING BICYCLE FACILITIES

NOT TO SCALE



SOURCE: INGLEWOOD ACTIVE TRANSPORTATION & SAFE ROUTES TO SCHOOL PLAN, MAY 17, 2022

FIGURE 6
CITY OF INGLEWOOD
PROPOSED BICYCLE FACILITIES

Existing Traffic Volumes

Existing morning and evening peak hour turning movement counts for the study intersections were collected in May 2024 while schools were in session. During the Scoping Agreement process, City staff initially had requested that an intersection LOS analysis be conducted at the intersection of Century Boulevard at Prairie Avenue. Existing morning and evening peak hour turning movement counts for the study intersection of Century Boulevard at Prairie Avenue from February 2024 were used for this analysis.

The Inglewood Entertainment and Basketball Center (IBEC) was under construction during the time counts were collected in 2024. To account for traffic generated by IBEC, the trip generation rates and distributions for ancillary land uses on non-event days from Table 6A of the Environmental Impact Report (EIR)[1] were added to the Project's base line conditions. The IBEC trip generation rates for a non-event day are shown in **Table 1**. The hotel component of the development, which includes 150 rooms, was excluded from the baseline conditions, as its construction was completed at the time of data collection. The 150 room hotel component of the project is included as a cumulative project.

Additionally, an LOS analysis was conducted at the intersections of 104th Street at Darby Avenue and 104th Street at Woodworth Avenue (Project driveways). Turning movement counts where collected in May 2025 for the two Project driveways.

Existing lane configurations and traffic volumes are presented on **Figure 7** and **Figure 8**, respectively. Peak hour intersection traffic count worksheets are provided in ***Appendix B***.

Peak Hour Intersection Operations

An intersection Level of Service analysis was conducted under Existing Conditions using the analysis procedures and assumptions described previously in this report. The results of the analysis are summarized on **Table 2**. Review of this table shows that all study intersections currently operate at an acceptable Level of Service. Intersection analysis worksheets are provided in ***Appendix C*** of this report.

[1] IBEC EIR (2019), Appendix K: Transportation Data, https://files.ceqanet.lci.ca.gov/601913/attachment/kNs9Wg5fbk5XvjHu5FkQi0LR32nWrtjl1eCnsXJMaC_SQ_Rkht41OPj1bBuTU8hi3toUIVRT8OIDWIUt0

TABLE 1
SUMMARY OF PROJECT TRIP GENERATION ESTIMATE
INGLEWOOD BASKETBALL ENTERTAINMENT CENTER (IBEC) ANCILLARY LAND USES ON NON-EVENT DAY

			Trip Generation Rates [b]								Estimated Trip Generation						
	ITE Land Use		Daily	AM Peak Hour			PM Peak Hour			Trip Rate	Daily	AM Peak Hour Trips			PM Peak Hour Trips		
Land Use	Code	Size [a]	Rate	Rate	% In	% Out	Rate	% In	% Out	Unit	Trips	In	Out	Total	In	Out	Total
Office	710	71 ksf	[c]	[c]	86%	14%	[c]	16%	84%	per ksf	761	80	13	93	13	69	82
Internal capture			*3%*		*9%*	*9%*		*10%*	*10%*		(23)	(7)	(1)	(8)	(1)	(7)	(8)
Transit/Bike/Walk			*5%*		*5%*	*5%*		*5%*	*5%*		(37)	(4)	(1)	(5)	(1)	(3)	(4)
Sub-total											**701**	**69**	**11**	**80**	**11**	**59**	**70**
Practice Facility	[d]	54 employees	[d]	[d]	100%	0%	[d]	0%	100%	per person	108	54	0	54	0	54	54
Sub-total											**108**	**54**	**0**	**54**	**0**	**54**	**54**
Sports Medicine Clinic	630	25 ksf	38.16	3.69	78%	22%	3.28	29%	81%	per ksf	954	72	20	92	24	58	82
Internal capture			*5%*		*14%*	*14%*		*15.0%*	*15.0%*		(48)	(10)	(3)	(13)	(4)	(9)	(13)
Transit/Bike/Walk			*5%*		*5%*	*5%*		*5%*	*5%*		(45)	(3)	(1)	(4)	(1)	(2)	(3)
Sub-total											**861**	**59**	**16**	**75**	**19**	**47**	**66**
Retail [e]	SanDAG	24 ksf	40.00	1.20	60%	40%	3.60	50%	50%	per ksf	960	17	12	29	43	43	86
Internal capture			*5%*		*14%*	*14%*		*15%*	*15%*		(48)	(2)	(2)	(4)	(6)	(6)	(12)
Transit/Bike/Walk			*5%*		*5%*	*5%*		*5%*	*5%*		(46)	(1)	(1)	(2)	(2)	(2)	(4)
Pass-by credit			*10%*		*10%*	*10%*		*10%*	*10%*		(87)	(1)	(1)	(2)	(4)	(4)	(8)
Sub-total											**779**	**13**	**8**	**21**	**31**	**31**	**62**
Full-Service Restaurant/ Lounge [f]	931	15 ksf	83.84	0.73	55%	45%	7.80	67%	33%	per ksf	1,258	6	5	11	78	39	117
Internal capture			*5%*		*14%*	*14%*		*15.0%*	*15.0%*		(63)	(1)	(1)	(2)	(12)	(6)	(18)
Transit/Bike/Walk			*5%*		*5%*	*5%*		*5%*	*5%*		(60)	0	0	0	(3)	(2)	(5)
Pass-by credit			*10%*		*10%*	*10%*		*10%*	*10%*		(114)	(1)	0	(1)	(6)	(3)	(9)
Sub-total											**1,021**	**4**	**4**	**8**	**57**	**28**	**85**
Quick-Service Restaurant	930	4 ksf	315.17	2.07	67%	33%	14.13	55%	45%	per ksf	1,261	5	3	8	31	26	57
Internal capture			*5%*		*14%*	*14%*		*15.0%*	*15.0%*		(63)	(1)	0	(1)	(5)	(4)	(9)
Transit/Bike/Walk			*5%*		*5%*	*5%*		*5%*	*5%*		(60)	0	0	0	(1)	(1)	(2)
Pass-by credit			*50%*		*50%*	*50%*		*50%*	*50%*		(569)	(2)	(2)	(4)	(13)	(11)	(24)
Sub-total											**569**	**2**	**1**	**3**	**12**	**10**	**22**
Coffee Shop [g]	932	5 ksf	112.18	9.94	55%	45%	9.77	62%	38%	per ksf	561	28	22	50	30	19	49
Internal capture			*5%*		*14%*	*14%*		*15.0%*	*15.0%*		(28)	(4)	(3)	(7)	(5)	(3)	(8)
Transit/Bike/Walk			*5%*		*5%*	*5%*		*5%*	*5%*		(27)	(1)	(1)	(2)	(1)	(1)	(2)
Pass-by credit			*20%*		*20%*	*20%*		*20%*	*20%*		(101)	(5)	(4)	(9)	(5)	(3)	(8)
Sub-total											**405**	**18**	**14**	**32**	**19**	**12**	**31**
Community Space	495	15 ksf	28.82	1.76	66%	34%	2.31	47%	53%	per ksf	432	17	9	26	16	19	35
Internal capture			*5%*		*14%*	*14%*		*15.0%*	*15.0%*		(22)	(2)	(1)	(3)	(2)	(3)	(5)
Transit/Bike/Walk			*5%*		*5%*	*5%*		*5%*	*5%*		(21)	(1)	0	(1)	(1)	(1)	(2)
Pass-by credit			*20%*		*20%*	*20%*		*20%*	*20%*		(78)	(3)	(2)	(5)	(3)	(3)	(6)
Sub-total											**311**	**11**	**6**	**17**	**10**	**12**	**22**
Project Total Trips											**4755**	**230**	**60**	**290**	**159**	**253**	**412**
Total Trips for Existing Land Uses to be Removed											**-622**	**-32**	**-20**	**-52**	**-23**	**-26**	**-49**
Net New Trips											**4,133**	**198**	**40**	**238**	**136**	**227**	**363**

[a] Size in thousand square feet (ksf) unless otherwise noted.

[a] ***Source*** : Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition , 2017, unless otherwise noted.

[c] ITE Office trip generation equations used rather than linear trip generation rate:
Daily: Ln(T) = 0.97 * Ln(X) + 2.50, where T = trips, X = area in ksf
AM Peak Hour: (T) = 0.94 * (X) + 26.49, where T = trips, X = area in ksf
PM Peak Hour: T = 0.95 * Ln(X) + 0.36, where T = trips, X = area in ksf

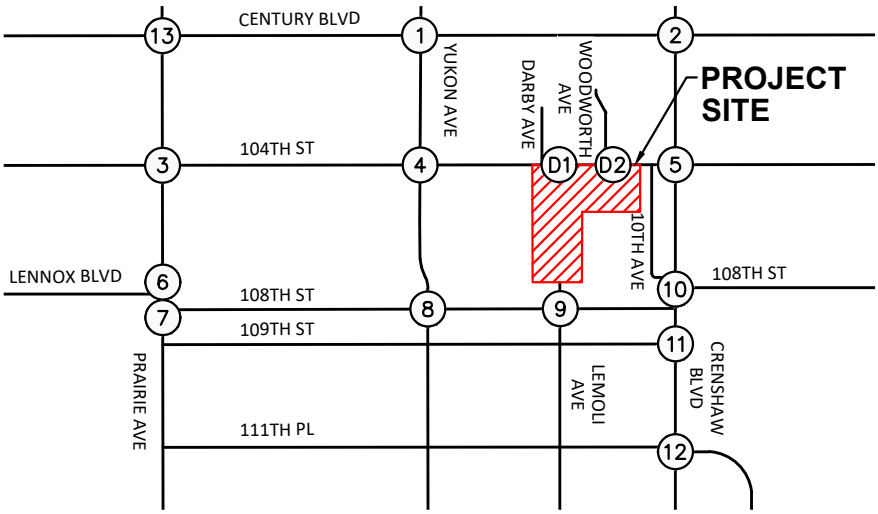
[3] Trip generation for Practice Facility is based on the projected basketball operations staff provided by the Clippers in September 2018.

[4] San Diego Association of Governments (SanDAG) rate for Specialty Retail used for retail components.

[5] ITE does not provide a directional distribution for Full-Service Restaurant/Lounge (ITE 931) during the AM peak hour. Directional distribution for High-Turnover Sit-Down Restaurant (ITE 932) used.

[6] Coffee shop intended to be similar to a High-Turnover Sit-Down Restaurant (ITE 932).

Source : IBEC EIR (2019), Appendix K: Transportation Data, https://files.ceqanet.lci.ca.gov/60191-3/attachment/kNs9Wg5fbk5XvjHu5FkQi0LR32nWrtjl1eCnsXJMaC_SQ_Rkht41OPj1bBuTU8hi3toUlVRT8OIDWIUt0



NOT TO SCALE

1. Century Blvd at Yukon Ave	2. Century Blvd at Crenshaw Blvd	3. 104th St at Prairie Ave	4. 104th St at Yukon Ave	5. 104th St at Crenshaw Blvd
6. Lennox Blvd at Prairie Ave	7. 108th St at Prairie Ave	8. 108th St at Yukon Ave	9. 108th St at Lemoli Ave	10. 108th St at Crenshaw Blvd
11. 109th St at Crenshaw Blvd	12. 111th Pl/Thoreau St at Crenshaw Blvd	13. Century Blvd at Prairie Ave	D1. 104th St at Darby Avenue	D2. 104th St at Woodworth Avenue

LEGEND:

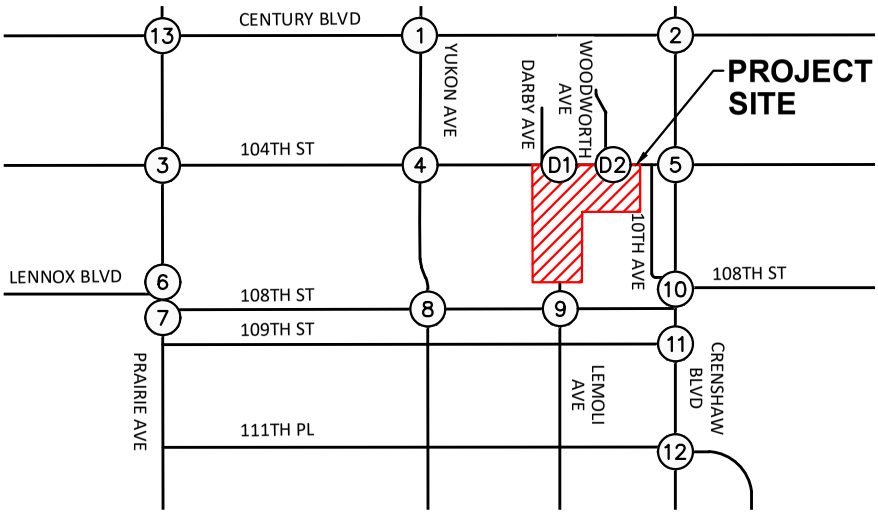
X = Study Intersection

= Turn or Through Lane

= Signal

= Stop Sign

FIGURE 7
EXISTING LANE GEOMETRY AND TRAFFIC CONTROL



1. Century Blvd at Yukon Ave	2. Century Blvd at Crenshaw Blvd	3. 104th St at Prairie Ave	4. 104th St at Yukon Ave	5. 104th St at Crenshaw Blvd
4/11 ← 1/15 ← 8/10 ← 21/3 861/745 ← 81/133 ← 5/6 → 458/962 → 133/202 → 242/256 ↑ 5/4 ↑ 222/249 ↑	165/279 ← 890/902 ← 92/211 ← 209/70 859/711 ← 113/87 ← 197/369 → 314/977 → 129/345 → 271/329 ↑ 716/746 ↑ 45/78 ↑	25/46 ← 873/1245 ← 51/122 ← 51/48 59/58 ← 83/71 ← 58/24 → 66/148 → 62/62 → 84/44 ↑ 901/742 ↑ 127/140 ↑	18/42 ← 126/236 ← 67/136 ← 158/150 112/79 ← 71/41 ← 63/114 → 155/214 → 33/32 → 33/29 ↑ 244/276 ↑ 123/55 ↑	105/76 ← 1008/1187 ← 23/59 ← 68/39 163/111 ← 33/33 ← 92/66 → 91/219 → 55/69 → 143/140 ↑ 880/1030 ↑ 19/53 ↑
6. Lennox Blvd at Prairie Ave	**7. 108th St at Prairie Ave**	**8. 108th St at Yukon Ave**	**9. 108th St at Lemoli Ave**	**10. 108th St at Crenshaw Blvd**
148/132 ← 1085/1310 ← 6/5 ← 6/6 3/3 ← 0/2 ← 177/198 → 5/2 → 226/269 → 172/115 ↑ 1089/945 ↑ 8/3 ↑	22/38 ← 1217/1402 ← 46/77 ← 85/35 29/18 ← 102/64 ← 11/22 → 17/27 → 7/27 → 12/10 ↑ 1189/1081 ↑ 43/72 ↑	24/19 ← 197/278 ← 22/40 ← 111/59 94/44 ← 18/5 ← 49/38 → 33/70 → 12/21 → 10/6 ↑ 256/238 ↑ 5/11 ↑	2/2 ← 3/1 ← 1/0 ← 1/1 197/95 ← 20/14 ← 0/1 → 55/93 → 10/20 → 19/17 ↑ 2/0 ↑ 9/7 ↑	0/2 ← 1145/1110 ← 149/236 ← 156/82 240/109 ← 1/1 → 7/1 → 1/0 ↑ 902/1175 ↑ 97/279 ↑
11. 109th St at Crenshaw Blvd	**12. 111th Pl/Thoreau St at Crenshaw Blvd**	**13. Century Blvd at Prairie Ave**	**D1. 104th St at Darby Avenue**	**D2. 104th St at Woodworth Avenue**
27/36 ← 1269/1202 71/132 → 25/37 → 14/31 ↑ 971/1366 ↑	19/19 ← 1241/1174 ← 56/91 ← 51/72 18/10 ← 65/41 ← 53/35 → 13/48 → 25/31 → 32/61 ↑ 851/1282 ↑ 24/71 ↑	71/67 ← 749/948 ← 266/378 ← 460/441 956/660 ← 88/154 ← 180/199 → 440/958 → 91/239 → 80/108 ↑ 425/526 ↑ 37/173 ↑	12/6 ← 9/4 ← 6/19 298/220 ← 10/19 → 331/442 →	36/15 ← 28/15 ← 30/27 261/230 ← 12/18 → 330/414 →

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 8
EXISTING TRAFFIC VOLUMES

TABLE 2
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Century Blvd at Yukon Ave	S	22.0	C	24.7	C
2	Century Blvd at Crenshaw Blvd	S	45.2	D	47.7	D
3	104th St at Prairie Ave	S	10.5	B	10.5	B
4	104th St at Yukon Ave	S	24.4	C	24.1	C
5	104th St at Crenshaw Blvd	S	19.8	B	20.8	C
6	Lennox Blvd at Prairie Ave	S	11.5	B	16.4	B
7	108th St at Prairie Ave	S	7.9	A	5.5	A
8	108th St at Yukon Ave	S	18.8	B	15.0	B
9	108th St at Lemoli Ave	U	8.5	A	7.8	A
10	108th St at Crenshaw Blvd	S	15.5	B	10.4	B
11	109th St at Crenshaw Blvd	S	3.9	A	6.0	A
12	111th Pl/Thoreau St at Crenshaw Blvd	S	6.5	A	6.3	A
13	Century Blvd at Prairie Ave	S	45.1	D	37.4	D
14	104th St at Darby Ave	TWSC	17.0	C	17.8	C
15	104th St at Woodworth Ave	AWSC	11.5	B	11.4	B

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service

- Delay values for signalized intersections represent the average control delay for the entire intersection, measured in seconds per vehicle.

- Delay values for unsignalized, two-way stop controlled intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

- Delay values for unsignalized, all-way stop controlled intersections represent the average control delay for each approach at the intersection, measured in seconds per vehicle.

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

PROJECT TRAFFIC

Project Trip Generation

Trip generation estimates for the proposed Project are based on fitted curved equations of adjacent street traffic for the analysis periods from the Institute of Transportation Engineers Trip Generation Manual (11th Edition) for Single-Family Attached Housing (ITE Land Use 215) and Affordable Housing (ITE Land Use Code 223). The estimated trip generation includes a 5% trip credit due to proximity to transit routes.

The fitted curve equations and the estimated project trip generation are provided in ***Appendix D*** and **Table 3**. The Project is estimated to generate 4,007 trips on a daily basis, with 276 trips (86 inbound and 190 outbound) during the morning peak hour and 322 trips (184 inbound and 138 outbound) during the evening peak hour.

Project Trip Distribution and Assignment

Project trip distribution assumptions for the Project Site were developed based on existing traffic patterns and the likely origins and destinations of residents. Trip distribution assumptions are shown on **Figure 9**. Based on the trip distribution and assignment assumptions, the project trips to be added to the street system by the proposed Project were calculated and are also shown on **Figure 9**, previously mentioned.

EXISTING PLUS PROJECT CONDITIONS

Peak Hour Intersection Operations

Project-related peak hour traffic volumes for the proposed Project were added to the Existing Conditions traffic volumes to develop Existing Plus Project traffic forecast volumes. The resulting peak hour traffic volumes are shown on **Figure 10**.

The intersection analysis was run with the addition of project trips, and the results are summarized on **Table 4**. Intersection analysis worksheets are provided in ***Appendix C.*** Review of this table shows that, with the addition of the Project, all the study intersections would continue to operate at an acceptable Level of Service.

TABLE 3
SUMMARY OF PROJECT TRIP GENERATION
MORNINGSIDE RESIDENTIAL PROJECT

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
				AM Peak Hour[3]			PM Peak Hour[4]		
			Daily[2]	In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	DU	100%	31%	69%	100%	57%	43%	100%
Affordable Housing	223	DU	100%	29%	71%	100%	59%	41%	100%

Land Use	Quantity	Unit	Trip Generation Estimates						
				AM Peak Hour			PM Peak Hour		
			Daily	In	Out	Total	In	Out	Total
Single-Family Attached Housing	514	DU	3,866	81	180	262	174	131	304
Affordable Housing	57	DU	352	9	20	29	21	14	35
Transit Credit (5%) [5]			-211	-5	-10	-15	-10	-7	-17
Total Project Trips			**4,007**	**86**	**190**	**276**	**184**	**138**	**322**

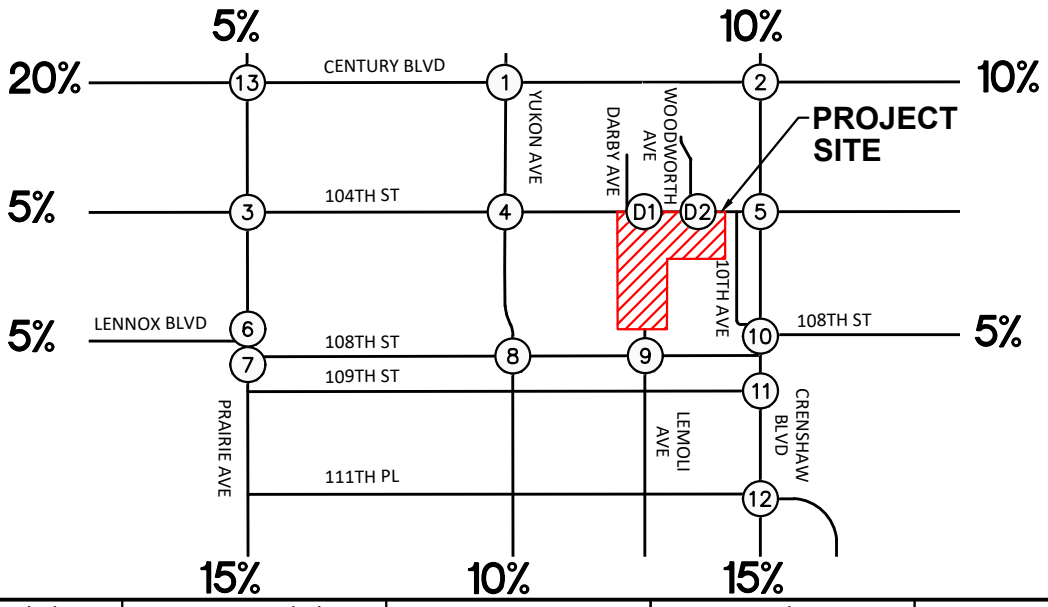
[1] ***Source:*** Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition.

[2] Trip generation estimated using the fitted curve equation: T=7.62(X)-50.48, representing the Weekday traffic for ITE Code 215 and T=3.73(X)+139.35, representing the Weekday traffic for ITE Code 223.

[3] Trip generation estimated using the fitted curve equation: T=0.52(X)-5.70, representing the AM peak hour of adjacent street traffic for ITE Code 215 and T=0.21(X)+17.21, representing the AM peak hour of adjacent street traffic for ITE Code 223.

[4] Trip generation estimated using the fitted curve equation: T=0.60(X)-3.93, representing the PM peak hour of adjacent street traffic for ITE Code 215 and LN(T)=0.72LN(X)+0.64, representing the PM peak hour of adjacent street traffic for ITE Code 223.

[5] A 5% transit trip credit applied to project trip generation based on proximity to transit routes and the American Community Survey.

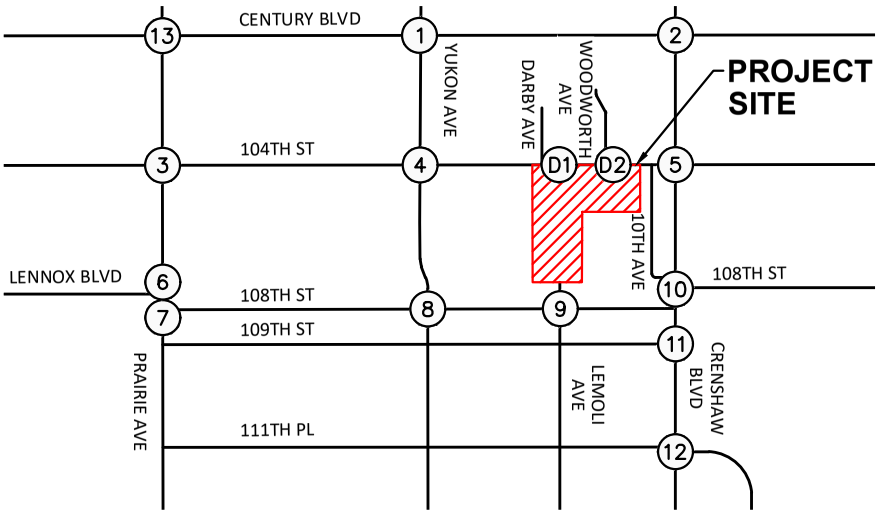


1. Century Blvd at Yukon Ave	2. Century Blvd at Crenshaw Blvd	3. 104th St at Prairie Ave	4. 104th St at Yukon Ave	5. 104th St at Crenshaw Blvd
21/46 → ↑ 45/33	← 9/18 ↑ 19/14 ↑ 19/14 ← 9/18	4/9 → ← 10/7	4/9 → ← 21/46 ← 45/33 ← 10/7	38/28 → ← 18/36
6. Lennox Blvd at Prairie Ave	**7. 108th St at Prairie Ave**	**8. 108th St at Yukon Ave**	**9. 108th St at Lemoli Ave**	**10. 108th St at Crenshaw Blvd**
4/9 → ↑ 10/7	13/28 ↑ ← 29/21 ← 10/7 ← 4/9	17/37 → ↑ 9/18 ← 39/28 ← 19/14	26/55 → ← 58/42 ← 39/28 ← 17/37	↑ 10/7 ← 4/9
11. 109th St at Crenshaw Blvd	**12. 111th Pl/Thoreau St at Crenshaw Blvd**	**13. Century Blvd at Prairie Ave**	**D1. 104th St at Darby Avenue**	**D2. 104th St at Woodworth Avenue**
↑ 13/28 ← 29/21	↑ 13/28 ← 29/21	17/37 → ← 4/9 ← 10/7 ← 35/26	25/55 → ↑ 55/40 ↑ 0/28 ← 0/36	0/28 → ↑ 38/0 ← 0/36 ← 18/0

LEGEND:

- (X) = Study Intersection
- XX% = Trip Distribution Percentage
- XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 9
TRIP DISTRIBUTION AND PROJECT-RELATED TRAFFIC VOLUMES



NOT TO SCALE

1. Century Blvd at Yukon Ave	2. Century Blvd at Crenshaw Blvd	3. 104th St at Prairie Ave	4. 104th St at Yukon Ave	5. 104th St at Crenshaw Blvd
4/11 ← 1/15 ← 8/10 ← 21/3 5/6 → 861/745 458/962 → 81/133 154/248 → 287/289 ↑ 5/4 ↑ 222/249	165/279 ← 899/920 ← 92/211 ← 209/70 197/369 → 859/711 314/977 → 122/105 129/345 → 271/329 ↑ 735/760 ↑ 64/92	25/46 ← 873/1245 ← 51/122 ← 51/48 58/24 → 69/65 70/157 → 83/71 62/62 → 84/44 ↑ 901/742 ↑ 127/140	18/42 ← 126/236 ← 88/182 ← 203/183 63/114 → 122/86 159/223 → 71/41 33/32 → 33/29 ↑ 244/276 ↑ 123/55	123/112 ← 1008/1187 ← 23/59 ← 68/39 130/94 → 163/111 91/219 → 33/33 55/69 → 143/140 ↑ 880/1030 ↑ 19/53
6. Lennox Blvd at Prairie Ave	**7. 108th St at Prairie Ave**	**8. 108th St at Yukon Ave**	**9. 108th St at Lemoli Ave**	**10. 108th St at Crenshaw Blvd**
148/132 ← 1085/1310 ← 6/5 ← 6/6 177/198 → 3/3 5/2 → 0/2 230/278 → 182/122 ↑ 1089/945 ↑ 8/3	22/38 ← 1217/1402 ← 50/86 ← 95/42 11/22 → 29/18 17/27 → 131/85 7/27 → 12/10 ↑ 1189/1081 ↑ 56/100	24/19 ← 197/278 ← 22/40 ← 111/59 49/38 → 133/72 50/107 → 37/19 12/21 → 10/6 ↑ 256/238 ↑ 14/29	60/44 ← 3/1 ← 40/28 ← 18/38 26/56 → 197/95 55/93 → 20/14 10/20 → 19/17 ↑ 2/0 ↑ 9/7	0/2 ← 1145/1110 ← 149/236 ← 156/82 1/1 → 244/118 7/1 → 1/0 ↑ 902/1175 ↑ 107/286
11. 109th St at Crenshaw Blvd	**12. 111th Pl/Thoreau St at Crenshaw Blvd**	**13. Century Blvd at Prairie Ave**	**D1. 104th St at Darby Avenue**	**D2. 104th St at Woodworth Avenue**
27/36 ← 1298/1223 71/132 → 25/37 → 14/31 ↑ 984/1394 ↑	19/19 ← 1270/1195 ← 56/91 ← 51/72 53/35 → 18/10 13/48 → 65/41 25/31 → 32/61 ↑ 864/1310 ↑ 24/71	71/67 ← 749/948 ← 270/387 ← 470/448 180/199 → 991/686 457/995 → 88/154 91/239 → 80/108 ↑ 425/526 ↑ 37/173	12/6 ← 9/4 ← 6/19 10/19 → 298/220 331/442 → 0/36 25/55 → 55/40 ↑ 0/28 ↑	36/15 ← 28/15 ← 30/27 12/18 → 261/266 330/442 → 18/0 38/0 ↑

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 10
EXISTING PLUS PROJECT
TRAFFIC VOLUMES

TABLE 4
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS

Int. #	Intersection	Traffic Control	AM Peak Hour					PM Peak Hour				
			Without Project		With Project		Change Delay	Without Project		With Project		Change Delay
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
1	Century Blvd at Yukon Ave	S	22.0	C	22.7	C	0.7	24.7	C	25.3	C	0.6
2	Century Blvd at Crenshaw Blvd	S	45.2	D	45.2	D	0.0	47.7	D	48.2	D	0.5
3	104th St at Prairie Ave	S	10.5	B	10.8	B	0.3	10.5	B	10.8	B	0.3
4	104th St at Yukon Ave	S	24.4	C	25.1	C	0.7	24.1	C	25.2	C	1.1
5	104th St at Crenshaw Blvd	S	19.8	B	21.7	C	1.9	20.8	C	22.3	C	1.5
6	Lennox Blvd at Prairie Ave	S	11.5	B	11.8	B	0.3	16.4	B	17.1	B	0.7
7	108th St at Prairie Ave	S	7.9	A	9.3	A	1.4	5.5	A	6.3	A	0.8
8	108th St at Yukon Ave	S	18.8	B	20.3	C	1.5	15.0	B	17.4	B	2.4
9	108th St at Lemoli Ave	U	8.5	A	9.1	A	0.6	7.8	A	8.6	A	0.8
10	108th St at Crenshaw Blvd	S	15.5	B	15.7	B	0.2	10.4	B	10.9	B	0.5
11	109th St at Crenshaw Blvd	S	3.9	A	3.9	A	0.0	6.0	A	6.0	A	0.0
12	111th Pl/Thoreau St at Crenshaw Blvd	S	6.5	A	6.5	A	0.0	6.3	A	6.2	A	-0.1
13	Century Blvd at Prairie Ave	S	45.1	D	45.4	D	0.3	37.4	D	37.5	D	0.1
D1	104th St at Darby Ave	TWSC	17.0	C	20.6	C	3.6	17.8	C	25.6	D	7.8
D2	104th St at Woodworth Ave	AWSC	11.5	B	12.3	B	0.8	11.4	B	12.3	B	0.9

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for signalized intersections represent the average control delay for the entire intersection, measured in seconds per vehicle.
- Delay values for unsignalized, two-way sto controlled intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- Delay values for unsignalized, all-way stop controlled intersections represent the average control delay for each approach at the intersection, measured in seconds per vehicle.

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

OPENING YEAR 2030 CONDITIONS

Near-term future traffic forecasts have been developed to evaluate future traffic conditions for the anticipated Project opening year. Project completion is estimated to occur in Year 2030. Opening Year 2030 traffic forecast volumes were developed using the following approach.

Background Growth

Future year forecasts for Opening Year 2030 were developed using the "build-up" process, starting with adding a background growth factor to existing peak hour volumes at the study intersections. Based on input from City staff, an ambient growth rate of 1.5% per year was applied to existing volumes.

Cumulative Projects

Cumulative Projects consist of projects that are approved but not yet built, built but not fully occupied, and projects that are in various stages of the application and approval process, but have not yet been approved. Cumulative Projects within a one-half mile radius from the farthest outlying study intersections were included as part of this traffic analysis. Project trip generation estimates for each of the Cumulative Projects were derived using approved traffic studies, if available or trip rates from the ITE Trip Generation Manual (11th Edition). A summary of Cumulative Projects, along with trip generation estimates, is provided on **Table 5.** The location of each of the Cumulative Projects relative to the Project Site is shown on **Figure 11**. Cumulative Project trips at the study intersections are shown on **Figure 12**. Project information and trip distribution assumptions for Cumulative Projects are provided in ***Appendix E***.

Peak Hour Intersection Operations

The ambient growth and the Cumulative Project traffic volumes were applied to the existing volumes to develop Opening Year 2030 forecasts. The resulting volumes are shown on **Figure 13.**

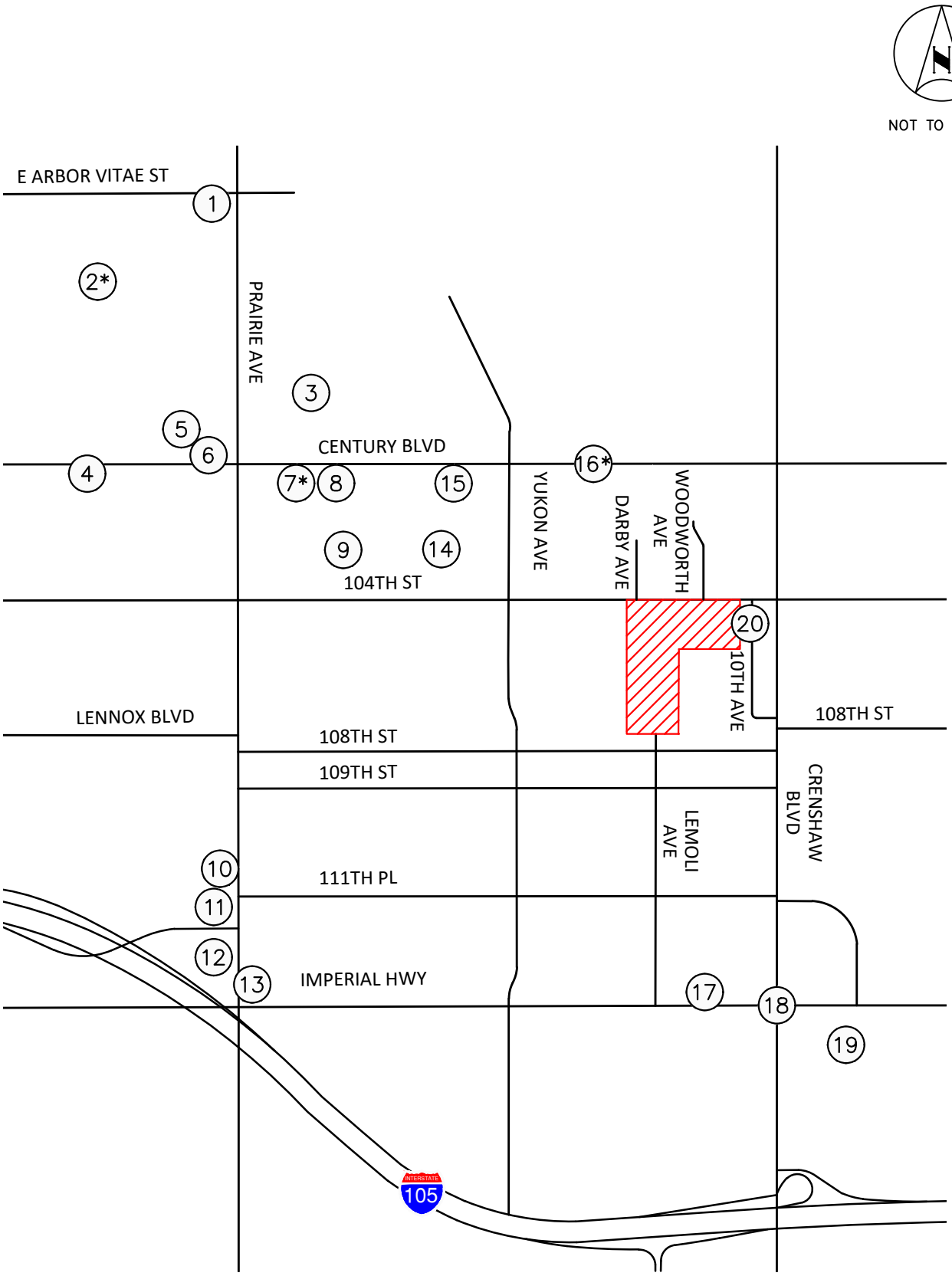
The results of the intersection LOS analysis for Opening Year 2030 Conditions are summarized on **Table 6**. Intersection analysis worksheets are provided in ***Appendix E*** of this report. Review of this table shows that, with the addition of ambient growth and Cumulative Projects traffic, all study intersections would continue to operate at an acceptable Level of Service, except for the following study intersection:

- #13 – Century Boulevard at Prairie Avenue: PM – LOS E

TABLE 5
SUMMARY OF CUMULATIVE PROJECTS

Project #	Location	Land Use	Quantity	Unit	Trip Generation Estimates						
						AM Peak Hour			PM Peak Hour		
					Daily	In	Out	Total	In	Out	Total
Existing Use											
20	10711 S 10th Ave	Day Care Center	110	Student	450	45	40	85	41	46	87
Proposed Use											
1	901 S Prairie Ave	Low-Rise Residential w/ Ground-Floor Commercial	40	DU	138	4	14	18	10	4	14
2	555 W Hardy St	Hospital Renovation									
3	1050 S Praire Ave	Hollywood Park Project Phase 1 - Retail	890	KSF	32,939	464	284	748	1,452	1,574	3,026
3	1050 S Praire Ave	Hollywood Park Project Phase 1 - Multifamily Housing	2,500	DU	11,350	213	713	926	595	380	975
3	1050 S Praire Ave	Hollywood Park Project Phase 1 - Office	780	KSF	8,455	1,044	142	1,186	191	932	1,123
3	1050 S Praire Ave	Hollywood Park Project Phase 1 - Hotel	300	Room	2,397	77	61	138	90	87	177
3	1050 S Praire Ave	Hollywood Park Project Phase 1 - Open Space	25	Acre	110	5	4	9	4	5	9
3	1050 S Praire Ave	Hollywood Park Project Phase 1 - Civic Site	4	Acre	20	1	1	2	1	1	2
4	4200 Century Blvd	High-Rise Residential w/ 1st floor Comm'l	11	Occ. DU	*	*	*	3	*	*	2
4	4200 Century Blvd	Hotel	293	Room	2,341	76	59	135	88	85	173
5	616 - 620 99th St	Affordable Housing	20	DU	96	2	5	7	5	4	9
6	4041, 4049-4055 W Century Blvd	Hotel	142	Room	1,135	37	29	66	43	41	84
7	3900 W Century Blvd	Hotel Renovation									
8	3846 W Century Blvd	Warehousing	335	KSF	573	44	13	57	17	44	61
9	3820 102nd St	Hotel	174	Room	1,390	45	35	80	52	50	102
10	11111 S Prairie Ave	Hotel	120	Room	959	31	24	55	36	35	71
11	11143 S Prairie Ave	Hotel	104	Room	831	27	21	48	31	30	61
12	11227 S Praire Ave	Multifamily Housing (Mid-Rise)	440	DU	1,998	37	125	162	105	67	172
13	11312 S Praire Ave	Fast-Food Restaurant w/ Drive-thru	3.7	KSF	1,730	84	81	165	64	59	123
14	3700 102nd St	Warehousing	79	KSF	136	10	3	13	4	10	14
15	3640 W Century Blvd	Hotel	150	Room	1,199	39	30	*	45	43	88
16	Century Blvd / Club Dr	Electronic Billboard									
17	3209 Imperial Hwy	Multifamily Housing (Low-Rise)	20	DU	135	2	6	8	6	4	10
18	Imperial Hwy / Crenshaw Blvd Residential	Multifamily Housing (Mid-Rise)	1,534	DU	6,962	130	437	567	365	233	598
18	Imperial Hwy / Crenshaw Blvd Retail	Shopping Center (>150k)	188.4	KSF	6,971	98	60	158	307	333	640
18	Imperial Hwy / Crenshaw Blvd Office	General Office Building	22.6	KSF	244	30	4	34	6	27	33
19	2616 - 2878 W Imperial Hwy	Strip Retail Plaza (<40k)	13	KSF	708	18	12	30	43	43	86
20	10711 S 10th Ave	Day Care Center	192	Student	785	79	70	149	71	80	151
Total Project Trips					**83,152**	**2,552**	**2,193**	**4,679**	**3,590**	**4,125**	**7,717**

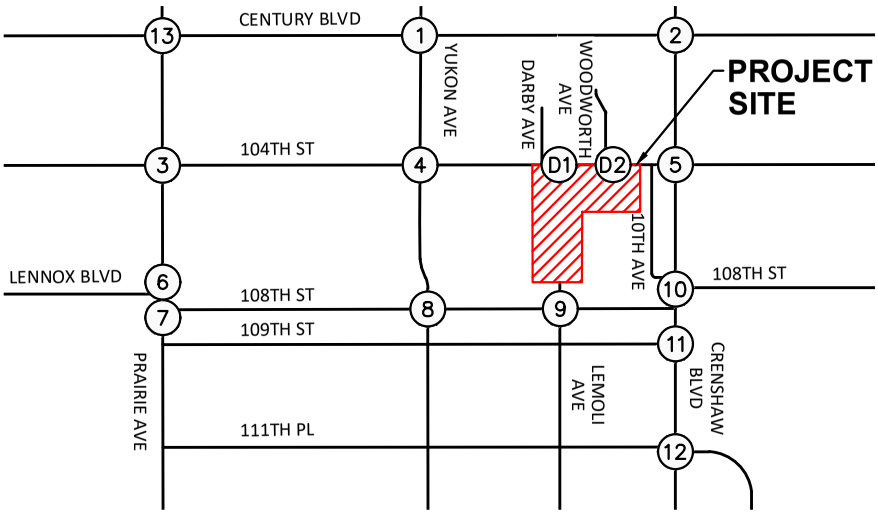
KSF = Thousand Square Feet, DU = Dwelling Units
ADT = Average Daily Traffic



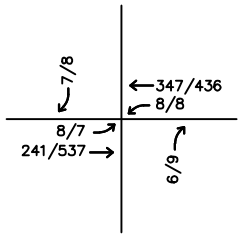
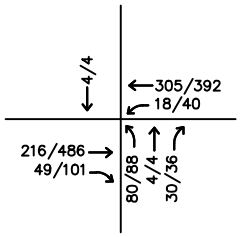
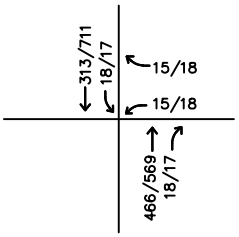
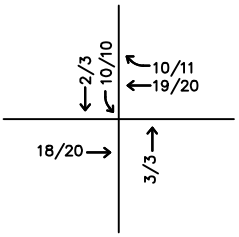
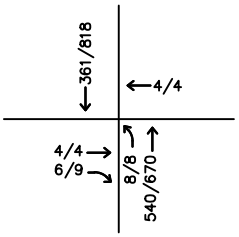
* PROJECT DOES NOT GENERATE VEHICLE TRIPS AND WAS NOT INCLUDED IN THE LOCAL TIA ANALYSIS

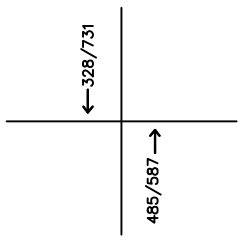
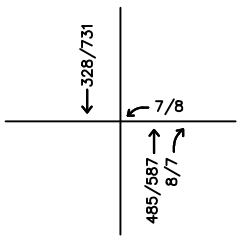
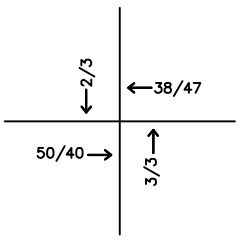
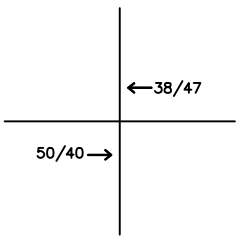
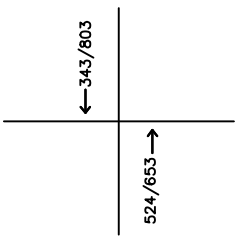
LEGEND:
(X) = Cumulative Project

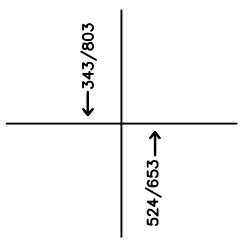
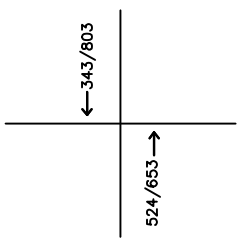
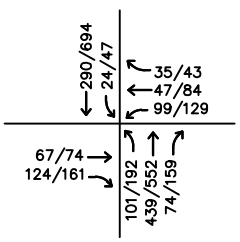
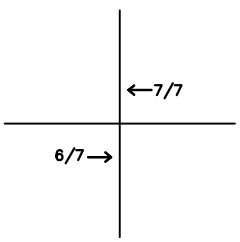
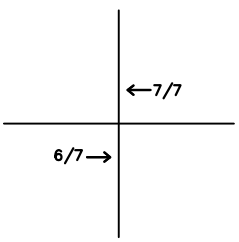
FIGURE 11
LOCATION OF CUMULATIVE PROJECTS



NOT TO SCALE

1. Century Blvd at Yukon Ave	2. Century Blvd at Crenshaw Blvd	3. 104th St at Prairie Ave	4. 104th St at Yukon Ave	5. 104th St at Crenshaw Blvd
				
7/8 347/436 8/8 8/7 241/537 6/9	4/4 305/392 18/40 216/486 49/101 80/88 4/4 30/36	313/711 18/17 15/18 15/18 466/569 18/17	2/3 10/10 10/11 19/20 18/20 3/3	361/818 4/4 4/4 6/9 8/8 540/670

6. Lennox Blvd at Prairie Ave	7. 108th St at Prairie Ave	8. 108th St at Yukon Ave	9. 108th St at Lemoli Ave	10. 108th St at Crenshaw Blvd
				
328/731 485/587	328/731 7/8 485/587 8/7	2/3 38/47 50/40 3/3	38/47 50/40	343/803 524/653

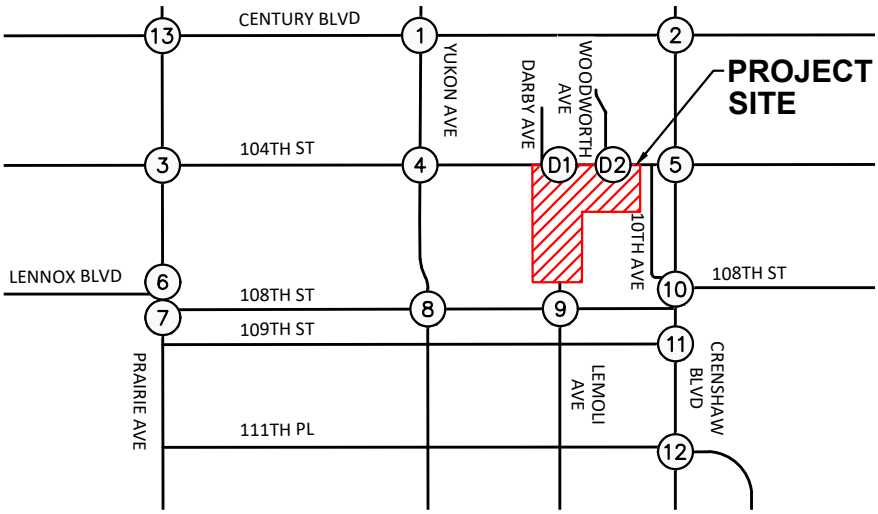
11. 109th St at Crenshaw Blvd	12. 111th Pl/Thoreau St at Crenshaw Blvd	13. Century Blvd at Prairie Ave	D1. 104th St at Darby Avenue	D2. 104th St at Woodworth Avenue
				
343/803 524/653	343/803 524/653	290/694 24/47 35/43 47/84 99/129 67/74 124/161 101/192 439/552 74/159	7/7 6/7	7/7 6/7

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 12
CUMULATIVE PROJECT TRAFFIC VOLUMES



NOT TO SCALE

1. Century Blvd at Yukon Ave	2. Century Blvd at Crenshaw Blvd	3. 104th St at Prairie Ave	4. 104th St at Yukon Ave	5. 104th St at Crenshaw Blvd
11/20 ← 1/16 ← 9/11 ← 23/3 13/14 → 740/1586 → 145/220 → 264/279 ↑ 5/4 ↑ 248/280 ↑ ← 1285/1248 ← 96/153	180/304 ← 974/987 ← 100/230 ← 228/76 215/402 → 558/1551 → 190/477 → 375/447 ↑ 784/817 ↑ 79/121 ↑ ← 1241/1167 ← 141/135	27/50 ← 1265/2068 ← 74/150 ← 71/70 63/26 → 72/161 → 68/68 → 92/48 ↑ 1448/1378 ↑ 156/170 ↑ ← 64/63 ← 105/95	20/46 ← 139/260 ← 83/158 ← 182/175 69/124 → 187/253 → 36/35 → 36/32 ↑ 269/304 ↑ 134/60 ↑ ← 141/106 ← 77/45	114/83 ← 1460/2112 ← 25/64 ← 74/43 100/72 → 103/243 → 66/84 → 164/161 ↑ 1499/1793 ↑ 21/58 ↑ ← 182/125 ← 36/36
6. Lennox Blvd at Prairie Ave	**7. 108th St at Prairie Ave**	**8. 108th St at Yukon Ave**	**9. 108th St at Lemoli Ave**	**10. 108th St at Crenshaw Blvd**
161/144 ← 1511/2159 ← 7/5 ← 7/7 193/216 → 5/2 → 246/293 → 187/125 ↑ 1672/1617 ↑ 9/3 ↑ ← 3/3 ← 0/2	24/41 ← 1655/2259 ← 50/84 ← 93/38 12/24 → 19/29 → 8/29 → 13/11 ↑ 1781/1765 ↑ 55/85 ↑ ← 32/20 ← 118/78	26/21 ← 217/306 ← 24/44 ← 121/64 53/41 → 86/116 → 13/23 → 11/7 ↑ 282/262 ↑ 5/12 ↑ ← 140/95 ← 20/5	2/2 ← 3/1 ← 1/0 ← 1/1 0/1 → 110/141 → 11/22 → 21/19 ↑ 2/0 ↑ 10/8 ↑ ← 253/151 ← 22/15	0/2 ← 1591/2013 ← 162/257 ← 170/89 1/1 → 8/1 → 1/0 ↑ 1507/1934 ↑ 106/304 ↑ ← 262/119
11. 109th St at Crenshaw Blvd	**12. 111th Pl/Thoreau St at Crenshaw Blvd**	**13. Century Blvd at Prairie Ave**	**D1. 104th St at Darby Avenue**	**D2. 104th St at Woodworth Avenue**
29/39 ← 1726/2113 77/144 → 27/40 → 15/34 ↑ 1582/2142 ↑	21/21 ← 1696/2083 ← 61/99 ← 56/78 58/38 → 14/52 → 27/34 → 35/66 ↑ 1452/2050 ↑ 26/77 ↑ ← 20/11 ← 71/45	77/73 ← 1106/1727 ← 314/459 ← 536/524 196/217 → 547/1118 → 223/422 → 188/310 ↑ 902/1125 ↑ 114/348 ↑ ← 1089/803 ← 195/297	13/7 ← 10/4 ← 7/21 11/21 → 367/489 → ← 332/247	39/16 ← 31/16 ← 33/29 13/20 → 366/458 → ← 291/258

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 13
OPENING YEAR 2030
TRAFFIC VOLUMES

TABLE 6
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2030 CUMULATIVE

Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Century Blvd at Yukon Ave	S	21.3	C	26.2	C
2	Century Blvd at Crenshaw Blvd	S	39.0	D	53.1	D
3	104th St at Prairie Ave	S	10.9	B	13.4	B
4	104th St at Yukon Ave	S	23.2	C	23.2	C
5	104th St at Crenshaw Blvd	S	21.8	C	26.0	C
6	Lennox Blvd at Prairie Ave	S	15.9	B	28.4	C
7	108th St at Prairie Ave	S	9.0	A	6.2	A
8	108th St at Yukon Ave	S	20.7	C	17.6	B
9	108th St at Lemoli Ave	U	9.2	A	8.4	A
10	108th St at Crenshaw Blvd	S	19.6	B	31.6	C
11	109th St at Crenshaw Blvd	S	3.9	A	6.7	A
12	111th Pl/Thoreau St at Crenshaw Blvd	S	6.4	A	7.1	A
13	Century Blvd at Prairie Ave	S	38.9	D	72.7	**E**
14	104th St at Darby Ave	TWSC	18.8	C	19.9	C
15	104th St at Woodworth Ave	AWSC	12.9	B	12.7	B

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service

- Delay values for signalized intersections represent the average control delay for the entire intersection, measured in seconds per vehicle.

- Delay values for unsignalized, two-way stop controlled intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

- Delay values for unsignalized, all-way stop controlled intersections represent the average control delay for each approach at the intersection, measured in seconds per vehicle.

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

OPENING YEAR 2030 PLUS PROJECT CONDITIONS

Project-related traffic volumes were added to the Opening Year 2030 forecasts to develop Opening Year 2030 Plus Project traffic forecast volumes. The resulting traffic volumes are shown on **Figure 14**.

Peak Hour Intersection Operations

The results of the Opening Year 2030 Plus Project intersection LOS analysis are shown on **Table 7**. Intersection analysis worksheets are provided in ***Appendix C***. Review of this table indicates that, with the addition of Project traffic, the following study intersection would continue to operate at an unacceptable Level of Service:

- #13 – Century Boulevard at Prairie Avenue: PM – LOS E

95TH PERCENTILE QUEUING LEGNTH ANALYSIS

A 95th percentile queue analysis was performed to determine if the current vehicle demand is met based on the existing storage lengths. The 95th-percentile queue is defined as the queue length (in vehicles) that has only a 5-percent probability of being exceeded during the analysis time period. It is a useful parameter for determining the following:

- Back-up of turning vehicles on to through lanes due to a lack of adequate number of turn lanes and storage length
- Spill-over from turn pockets into through lanes due to inadequate storage
- Spill-over into intersection resulting from numerous conditions

Existing Conditions

The effects of vehicle queueing were analyzed assuming each vehicle occupies a space of 25 feet. For the Existing Conditions, the 95th percentile queue length was studied for all intersections. The results of the analysis are summarized on **Table 8.** The queueing analysis worksheets are provided in ***Appendix C*** of this report. Review of this table shows that all study intersections have a queue length less than or equal to the storage length, except for the study intersections and turning movements below.

- #1 – Century Boulevard at Yukon Avenue
    - AM/PM: NB left, WB left
- #2 – Century Boulevard at Crenshaw Boulevard
    - AM: SB left, SB right
    - PM: NB right, SB left, SB right
- #4 – 104th Street at Yukon Avenue
    - PM: SB left

- #6 – Lennox Boulevard at Prairie Avenue
    - AM: NB left
    - PM: NB left, NB through
- #10 – 108th Street at Crenshaw Boulevard
    - PM: SB left
- #13 – Century Boulevard at Prairie Avenue
    - AM/PM: SB left

Existing Plus Project Conditions

For the Existing Plus Project Conditions, the 95th percentile queue length results of the analysis are summarized on **Table 9**. The queueing analysis worksheets are provided in ***Appendix C*** of this report. Review of this table shows that all study intersections have a queue length less than or equal to the storage length, except for the study intersection and movements below. Bolded values indicate movements where the projected queue lengths exceed the available storage length due to the proposed Project. Values shown in parentheses represent the increase in queue length attributable to the Project.

- #1 – Century Boulevard at Yukon Avenue
    - AM/PM: NB left, WB left
- #2 – Century Boulevard at Crenshaw Boulevard
    - AM: **NB right (21.8 feet),** SB left, SB right
    - PM: NB right, SB left, SB right
- #4 – 104th Street at Yukon Avenue
    - PM: SB left
- #6 – Lennox Boulevard at Prairie Avenue
    - AM: NB left
    - PM: NB left, NB through
- #7 – 108th St at Prairie Avenue
    - AM: **SB through (20.6 feet)**
- #10 – 108th Street at Crenshaw Boulevard
    - PM: SB left
- #13 – Century Boulevard at Prairie Avenue
    - AM/PM: SB left

Existing Plus Project Conditions with Improvements

To improve queue lengths under the Existing Plus Project Conditions, intersection signal timing was optimized. **Table 10** summarizes the 95th percentile queue length results with these signal timing improvements**.** The queueing analysis worksheets are provided in ***Appendix C*** of this report. As shown in the table, movements that previously had queue lengths exceeding available storage due to the project now experience queue lengths at or below storage capacity with the improvements in place. However, the following study intersections still have queues that exceed the available storage lengths.

- #1 – Century Boulevard at Yukon Avenue
    - AM/PM: NB left, WB left
- #2 – Century Boulevard at Crenshaw Boulevard
    - AM: SB left, SB right
    - PM: NB right, SB left, SB right
- #4 – 104th Street at Yukon Avenue
    - PM: SB left
- #6 – Lennox Boulevard at Prairie Avenue
    - AM: NB left
    - PM: NB left, NB through
- #10 – 108th Street at Crenshaw Boulevard
    - PM: SB left
- #13 – Century Boulevard at Prairie Avenue
    - AM/PM: SB left

Opening Year 2030 Conditions

For the Opening Year 2030 Conditions, the 95th percentile queue length results of the analysis are summarized on **Table 11.** The queueing analysis worksheets are provided in ***Appendix C*** of this report. Review of this table shows that all study intersections have a queue length less than or equal to the storage length, except for the study intersections and turning movements below.

- #1 – Century Boulevard at Yukon Avenue
    - AM/PM: NB left, WB left
- #2 – Century Boulevard at Crenshaw Boulevard
    - AM: NB right, SB left, SB right
    - PM: NB right, SB left, SB right, EB through
- #4 – 104th Street at Yukon Avenue
    - PM: SB left
- #6 – Lennox Boulevard at Prairie Avenue
    - AM/PM: NB left, NB through
- #7 – 108th Street at Prairie Avenue
    - AM/PM: SB through
- #10 – 108th Street at Crenshaw Boulevard
    - AM/PM: SB left
- #13 – Century Boulevard at Prairie Avenue
    - AM: SB left
    - PM: NB right, SB left, WB left

Opening Year 2030 Plus Project Conditions

For the Opening Year 2030 Plus Project Conditions, the 95th percentile queue length results of the analysis are summarized on **Table 12.** The queueing analysis worksheets are provided in ***Appendix C*** of this report. Review of this table shows that all study intersections have a queue length less than or equal to the storage length, except for the study intersection and movements below. Bolded values indicate movements where the projected queue lengths exceed the available storage length due to the proposed Project. Values shown in parentheses represent the increase in queue length attributable to the Project.

- #1 – Century Boulevard at Yukon Avenue
  - AM/PM: NB left, WB left
- #2 – Century Boulevard at Crenshaw Boulevard
  - AM: NB right, SB left, SB right
  - PM: NB right, SB left, SB right, EB through
- #4 – 104th Street at Yukon Avenue
  - AM: **SB left (25.2 feet)**
  - PM: SB left
- #6 – Lennox Boulevard at Prairie Avenue
  - AM/PM: NB left, NB through
- #7 – 108th Street at Prairie Avenue
  - AM/PM: SB through
- #10 – 108th Street at Crenshaw Boulevard
  - AM/PM: SB left
- #13 – Century Boulevard at Prairie Avenue
  - AM: SB left
  - PM: NB right, SB left, WB left

Opening Year 2030 Plus Project Conditions with Signal Timing Improvements

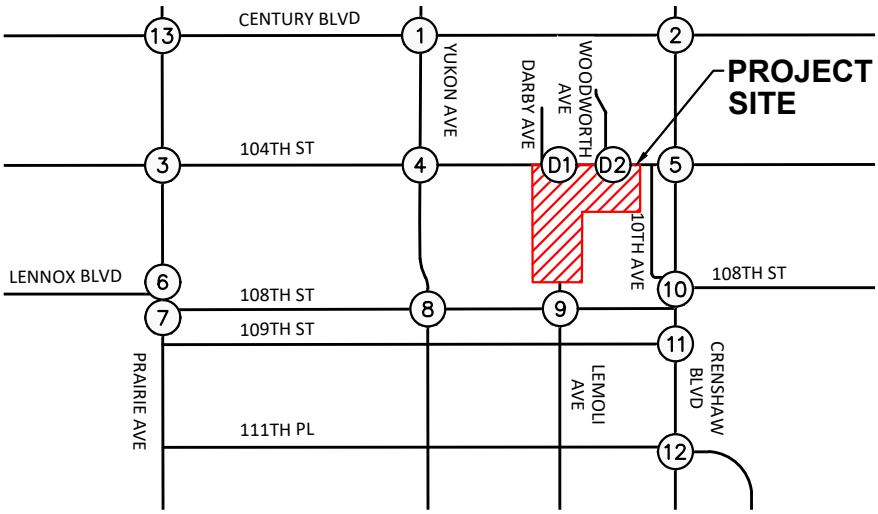
To improve queue lengths under the Opening Year Plus Project Conditions, intersection signal timing was optimized. **Table 13** summarizes the 95th percentile queue length results with these signal timing improvements**.** The queueing analysis worksheets are provided in ***Appendix C*** of this report. As shown in the table, movements that previously had queue lengths exceeding available storage due to the project now experience queue lengths at or below storage capacity with the improvements in place. However, the following study intersections still have queues that exceed the available storage lengths.

- #1 – Century Boulevard at Yukon Avenue
  - AM/PM: NB left, WB left
- #2 – Century Boulevard at Crenshaw Boulevard
  - AM: NB right, SB left, SB right
  - PM: NB right, SB left, SB right, EB through

- #4 – 104th Street at Yukon Avenue
    - PM: SB left
- #6 – Lennox Boulevard at Prairie Avenue
    - AM/PM: NB left, NB through
- #7 – 108th Street at Prairie Avenue
    - AM/PM: SB through
- #10 – 108th Street at Crenshaw Boulevard
    - AM/PM: SB left
- #13 – Century Boulevard at Prairie Avenue
    - AM: SB left
    - PM: NB right, SB left, WB left

SUGGESTED ENHANCEMENTS

It is suggested that the City optimize and regularly review signal timing at all intersections to enhance vehicle circulation and overall traffic flow. Additionally, the proposed Transportation Demand Management (TDM) strategies are expected to enhance overall circulation once implemented.



NOT TO SCALE

1. Century Blvd at Yukon Ave	2. Century Blvd at Crenshaw Blvd	3. 104th St at Prairie Ave	4. 104th St at Yukon Ave	5. 104th St at Crenshaw Blvd
11/20, 1/16, 9/11, 23/3, 1285/1248, 96/153, 13/14, 740/1586, 166/266, 309/313, 5/4, 248/280	180/304, 983/1005, 100/230, 228/76, 1241/1167, 150/153, 215/402, 558/1551, 190/477, 375/447, 803/830, 98/134	27/50, 1265/2068, 74/150, 71/70, 74/70, 105/95, 63/26, 76/170, 68/68, 92/48, 1448/1378, 156/170	20/46, 139/260, 104/204, 227/209, 151/113, 77/45, 69/124, 191/262, 36/35, 36/32, 269/304, 134/60	132/119, 1460/2112, 25/64, 74/43, 182/125, 36/36, 138/98, 103/243, 66/84, 164/161, 1499/1793, 21/58
6. Lennox Blvd at Prairie Ave	**7. 108th St at Prairie Ave**	**8. 108th St at Yukon Ave**	**9. 108th St at Lemoli Ave**	**10. 108th St at Crenshaw Blvd**
161/144, 1511/2159, 7/5, 7/7, 3/3, 0/2, 193/216, 5/2, 250/302, 197/132, 1672/1617, 9/3	24/41, 1655/2259, 54/93, 103/45, 32/20, 147/98, 12/24, 19/29, 8/29, 13/11, 1781/1765, 68/113	26/21, 217/306, 24/44, 121/64, 179/122, 39/18, 53/41, 103/153, 13/23, 11/7, 282/262, 14/30	60/42, 3/1, 40/27, 18/38, 253/151, 22/15, 26/56, 110/141, 11/22, 21/19, 2/0, 10/8	0/2, 1591/2013, 162/257, 170/89, 266/128, 1/1, 8/1, 1/0, 1507/1934, 116/311
11. 109th St at Crenshaw Blvd	**12. 111th Pl/Thoreau St at Crenshaw Blvd**	**13. Century Blvd at Prairie Ave**	**D1. 104th St at Darby Avenue**	**D2. 104th St at Woodworth Avenue**
29/39, 1755/2133, 77/144, 27/40, 15/34, 1595/2170	21/21, 1725/2103, 61/99, 56/78, 20/11, 71/45, 58/38, 14/52, 27/34, 35/66, 1465/2078, 26/77	77/73, 1106/1727, 318/468, 546/531, 1124/830, 195/297, 196/217, 564/1155, 223/422, 188/310, 902/1125, 114/348	13/7, 10/4, 7/21, 332/247, 11/21, 367/489, 25/55, 55/41	39/16, 31/16, 33/29, 291/258, 18/36, 13/20, 366/458, 38/26

LEGEND:

(X) = Study Intersection

XX/YY = AM/PM Peak Hour Turning Movement Volumes

FIGURE 14
OPENING YEAR 2030 PLUS PROJECT TRAFFIC VOLUMES

TABLE 7
SUMMARY OF INTERSECTION OPERATION
OPENING YEAR 2030 CUMULATIVE PLUS PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour					PM Peak Hour				
			Without Project		With Project		Change Delay	Without Project		With Project		Change Delay
			Delay	LOS	Delay	LOS		Delay	LOS	Delay	LOS	
1	Century Blvd at Yukon Ave	S	21.3	C	22.1	C	0.8	26.2	C	27.2	C	1.0
2	Century Blvd at Crenshaw Blvd	S	39.0	D	39.2	D	0.2	53.1	D	53.9	D	0.8
3	104th St at Prairie Ave	S	10.9	B	11.2	B	0.3	13.4	B	13.8	B	0.4
4	104th St at Yukon Ave	S	23.2	C	23.9	C	0.7	23.2	C	25.0	C	1.8
5	104th St at Crenshaw Blvd	S	21.8	C	24.3	C	2.5	26.0	C	30.4	C	4.4
6	Lennox Blvd at Prairie Ave	S	15.9	B	16.9	B	1.0	28.4	C	30.6	C	2.2
7	108th St at Prairie Ave	S	9.0	A	10.6	B	1.6	6.2	A	7.3	A	1.1
8	108th St at Yukon Ave	S	20.7	C	21.6	C	0.9	17.6	B	19.4	B	1.8
9	108th St at Lemoli Ave	U	9.2	A	10.1	B	0.9	8.4	A	9.4	A	1.0
10	108th St at Crenshaw Blvd	S	19.6	B	20.1	C	0.5	31.6	C	32.4	C	0.8
11	109th St at Crenshaw Blvd	S	3.9	A	3.9	A	0.0	6.7	A	6.7	A	0.0
12	111th Pl/Thoreau St at Crenshaw Blvd	S	6.4	A	6.4	A	0.0	7.1	A	7.1	A	0.0
13	Century Blvd at Prairie Ave	S	38.9	D	39.2	D	0.3	72.7	**E**	75.0	**E**	2.3
D1	104th St at Darby Ave	TWSC	18.8	C	23.6	C	4.8	19.9	C	24.7	C	4.8
D2	104th St at Woodworth Ave	AWSC	12.9	B	13.9	B	1.0	12.7	B	13.4	B	0.7

Notes:
- **Bold** values indicate intersections operating at an unacceptable Level of Service
- Delay values for signalized intersections represent the average control delay for the entire intersection, measured in seconds per vehicle.
- Delay values for unsignalized, two-way stop controlled intersections represent the average vehicle delay on the worst (highest delay) intersection approach.
- Delay values for unsignalized, all-way stop controlled intersections represent the average control delay for each approach at the intersection, measured in seconds per vehicle.

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

TABLE 8
SUMMARY OF INTERSECTION 95TH PERCENTILE QUEUE LENGTH IN FEET PER LANE (FT/LN)
EXISTING CONDITIONS AM/PM

Int. #	Intersection	Traffic Control	Northbound Lane Group						Southbound Lane Group						Eastbound Lane Group						Westbound					
			Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement	
			Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft
1	Century Blvd at Yukon Ave	S	100	**240.5 /254.7**	1230	231.0 / 243.7	1230	221.3 / 234.6	235	12.9 / 14.7	1190	1.4 / 21.4	235	5.7 / 16.1	287	10.2 / 13.1	685	103.3 / 270.8	-	-	125	**134.8 / 208.0**	645	125.4 / 124.2	125	7.9 / 1.2
2	Century Blvd at Crenshaw Blvd	S	1230	290.6 / 330.8	1230	411.9 / 434.6	70	49.4 / **87.4**	143	**157.3 / 388.1**	1230	339.5 / 328.5	95	**198.4 / 314.1**	275	142.9 / 260.3	725	104.4 / 392.7	725	87.2 / 283.3	220	82.4 / 64.6	1225	270.0 / 232.3	-	-
3	104th St at Prairie Ave	S	225	35.4 / 23.0	1245	94.2 / 71.0	-	-	235	21.5 / 60.0	1225	78.1 / 112.9	-	-	-	-	1225	206.9 / 253.8	-	-	-	-	1135	220.9 / 206.1	-	-
4	104th St at Yukon Ave	S	95	15.4 / 17.5	1450	-	-	-	73	39.7 / **97.1**	1230	-	-	-	-	-	1230	257.0 / 408.4	-	-	-	-	2550	375.6 / 254.1	-	-
5	104th St at Crenshaw Blvd	S	215	180.4 / 176.7	1220	131.73 / 180.5	-	-	160	32.2 / 82.1	1230	217.2 / 244.9	-	-	-	-	2550	258.6 / 375.4	-	-	-	-	710	8.1 / 178.3	-	-
6	Lennox Blvd at Prairie Ave	S	125	**140.6 / 126.9**	112	105.3/ **139.7**	-	-	140	2.4 / 2.6	1245	125.8 / 233.9	-	-	-	-	1225	-	-	-	-	-	100	8.1 / 8.6	-	-
7	108th St at Prairie Ave	S	225	5.0 / 3.3	985	106.8 / 52.7	-	-	125	20.8 / 25.0	112	107.1 / 70.6	-	-	-	-	100	35.1 / 87.7	-	-	-	-	1290	241.6 / 141.2	-	-
8	108th St at Yukon Ave	S	-	-	300	68.2 / 38.2	-	-	-	-	1450	63.3 / 59.0	-	-	-	-	1300	108.8 / 162.8	-	-	-	-	1300	255.4 / 133.6	-	-
9	108th St at Lemoli Ave	U	-	-	300	3.6 / 2.8	-	-	-		150	0.7 / 0.3	-	-	-	-	1300	7.5 / 7.8	-	-	-	-	1115	31.4 / 7.9	-	-
10	108th St at Crenshaw Blvd	S	-	-	460	168.3 / 142.0	-	-	140	123.9 / **325.7**	1220	174.9 / 82.6	-	-	-	-	100	6.1 / 1.9	-	-	-	-	965	416.7 / 217.6	-	-
11	109th St at Crenshaw Blvd	S	92	3.5 / 11.0	1020	29.2 / 87.5	-	-	-	-	460	43.3 / 76.7	-	-	-	-	1115	47.1 / 80.4	-	-	-	-	-	-	-	-
12	111th Pl/Thoreau St at Crenshaw Bl	S	77	10.8 / 19.9	930	40.5 / 66.2	-	-	152	15.9 / 37.2	1020	64.3 / 55.5	-	-	-	-	1115	105.2 / 136.7	-	-	-		460	160.3 / 149.0	-	-
13	Century Blvd at Prairie Ave	S	555	126.0 / 165.2	555	190.9 / 225.8	360	46.8 / 233.8	300	**642.2 / 496.4**	775	329.4 / 343.6	-	-	162	131.0 / 142.7	1225	106.5 / 351.9	-	-	175	64.9 / 111.4	1135	221.1 / 197.0	1135	228.3 / 225.4
14	104th St at Darby Ave	TWSC	-	-	100	0.0 / 0.0	-	-	-	-	550	4.4 / 2.0	-	-	-	-	260	0.5 / 0.9	-	-	-	-	595	0.0 / 0	-	-
15	104th St at Woodworth Ave	AWSC	-	-	100	0.0 /0.0	-	-	-	-	450	9.7 / 3.7	-	-	-	-	595	76.5 / 88.0	-	-	-	-	410	57.1 / 38.0	-	-

Notes:
- **Bold** values indicate 95th percentile queue length surpassing existing pocket length

- 95th percentile queue is define to be the queue length, in feet per lane (ft/ln), that will be exceeded by only five-percent of the time during the analysis period.

- Storage lengths with "-" indicates no dedicated turn-lane for the movement

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

TABLE 9
SUMMARY OF INTERSECTION 95TH PERCENTILE QUEUE LENGTH IN FEET PER LANE (FT/LN)
EXISTING PLUS PROJECT CONDITIONS AM/PM

Int. #	Intersection	Traffic Control	Northbound Lane Group						Southbound Lane Group						Eastbound Lane Group						Westbound					
			Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement	
			Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft
1	Century Blvd at Yukon Ave	S	100	**256.5 / 266.0**	1230	249.1 / 256.8	1230	236.3 / 245.6	235	12.9 / 14.7	1190	1.4 / 21.4	235	5.7 / 16.1	287	10.2 / 13.1	685	111.9 / 289.0	-	-	125	**134.8 / 208**	645	131.2 / 127.8	125	8.2 / 1.2
2	Century Blvd at Crenshaw Blvd	S	1230	290.6 / 330.8	1230	420.9 / 442.2	70	**71.2 / 104.4**	143	**157.3 / 388.1**	1230	340.2 / 333.6	95	**197.0 / 312.6**	275	143.0 / 266.7	725	106.8 / 399.8	725	89.2 / 288.3	220	88.7 / 77.1	1225	273.0 / 232.3	-	-
3	104th St at Prairie Ave	S	225	36.4 / 23.5	1245	97.7 / 73.9	-	-	235	22.1 / 61.4	1225	81.0 / 117.4	-	-	-	-	1225	209.3 / 261.7	-	-	-	-	1135	229.3 / 213.2	-	-
4	104th St at Yukon Ave	S	95	17.4 / 18.5	1450	-	-	-	73	60.2 / **147.0**	1230	-	-	-	-	-	1230	249.3 / 423.7	-	-	-	-	2550	426.6 / 288.1	-	-
5	104th St at Crenshaw Blvd	S	215	180.4 / 176.7	1220	150.3 / 194.8	-	-	160	32.2 / 82.1	1230	240.7 / 268.9	-	-	-	-	2550	316.9 / 409.0	-	-	-	-	710	246.1 / 170.7	-	-
6	Lennox Blvd at Prairie Ave	S	125	**159.2 / 140.6**	112	107.3 / **139.5**	-	-	140	2.4 / 2.6	1245	128.2 / 233.7	-	-	-	-	1225	-	-	-	-	-	100	8.1 / 8.6	-	-
7	108th St at Prairie Ave	S	225	5.7 / 3.8	985	129.5 / 68.5	-	-	125	26.2 / 33.7	112	**127.7** / 88.4	-	-	-	-	100	33.7 / 85.0	-	-	-	-	1290	277.5 / 175.1	-	-
8	108th St at Yukon Ave	S	-	-	300	88.3 / 53.0	-	-	-	-	1450	78.0 / 73.8	-	-	-	-	1300	122.6 / 203.9	-	-	-	-	1300	304.9 / 182.7	-	-
9	108th St at Lemoli Ave	U	-	-	300	3.9 / 3.1	-	-	-		150	14.1 / 9.4	-	-	-	-	1300	12.2 / 24.8	-	-	-	-	1115	38.6 / 20.1	-	-
10	108th St at Crenshaw Blvd	S	-	-	460	158.4 / 138.0	-	-	140	125.9/ **330.2**	1220	176.5 / 86.5	-	-	-	-	100	6.1 / 1.9	-	-	-	-	965	420.9 / 225.0	-	-
11	109th St at Crenshaw Blvd	S	92	3.6 / 11.1	1020	29.7 / 90.0	-	-	-	-	460	44.6 / 78.4	-	-	-	-	1115	48.5 / 82.2	-	-	-	-	-	-	-	-
12	111th Pl/Thoreau St at Crenshaw Bl	S	77	11.0 / 20.1	930	41.2 / 68.1	-	-	152	16.0 / 38.1	1020	66.1 / 56.8	-	-	-	-	1115	105.2 / 136.7	-	-	-		460	160.3 / 149.0	-	-
13	Century Blvd at Prairie Ave	S	555	126.0 / 165.2	555	190.9/ 225.8	360	46.8 / 233.8	300	**661.4 / 510.4**	775	329.4 / 341.7	-	-	162	131.0 / 142.7	1225	110.4 / 365.8	-	-	175	64.9 / 111.4	1135	229.1 / 205.1	1135	233.9 / 229.9
14	104th St at Darby Ave	TWSC	-	-	100	20.6 / 26.2	-	-	-	-	550	4.5 / 2.6	-	-	-	-	260	0.5 / 1.0	-	-	-	-	595	0.0 / 1.8	-	-
15	104th St at Woodworth Ave	AWSC	-	-	100	5.5 / 0	-	-	-	-	450	10.2 / 3.8	-	-	-	-	595	82.9 / 102.5	-	-	-	-	410	68.2 / 46.9	-	-

Notes:
- **Bold** values indicate 95th percentile queue length surpassing existing pocket length
- 95th percentile queue is define to be the queue length, in feet per lane (ft/ln), that will be exceeded by only five-percent of the time during the analysis period.
- Storage lengths with "-" indicates no dedicated turn-lane for the movement

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

TABLE 10
SUMMARY OF INTERSECTION 95TH PERCENTILE QUEUE LENGTH IN FEET PER LANE (FT/LN)
EXISTING PLUS PROJECT CONDITIONS AM/PM WITH SIGNAL TIMING IMPROVEMENTS

Int. #	Intersection	Traffic Control	Northbound Lane Group						Southbound Lane Group						Eastbound Lane Group						Westbound					
			Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement	
			Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft
1	Century Blvd at Yukon Ave	S	100	**256.5 / 266.0**	1230	249.1 / 256.8	1230	236.3 / 245.6	235	12.9 / 14.7	1190	1.4 / 21.4	235	5.7 / 16.1	287	10.2 / 13.1	685	111.9 / 289.0	-	-	125	**134.8 / 208**	645	131.2 / 127.8	125	8.2 / 1.2
2	Century Blvd at Crenshaw Blvd	S	1230	191.6 / 330.8	1230	403.2 / 442.2	70	**- / 104.4**	143	**143.2 / 388.1**	1230	343.3 / 333.6	95	**198.5 / 312.6**	275	141.4 / 266.7	725	114.7 / 399.8	725	95.8 / 288.3	220	88.5 / 77.1	1225	290.1 / 232.3	-	-
3	104th St at Prairie Ave	S	225	36.4 / 23.5	1245	97.7 / 73.9	-	-	235	22.1 / 61.4	1225	81.0 / 117.4	-	-	-	-	1225	209.3 / 261.7	-	-	-	-	1135	229.3 / 213.2	-	-
4	104th St at Yukon Ave	S	95	17.4 / 18.5	1450	-	-	-	73	60.2 / **147.0**	1230	-	-	-	-	-	1230	249.3 / 423.7	-	-	-	-	2550	426.6 / 288.1	-	-
5	104th St at Crenshaw Blvd	S	215	180.4 / 176.7	1220	150.3 / 194.8	-	-	160	32.2 / 82.1	1230	240.7 / 268.9	-	-	-	-	2550	316.9 / 409.0	-	-	-	-	710	246.1 / 170.7	-	-
6	Lennox Blvd at Prairie Ave	S	125	6.23 / **140.6**	112	107.3 / **139.5**	-	**-**	140	2.4 / 2.6	1245	128.2 / 233.7	-	-	-	-	1225	-	-	-	-	-	100	8.1 / 8.6	-	-
7	108th St at Prairie Ave	S	225	6.2 / 3.8	985	157.7 / 68.5	-	-	125	11.8 / 33.7	112	98.4 / 88.4	-	**-**	-	-	100	35.8 / 85.0	-	-	-	-	1290	303.5 / 175.1	-	-
8	108th St at Yukon Ave	S	-	-	300	88.3 / 53.0	-	-	-	-	1450	78.0 / 73.8	-	-	-	-	1300	122.6 / 203.9	-	-	-	-	1300	304.9 / 182.7	-	-
9	108th St at Lemoli Ave	U	-	-	300	3.9 / 3.1	-	-	-		150	14.1 / 9.4	-	-	-	-	1300	12.2 / 24.8	-	-	-	-	1115	38.6 / 20.1	-	-
10	108th St at Crenshaw Blvd	S	-	-	460	158.4 / 138.0	-	-	140	125.9/ **330.2**	1220	176.5 / 86.5	-	-	-	-	100	6.1 / 1.9	-	-	-	-	965	420.9 / 225.0	-	-
11	109th St at Crenshaw Blvd	S	92	3.6 / 11.1	1020	29.7 / 90.0	-	-	-	-	460	44.6 / 78.4	-	-	-	-	1115	48.5 / 82.2	-	-	-	-	-	-	-	-
12	111th Pl/Thoreau St at Crenshaw Bl	S	77	11.0 / 20.1	930	41.2 / 68.1	-	-	152	16.0 / 38.1	1020	66.1 / 56.8	-	-	-	-	1115	105.2 / 136.7	-	-	-		460	160.3 / 149.0	-	-
13	Century Blvd at Prairie Ave	S	555	126.0 / 165.2	555	190.9 / 225.8	360	46.8 / 233.8	300	**661.4 / 510.4**	775	329.4 / 341.7	-	-	162	131.0 / 142.7	1225	110.4 / 365.8	-	-	175	64.9 / 111.4	1135	229.1 / 205.1	1135	233.9 / 229.9
14	104th St at Darby Ave	TWSC	-	-	100	20.6 / 26.2	-	-	-	-	550	4.5 / 2.6	-	-	-	-	260	0.5 / 1.0	-	-	-	-	595	0.0 / 1.8	-	-
15	104th St at Woodworth Ave	AWSC	-	-	100	5.5 / 0	-	-	-	-	450	10.2 / 3.8	-	-	-	-	595	82.9 / 102.5	-	-	-	-	410	68.2 / 46.9	-	-

Notes:
- **Bold** values indicate 95th percentile queue length surpassing existing pocket length
- 95th percentile queue is define to be the queue length, in feet per lane (ft/ln), that will be exceeded by only five-percent of the time during the analysis period.
- Storage lengths with "-" indicates no dedicated turn-lane for the movement

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

TABLE 11
SUMMARY OF INTERSECTION 95TH PERCENTILE QUEUE LENGTH IN FEET PER LANE (FT/LN)
OPENING YEAR 2030 CUMULATIVE AM/PM

Int. #	Intersection	Traffic Control	Northbound Lane Group						Southbound Lane Group						Eastbound Lane Group						Westbound					
			Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement	
			Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft
1	Century Blvd at Yukon Ave	S	100	**258.5 / 273.9**	1230	248.2 / 262..4	1230	238.2 / 253.5	235	13.8 / 15.8	1190	1.4 / 22.5	235	16.7 / 29.5	287	23.6 / 25.1	685	187.4 / 490.8	-	-	125	**157.0 / 231.4**	645	231.7 / 247.1	125	9.9 / 1.3
2	Century Blvd at Crenshaw Blvd	S	1230	249.4 / 355.1	1230	412.0 / 503.8	70	**81.0 / 143.1**	143	**160.2 / 379.2**	1230	368.4 / 368.3	95	**212.5 / 371.5**	275	156.0 / 268.7	725	231.4 / **899.9**	725	163.6 / 442.9	220	102.9 / 119.2	1225	443.5 / 403.4	-	-
3	104th St at Prairie Ave	S	225	66.7 / 51.4	1245	185.6 / 207.9	-	-	235	63.5 / 189.8	1225	134.5 / 302.7	-	-	-	-	1225	217.0 / 251.6	-	-	-	-	1135	260.6 / 252.2	-	-
4	104th St at Yukon Ave	S	95	19.8 / 23.3	1450	-	-	-	73	60.7 / **144.1**	1230	-	-	-	-	-	1230	277.7 / 414.2	-	-	-	-	2550	400.9 / 283.9	-	-
5	104th St at Crenshaw Blvd	S	215	202.1 / 198.6	1220	265.5 / 360.6	-	-	160	34.7 / 87.6	1230	348.4 / 547.0	-	-	-	-	2550	309.1 / 390.3	-	-	-	-	710	280.6 / 192.7	-	-
6	Lennox Blvd at Prairie Ave	S	125	**336.9 / 351.0**	112	**230.4 / 284.5**	-	-	140	4.4 / 3.7	1245	233.2 / 463.1	-	-	-	-	1225	-	-	-	-	-	100	10.9 / 12.0	-	-
7	108th St at Prairie Ave	S	225	7.5 / 6.9	985	209.7 / 119.6	-	-	125	38.1 / 61.1	112	**187.3 / 172.0**	-	-	-	-	100	38.8 / 92.7	-	-	-	-	1290	264.2 / 163.3	-	-
8	108th St at Yukon Ave	S	-	-	300	94.8 / 59.5	-	-	-	-	1450	86.9 / 90.1	-	-	-	-	1300	174.2 / 216.1	-	-	-	-	1300	304.9 / 198.2	-	-
9	108th St at Lemoli Ave	U	-	-	300	4.2 / 3.4	-	-	-		150	0.7 / 0.3	-	-	-	-	1300	15.6 / 22.1	-	-	-	-	1115	45.7/ 23.1	-	-
10	108th St at Crenshaw Blvd	S	-	-	460	293.0 / 259.4	-	-	140	**273.9 / 900.4**	1220	274.8/ 207.5	-	-	-	-	100	6.6 / 1.9	-	-	-	-	965	427.9 / 232.1	-	-
11	109th St at Crenshaw Blvd	S	92	5.4 / 23.9	1020	62.5 /193.5	-	-	-	-	460	73.8 / 192.9	-	-	-	-	1115	79.2 / 220.4	-	-	-	-	-	-	-	-
12	111th Pl/Thoreau St at Crenshaw Bl	S	77	17.1 / 54.6	930	89.2 / 145.3	-	-	152	27.9 / 129.3	1020	110.9 / 141.8	-	-	-	-	1115	113.1 / 146.8	-	-	-		460	175.6 / 162.9	-	-
13	Century Blvd at Prairie Ave	S	555	260.4 / 531.7	555	348.3 / 387.4	360	135.1 / **384.1**	300	**375.8 / 948.2**	775	393.3 / 668.8	-	-	162	142.7 / 162.0	1225	265.0 / 726.0	-	-	175	142.0 / **353.7**	1135	367.8 / 286.1	1135	363.9 / 421.9
14	104th St at Darby Ave	TWSC	-	-	100	0.0 / 0.0	-	-	-	-	550	5.4 / 2.4	-	-	-	-	260	0.6 / 1.0	-	-	-	-	595	0.0 / 0.0	-	-
15	104th St at Woodworth Ave	AWSC	-	-	100	0.0 / 0.0	-	-	-	-	450	11.2 / 4.1	-	-	-	-	595	98.0 / 112.1	-	-	-	-	410	72.1 / 45.9	-	-

Notes:
- **Bold** values indicate 95th percentile queue length surpassing existing pocket length

- 95th percentile queue is define to be the queue length, in feet per lane (ft/ln), that will be exceeded by only five-percent of the time during the analysis period.

- Storage lengths with "-" indicates no dedicated turn-lane for the movement

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

TABLE 12
SUMMARY OF INTERSECTION 95TH PERCENTILE QUEUE LENGTH IN FEET PER LANE (FT/LN)
OPENING YEAR 2030 CUMULATIVE PLUS PROJECT AM/PM

Int. #	Intersection	Traffic Control	Northbound Lane Group						Southbound Lane Group						Eastbound Lane Group						Westbound					
			Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement	
			Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft
1	Century Blvd at Yukon Ave	S	100	**273.6 / 284.8**	1230	265.6 / 275.3	1230	253.3 / 264.8	235	13.8 / 15.8	1190	1.4 / 22.5	235	16.7 / 29.5	287	23.6 / 25.1	685	197.6 / 519.9	-	-	125	**157.0 / 231.4**	645	239.2 / 252.6	125	10.3 / 1.4
2	Century Blvd at Crenshaw Blvd	S	1230	248.5 / 321.1	1230	418.6 / 476.2	70	**101.4 / 151.7**	143	**160.3 / 343.9**	1230	368.8 / 369.1	95	**211.0 / 346.2**	275	155.2 / 267.6	725	235.5 / **1007.0**	725	167.2 / 468.0	220	108.9 / 121.4	1225	450.1 / 415.9	-	-
3	104th St at Prairie Ave	S	225	68.3 / 52.6	1245	191.1 / 212.4	-	-	235	65.0 / 193.8	1225	138.9 / 309.6	-	-	-	-	1225	220.2 / 258.6	-	-	-	-	1135	268.5 / 260.0	-	-
4	104th St at Yukon Ave	S	95	23.6 / 24.5	1450	-	-	-	73	72.1 / **207.8**	1230	-	-	-	-	-	1230	295.6 / 442.1	-	-	-	-	2550	494.2 / 311.4	-	-
5	104th St at Crenshaw Blvd	S	215	203.0 / 198.9	1220	294.4 / 383.5	-	-	160	34.7 / 90.4	1230	385.5 / 607.0	-	-	-	-	2550	343.6 / 450.5	-	-	-	-	710	259.6 / 188.3	-	-
6	Lennox Blvd at Prairie Ave	S	125	**369.7 / 394.0**	112	**232.9 / 284.6**	-	**-**	140	4.4 / 3.8	1245	235.8 / 463.4	-	-	-	-	1225	-	-	-	-	-	100	10.9 / 12.0	-	-
7	108th St at Prairie Ave	S	225	8.3 / 7.5	985	238.5 / 151.3	-	-	125	47.0 / 84.5	112	**211.2 / 206.5**	-	**-**	-	-	100	37.3 / 89.8	-	-	-	-	1290	303.5 / 193.9	-	-
8	108th St at Yukon Ave	S	-	-	300	118.9 / 76.8	-	-	-	-	1450	104.5 / 106.5	-	-	-	-	1300	182.3 / 249.8	-	-	-	-	1300	352.7 / 233.9	-	-
9	108th St at Lemoli Ave	U	-	-	300	4.6 / 3.7	-	-	-		150	15.3 / 9.7	-	-	-	-	1300	22.3 / 36.6	-	-	-	-	1115	57.0 / 32.3	-	-
10	108th St at Crenshaw Blvd	S	-	-	460	297.3 / 269.6	-	-	140	**277.8 / 908.0**	1220	276.4 / 214.7	-	-	-	-	100	6.6 / 1.9	-	-	-	-	965	439.4 / 240.3	-	-
11	109th St at Crenshaw Blvd	S	92	5.4 / 24.3	1020	63.3 / 197.1	-	-	-	-	460	75.7 / 194.7	-	-	-	-	1115	81.2 / 199.3	-	-	-	-	-	-	-	-
12	111th Pl/Thoreau St at Crenshaw Bl	S	77	17.4 / 55.9	930	90.3 / 148.7	-	-	152	28.2 / 137.4	1020	113.8 / 144.1	-	-	-	-	1115	113.1 / 146.8	-	-	-		460	175.6 / 162.9	-	-
13	Century Blvd at Prairie Ave	S	555	260.4 / 531.7	555	347.8 / 387.4	360	135.0 / **384.1**	300	**398.1 / 989.7**	775	398.3 / 668.7	-	-	162	142.5 / 162.0	1225	267.0 / 769.4	-	-	175	141.8 / **353.7**	1135	376.3 / 295.9	1135	374.7 / 430.4
14	104th St at Darby Ave	TWSC	-	-	100	24.3 / 19.1	-	-	-	-	550	5.4 / 2.5	-	-	-	-	260	0.6 / 1.0	-	-	-	-	595	0.0 / 0.0	-	-
15	104th St at Woodworth Ave	AWSC	-	-	100	5.7 / 3.2	-	-	-	-	450	11.8 / 4.3	-	-	-	-	595	107.2 / 120.1	-	-	-	-	410	86.7 / 58.4	-	-

Notes:
- **Bold** values indicate 95th percentile queue length surpassing existing pocket length

- 95th percentile queue is define to be the queue length, in feet per lane (ft/ln), that will be exceeded by only five-percent of the time during the analysis period.

- Storage lengths with "-" indicates no dedicated turn-lane for the movement

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

TABLE 13
SUMMARY OF INTERSECTION 95TH PERCENTILE QUEUE LENGTH IN FEET PER LANE (FT/LN)
OPENING YEAR 2030 CUMULATIVE PLUS PROJECT AM/PM WITH SIGNAL TIMING IMPROVEMENTS

Int. #	Intersection	Traffic Control	Northbound Lane Group						Southbound Lane Group						Eastbound Lane Group						Westbound					
			Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement		Left-Turn Movement		Through Movement		Rigt-Turn Movement	
			Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft	Storage Length, ft	Queue Length, ft
1	Century Blvd at Yukon Ave	S	100	**273.6 / 284.8**	1230	265.6 / 275.3	1230	253.3 / 264.8	235	13.8 / 15.8	1190	1.4 / 22.5	235	16.7 / 29.5	287	23.6 / 25.1	685	197.6 / 519.9	-	-	125	**157.0 / 231.4**	645	239.2 / 252.6	125	10.3 / 1.4
2	Century Blvd at Crenshaw Blvd	S	1230	248.5 / 321.1	1230	418.6 / 476.2	70	**101.4 / 151.7**	143	**160.3 / 343.9**	1230	368.8 / 369.1	95	**211.0 / 346.2**	275	155.2 / 267.6	725	235.5 / **1007.0**	725	167.2 / 468.0	220	108.9 / 121.4	1225	450.1 / 415.9	-	-
3	104th St at Prairie Ave	S	225	68.3 / 52.6	1245	191.1 / 212.4	-	-	235	65.0 / 193.8	1225	138.9 / 309.6	-	-	-	-	1225	220.2 / 258.6	-	-	-	-	1135	268.5 / 260.0	-	-
4	104th St at Yukon Ave	S	95	17.3 / 24.5	1450	-	-	-	73	68.7 **/ 207.8**	1230	-	-	-	-	-	1230	312.2 / 442.1	-	-	-	-	2550	761.2 / 311.4	-	-
5	104th St at Crenshaw Blvd	S	215	203.0 / 198.9	1220	294.4 / 383.5	-	-	160	34.7 / 90.4	1230	385.5 / 607.0	-	-	-	-	2550	343.6 / 450.5	-	-	-	-	710	259.6 / 188.3	-	-
6	Lennox Blvd at Prairie Ave	S	125	**369.7 / 394.0**	112	**232.9 / 284.6**	-	**-**	140	4.4 / 3.8	1245	235.8 / 463.4	-	-	-	-	1225	-	-	-	-	-	100	10.9 / 12.0	-	-
7	108th St at Prairie Ave	S	225	8.3 / 7.5	985	238.5 / 151.3	-	-	125	47.0 / 84.5	112	**211.2 / 206.5**	-	**-**	-	-	100	37.3 / 89.8	-	-	-	-	1290	303.5 / 193.9	-	-
8	108th St at Yukon Ave	S	-	-	300	118.9 / 76.8	-	-	-	-	1450	104.5 / 106.5	-	-	-	-	1300	182.3 / 249.8	-	-	-	-	1300	352.7 / 233.9	-	-
9	108th St at Lemoli Ave	U	-	-	300	4.6 / 3.7	-	-	-		150	15.3 / 9.7	-	-	-	-	1300	22.3 / 36.6	-	-	-	-	1115	57.0 / 32.3	-	-
10	108th St at Crenshaw Blvd	S	-	-	460	297.3 / 269.6	-	-	140	**277.8 / 908.0**	1220	276.4 / 214.7	-	-	-	-	100	6.6 / 1.9	-	-	-	-	965	439.4 / 240.3	-	-
11	109th St at Crenshaw Blvd	S	92	5.4 / 24.3	1020	63.3 / 197.1	-	-	-	-	460	75.7 / 194.7	-	-	-	-	1115	81.2 / 199.3	-	-	-	-	-	-	-	-
12	111th Pl/Thoreau St at Crenshaw Bl	S	77	17.4 / 55.9	930	90.3 / 148.7	-	-	152	28.2 / 137.4	1020	113.8 / 144.1	-	-	-	-	1115	113.1 / 146.8	-	-	-		460	175.6 / 162.9	-	-
13	Century Blvd at Prairie Ave	S	555	260.4 / 531.7	555	347.8 / 387.4	360	135.0 **/ 384.1**	300	**398.1 / 989.7**	775	398.3 / 668.7	-	-	162	142.5 / 162.0	1225	267.0 / 769.4	-	-	175	141.8 / **353.7**	1135	376.3 / 295.9	1135	374.7 / 430.4
14	104th St at Darby Ave	TWSC	-	-	100	24.3 / 19.1	-	-	-	-	550	5.4 / 2.5	-	-	-	-	260	0.6 / 1.0	-	-	-	-	595	0.0 / 0.0	-	-
15	104th St at Woodworth Ave	AWSC	-	-	100	5.7 / 3.2	-	-	-	-	450	11.8 / 4.3	-	-	-	-	595	107.2 / 120.1	-	-	-	-	410	86.7 / 58.4	-	-

Notes:
- **Bold** values indicate 95th percentile queue length surpassing existing pocket length
- 95th percentile queue is define to be the queue length, in feet per lane (ft/ln), that will be exceeded by only five-percent of the time during the analysis period.
- Storage lengths with "-" indicates no dedicated turn-lane for the movement

S = Signalized; TWSC = Two-Way Stop Controlled; AWSC = All-Way Stop Controlled

TRANSIT OPERATIONS AND REVIEW OF MULTI-MODAL TRANSPORTATION NETWORKS

The Project Site is located near south of West 104th Street between Yukon Avenue and South 10th Avenue and it is within walking distance, approximately 0.5 miles, of the Metro Line, Metro Line 210, and LA Go Bus The Link – Lennox Shuttle. These routes provide regional access to key destinations including Downtown Los Angeles, LAX, and multiple Metro Rail connections. Frequency of service on these lines during peak periods typically ranges from 15 to 30 minutes.

Based on the availability of nearby transit routes and pedestrian accessibility, a 5% mode share for transit is assumed and 95% for single occupancy vehicles. A corresponding 5% transit trip reduction credit has been applied to the project's trip generation in both the LOS analysis and the multi-modal analysis, maintaining consistency with City guidance. This results in a reduction of approximately:

- 211 daily trips
- 15 AM peak hour trips
- 15 PM peak hour trips

Transit Impacts

The projected number of transit users generated by the Project is expected to be approximately 200 daily riders, 14 riders during AM peak hour, and 15 riders during the PM peak hour. Given existing transit capacity and service levels in the area, the impact on transit operations is expected to be negligible. No additional transit infrastructure or service improvements are anticipated, as necessary.

PROJECT CONSTRUCTION

Development of the Project would require the export of up to 12,000 cubic yards of soil and hardscape materials and approximately 12,000 square feet of building materials. The Project would be constructed in six phases which includes site-wide activities as the first phase (preparation, grading, infrastructure improvements, and paving). Following the first phase Project Site, the Project would involve five phases of vertical construction involving building construction and architectural coating activities for five development phases. As shown below, overlap of vertical construction would occur. Site-wide construction activities are expected to begin in the 2nd quarter of 2025 and finish the 3rd quarter of 2026. Vertical construction is expected to begin in the 4th quarter of 2026 and finish in the 2nd quarter of 2029. The Project is expected to be operational in the 1st quarter of 2030. The traffic operations analysis presented in this document evaluates the project's full build-out in the year 2030.

PROJECT CONSTRUCTION PHASING		
Construction Phase	**Start Date (month/year)**	**End Date (month/year)**
Sitewide Improvements	May 2025	August 2026
Vertical Construction – Phase 1	September 2026	August 2027
Vertical Construction – Phase 2	January 2027	December 2027
Vertical Construction – Phase 3	June 2027	June 2028
Vertical Construction – Phase 4	January 2028	January 2029
Vertical Construction – Phase 5	April 2028	May 2029

Construction activities would be performed in accordance with all applicable state and federal laws and City Codes and policies governing building construction and activities. Construction is expected to occur between 7:00 a.m. and 8:00 p.m., Monday through Friday, and would comply with the City of Inglewood Municipal Code limits regarding construction activity (Municipal Code Section 5-41).

During construction, materials and equipment may be visible from West 104th Street, South 10th Avenue, and Yukon Avenue; however, the Project Site would partially screen these areas with construction fencing. Construction workers would park on the Project Site in specially designated areas. Construction activities associated with the Project are expected to be primarily contained within the Project Site boundaries. Project construction may require temporary lane closures on streets adjacent to the Project Site. However, Project construction activities would be temporary and would not require the complete closure of any public streets during construction, and temporary construction activities would not impede the use of the streets for emergencies or access for emergency vehicles, However, in the event of temporary rerouting of traffic fronting the Project Site, MM TRAF-1 will be implemented. MM TRAF-1 includes measures to ensure adequate vehicle access and pedestrian access during construction periods and would include temporary traffic control during all construction activities encroaching on public rights of way to improve traffic flow and safety on public roadways.

During any temporary partial street closure, emergency access and traffic detours would be established in coordination with the City and would conform to City standards. Additionally, although Project construction activities would increase the number of construction workers on-site and could potentially increase the demand for fire protection during construction activities, such an increase would be temporary for the duration of construction activities.

Mitigation Measures

MM TRAF-1: The Applicant shall prepare a detailed Construction Management Plan that shall include, but not be limited to, the following elements, as appropriate:

- Requiring workers and construction trucks to generally travel outside of the peak hours
- Prohibition of construction worker parking on nearby residential streets
- Temporary traffic control during all construction activities encroaching on public rights-of-way to improve traffic flow and safety on public roadways

- Scheduling construction activities to reduce the effect on traffic flow on surrounding arterial streets
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers as appropriate
- Scheduling of construction-related deliveries so as to generally occur outside the commuter peak hours
- Installation of appropriate traffic signs around the Project Site to ensure pedestrian, bicycle, and vehicle safety
- Haul route scheduling (see MM TRAF-2)
- Maintenance of pedestrian access during construction

MM TRAF-2: Haul route scheduling shall be sequenced to minimize conflicts with pedestrians, school buses and cars at the arrival and dismissal times of the school day. Haul route trucks shall not be routed past the school during periods when school is in session, especially when students are arriving or departing from the campus. Haul route scheduling will be included in the detailed Construction Management Plan noted in MM TRAF-1.

PLANS, PROGRAMS, AND POLICY REVIEW

The Project would not conflict with any adopted policies, plans, programs, or ordinances regarding alternative transportation because the Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The 2019 City of Inglewood Mobility Plan provides the framework for addressing current and future infrastructure needs and establishes the vision, goals, policies, infrastructure enhancements and program requirements to improve the City's local transportation network and access to the regional transportation system. The relevant goals and objectives are identified below as well as the corresponding strategies to achieve the goals and objectives:

Goal No. 1: Sustainability and Environmental Considerations

Strategy 1.1 – Relieve Congestion. The City will apply Transportation Demand Management (TDM) programs aimed to reduce travel of single-occupancy vehicle trips during peak commute hours. Some key components of the TDM programs may include, but are not limited to, the following: a) offer employee incentives to walk, bicycle, or take transit to work, etc; b) provide bicycle-friendly facilities at employment areas; and c) facilitate carpool or vanpool programs for employees.

Strategy 1.2 – Alternative Fuel Vehicles. By increasing access to electric charging facilities and promoting the purchase of neighborhood electric vehicles, electric cars, or hybrid gas/electric cars the City will:

- Encourage the use of alternative fuel vehicles through marketing and education
- Incorporate electric vehicle charging stations and priority parking into developments

Goal No. 3: Create an Efficient, Balanced, Multimodal Mobility Network

Strategy 3.1 – Complete Streets. Develop and enhance a pedestrian network that consists of elements that encourage walking to and from destinations, and first and last mile options. Provide bicycle infrastructure including, but not limited to, bike paths, bicycle lanes, hubs, and secure bicycle parking at major transit locations.

Goal No. 5: Safety – Maintain and Promote Safety for Pedestrians, Bicyclists, Motorists, Transit Riders, Trucks, and Delivery Vehicles.

Strategy 5.1 – Promote Safer Transportation Network. Provide the most feasible, most appropriate multimodal infrastructure that is safe and accessible to every member of the community, especially vulnerable populations such as children and the elderly. Provide and maintain adequate sidewalk widths and amenities to ensure a safe experience for pedestrians citywide.

Strategy 6.2 – Linkages between Transit and Land Use. Providing linkages between transit and land use entails encouraging land use and growth patterns that facilitate transit and non-motorized transportation including, but not limited to, provision of regional transit connections to major employment, commercial, and dense housing areas, and providing an employee shuttle program to reduce vehicles on the transportation network and providing neighborhood circulator systems.

Housing and Employment at Transit Oriented Development (TOD)
Policies for increased densities with TOD up-zoning. Monitor growth of housing and employment near rail stations to meet the TOD targets.

Infill Development
Infill refers to the development of vacant parcels within previously built areas. Infill development with transit connectivity to regional transit and along transit/multi-modal corridors. The City would identify and provide infill development database which would be monitored to meet implementation targets.

The City's General Plan Land Use Element was amended in 2016. The following circulation goals and objectives that are consistent with the City's Mobility Plan:

- Promote and support adequate public transportation within the City and the region
- Develop modified traffic systems that will discourage through traffic from utilizing neighborhood streets,
- Develop a safe and adequate pedestrian circulation system which is barrier free for the handicapped.

The Project Site is located within a Priority Growth Area and a High-Quality Transit Area (HQTA) as identified by the 2024 – 2050 SCAG RTP/SCS. The Project Site is an infill development located near transit and within an existing urban area, surrounded by residential, commercial, school and entertainment uses. The close proximity of transit and complementary land use would serve to reduce vehicle trips and would be consistent with the Mobility Plan and Land Use Element goals and strategies. The Project Site is planned to promote pedestrian and bicycle use via internal connections within the Project Site. The Project Site is further planned to provide bicycle parking within clubhouses for visitors and residents, minimizing traffic on local roadways. The Project is therefore found to be in alignment with the City's General Plan, and the City's Mobility Plan goals related to circulation, pedestrian, and bicycle safety, as well as appropriate and supportive active multimodal transportation infrastructure.

The Project would provide access for all modes of travel, including vehicles, pedestrians, and cyclists. Vehicular ingress and egress for residents and visitors to the Project Site would be provided via two driveways along West 104th Street. Access into the community would be controlled via vehicular gates that would be activated electronically for residents. A third driveway would be for residential ingress and egress only and would be located at the south boundary of the Project Site, connecting to Lemoli Avenue. The Project would include a private internal road system. Alleyways between homes would provide access for residents and the Fire Department.

Pedestrians and bicyclists would be able to access the Project Site via new interior sidewalks and paths around the perimeter of the Project Site. Exterior access to the Project Site would be from a separate sidewalk path located near each vehicle driveway along West 104th Street and Lemoli Avenue.

The designs and dimensions of the driveways and internal roadways would be designed to comply with the City's current design requirements. The Project would not be placing incompatible uses such as farm equipment at the Project Site. A turning template using a passenger design vehicle was developed for the Project driveways as shown in **Figure 15**. The Project would not have the potential to increase hazards due to geometric design. Passenger vehicles along 104th Street are able to turn left into the Project driveways and side streets (Darby Avenue and Woodworth Avenue) without conflict. Thus, the Project does not propose improvements with potential to increase hazards due to incompatible uses.

Additionally, a sight distance analysis was conducted at the Project driveways as shown in **Figure 16**. Intersection sight triangles were developed following the methodology from Chapter 405.1 of the Highway Design Manual (HDM) to assess whether vehicles turning left or right from the Project driveways have adequate sight distance. Corner Sight Distance (CSD) was evaluated for the minor street approach to identify any visual obstructions affecting vehicles turning left or right from the Project Driveways. Using a design speed of 30 miles per hour (mph), the required CSD is approximately 287 feet for vehicles making a right turn from the minor road (observing the major road to the left) and 331 feet for vehicles making a left turn (observing the major road to the right). These distances are based on a 6.5 second time gap for right turns and a 7.5 second time gap for left turns, as specified in the HDM. The decision point (setback) for the minor road vehicle was assumed to be 15 feet from the edge of the major road's travel way.

Stopping Sight Distance (SSD) was also evaluated along 104th street for vehicles traveling eastbound and westbound to come to a stop at the Project Driveways. In accordance with Chapter 201.1 of the HDM and the posted speed limit of 30 mph, the required SSD is 200 feet for eastbound and westbound vehicles.

Based on HDM criteria, there are no significant challenges related to CSD for drivers turning from the Project driveways. It is recommended for red curbs to be extended along the south side of 104th Street to enhance visibility for vehicles making left turns or right turns onto 104th Street as shown in **Figure 16**.

SUMMARY OF FINDINGS AND CONCLUSIONS

- The Project Site is located south of 104th Street between Yukon Avenue South and 10th Avenue. The Project Site is currently occupied by Woodworth Imagine Learning Magnet Elementary School and high school sports fields.

- The Project would consist of the development of 571 townhomes.

- Morning and evening peak hour operating conditions were evaluated for the following study scenarios:

    - Existing Conditions
    - Existing Plus Project
    - Opening Year 2030
    - Opening Year 2030 Plus Project

- Under Existing Conditions, the study intersections would operate at an acceptable Level of Service.

- The Project is estimated to generate 4,111 vehicle trips on a daily basis, with 274 trips during the morning peak hour and 326 trips during the evening peak hour.

- Project traffic was added to Existing Conditions to establish Existing Plus Project forecasts.

- Under Existing Plus Project conditions, the study intersections would continue to operate at an acceptable Level of Service.

- Ambient traffic growth and traffic from Cumulative Projects were added to Existing Conditions to establish Opening Year 2030 conditions.

- Under Opening Year 2030 conditions, the following study intersection would operate at an unacceptable Level of Service:

    - #13 – Century Boulevard at Prairie Avenue

- Project traffic was added to Opening Year 2030 Conditions to establish Opening Year 2030 Plus Project forecasts.

- Under Opening Year 2030 Plus Project conditions, the following study intersection would continue to operate at an unacceptable Level of Service:

    - #13 – Century Boulevard at Prairie Avenue

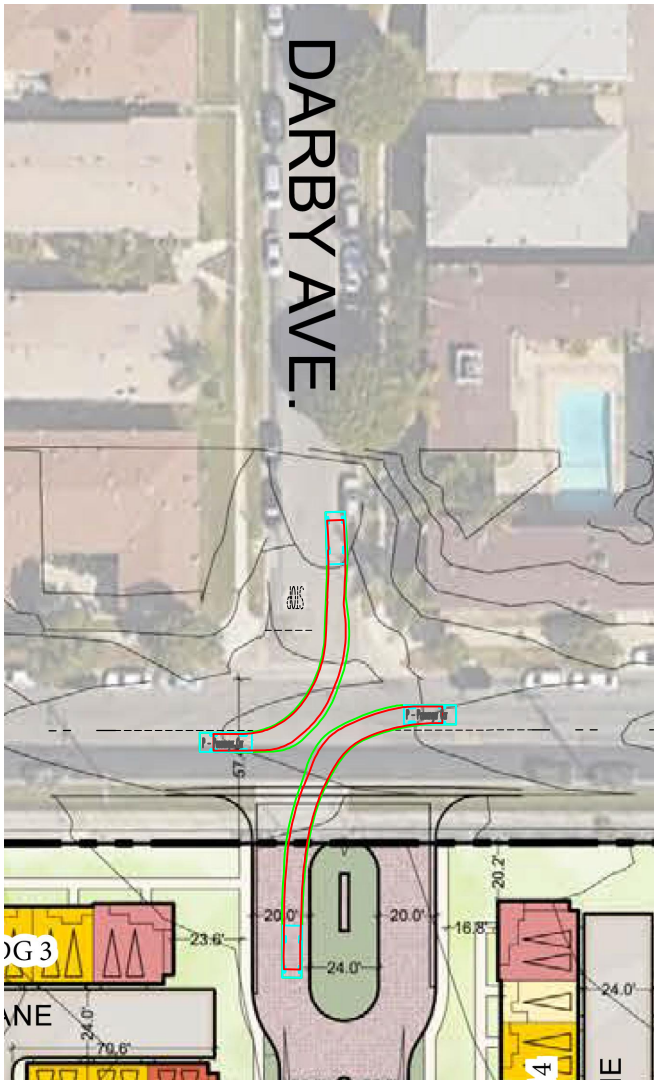
- Based on the Level of Service standards and requirements noted earlier in the report and in the City of Inglewood Transportation Impact Analysis Guidelines, no off-site improvements at study intersections are required for the proposed Project.

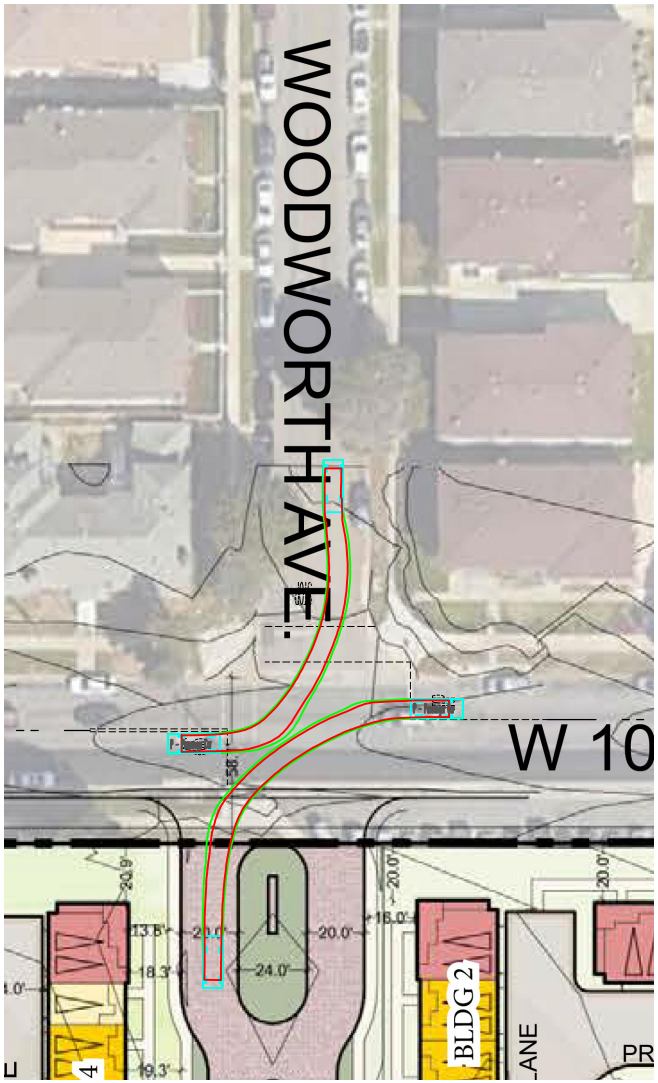
- During Project construction, the Applicant will implement the following mitigation measures:

    - Prepare a detailed Construction Management Plan (MM TRAF-1)
    - Sequence haul route scheduling to minimize conflicts with pedestrians, school buses, and cars at the arrival and dismissal times of the school day (MM TRAF-2; to be included as part of the detailed Construction Management Plan noted in MM TRAF-1)

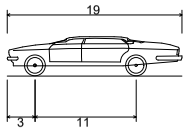
- Project would not conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

PASSENGER VEHICLE TURNING TEMPLATE



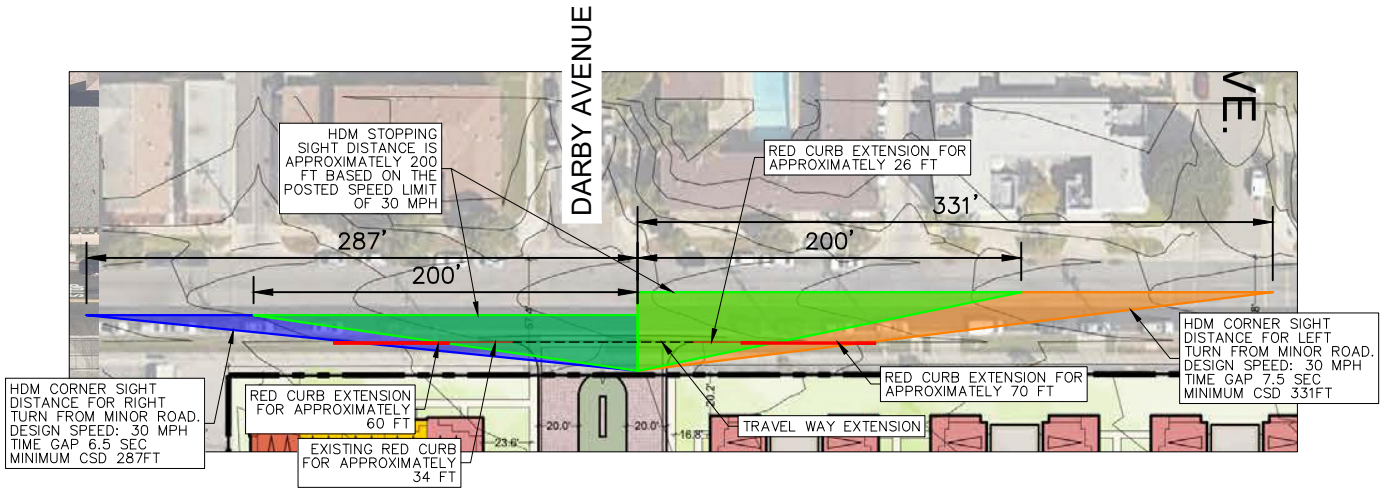


NOT TO SCALE

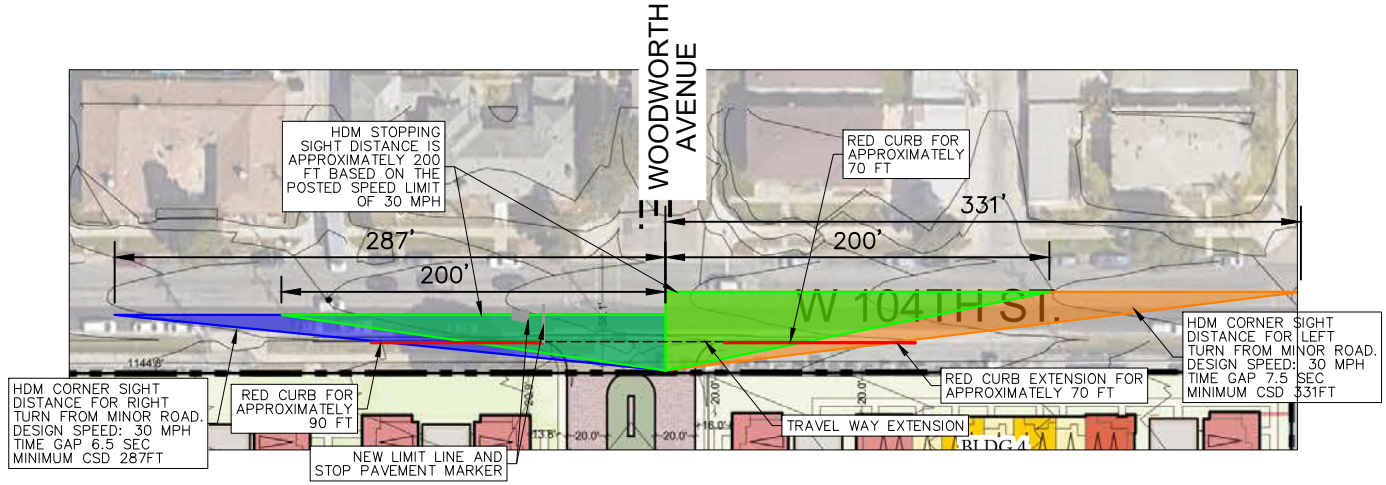


P - Passenger Car	
Overall Length	19.000ft
Overall Width	7.000ft
Overall Body Height	4.300ft
Min Body Ground Clearance	1.115ft
Track Width	6.000ft
Lock-to-lock time	4.00s
Max Steering Angle (Virtual)	31.60°

FIGURE 15
PASSENGER VEHICLE TURNING TEMPLATE
AT PROJECT DRIVEWAYS



DARBY AVENUE DRIVEWAY DETAIL



WOODWORTH AVENUE DRIVEWAY DETAIL

NOT TO SCALE

FIGURE 16
SIGHT DISTANCE ANALYSIS
AT PROJECT DRIVEWAYS

APPENDIX A

SCOPING AGREEMENT

CITY OF INGLEWOOD

Public Works Department

Inglewood All-America City 2009

Public Works Plan Check

Date: June 11, 2024

Project Descriptions : 571 UNITS MORNINGSIDE TOWNHOMES

Project Address : _____

PRELIMINARY REVIEW COMMENTS FOR SUBMITTED SCOPING DOCUMENTS - LOCAL TRANSPORTATION ANLYSIS FOR 571 MORNINGSIDE TOWNHOMES.

1. Where is the complete package for VMT analysis? Any comments from Planning Department?
2. Gather information for City's existing and new or proposed development projects from Planning and follow TIA guidelines to reflect information in the TIA.
3. Provide a site APN
4. The traffic scoping Documents stated that there is a zoning change. Please seek approval from Planning and attached copy to the scoping documents as part of the TIA for Public Works
5. Where are the other items required per local transportation Analysis
   a. Site Distribution factors
   b. Geometric design analyses
   c. Attached traffic count as exhibits
   d. References for trip generation percentage and Vehicle trip generation estimates
   e. In relation to item no. 2, Provide vehicle trip generation estimates for other related projects, other land use or developments.
   f. Include in the study intersections the approval signature of adjacent municipalities within ¼ range of the project site. This could be City of LA and City of Hawthorne.
6. The following scenarios should be considered for local transportation analyses:
   a. Existing Conditions
   b. Existing plus Project Conditions
   c. Future Opening Year (Horizon Year) without Project
   d. future Opening Year (Horizon Year) with Project and with corrective actions, if needed
   e. peak hour shall be in AM and PM
   f. The ambient growth rate is 1.5%
7. Consider S. Prairie Avenue and Century Blvd. intersection in the list of analyzed intersections.
8. Consider to include all driveways at 104th Street and Darby Avenue as well as 104th Street and Woodworth Avenue.
9. In relation to 5.b, provide preliminary conceptual exhibits showing those driveways and the alignment at 104th Street in relation to Darby and Woodworth.
10. In relation to 6.e, it appears like the peak hour of Generator rates were used for the calculation of the project trip generation. Trip generation shall be calculated using ITE 11th edition equation for peak hour of adjacent street traffic for AM and PM peak hours.
11. Provide intersection level trip distribution percentages exhibit for AM and PM peak hours.

12. Consider the following update to trip distribution percentages
    a. No trips north of Century on Yukon. Move the proposed 105 along Yukon north of Century to Century west
    b. Move 5% (out of the proposed 10%) along 108th street west of Prairie Ave. to south Prairie Avenue (so that 15% would be along Prairie Avenue south of 108th Street)

If the above items has been address and overlook, please refer to page and item no. in your submittals.

Thanks,

Boytrese Osias
City – CIP Manager

TRANSPORTATION IMPACT ANALYSIS (TIA) SCOPING DOCUMENT

This scoping document acknowledges that the TIA for the following Project will be prepared in accordance with the latest version of City of Inglewood's TIA Guidelines:

I. PROJECT INFORMATION

Date Submitted: 05/08/2024 City of Inglewood Project Case Number: _____

Project Name: Morningside School Site Project

Project Address: South of W 104th St between Yukon Ave S and S 10th Ave, Inglewood, CA 90303

Project Description: The applicant proposes to develop 571 for-rent townhomes, 1.55 acres (AC) of recreational amenity spaces for residents, and 1,122 parking spaces. The zoning of the site will change from R-1 to R-3 zone.

Project Site Plan attached? *(Required)* ☑ Yes ☐ No **See Attachment A**

Land Use	Gross Floor Area *Defined per latest ITE publication*	Residential Units (#)
Existing:		
Proposed:		
215: Single-Family Attached Housing	762,684 SF	571 dwelling units (DU)

II. TRIP GENERATION

Trip Generation Rate(s) Source: ITE 11th Edition / Other **See Attachment B**

Trip Generation Adjustment *(Exact amount of credit subject to approval by City of Inglewood)*	Yes	No
Transit Usage	☐	☑
Existing Active or Previous Land Use	☐	☑
Internal Trip	☐	☑
Pass-By Trip	☐	☑
Transportation Demand Management	☐	☑

Trip generation table including a description of the existing and proposed land uses, rates, estimated morning and afternoon peak hour volumes (ins/outs/totals), proposed trip credits, etc. attached? *(Required)* ☑ Yes ☐ No

PROJECT NET TRIP GENERATION SUMMARY

AM Trips		PM Trips		Daily Totals	
In	Out	In	Out	In	Out
79	236	216	132	2,056	2,055

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2029 Ambient Growth Rate: 1.0 % Per Yr.

Related Projects List, researched by the consultant and approved by the City of Inglewood, attached?

(Required) ☑ Yes ☐ No **See Attachment C**

STUDY INTERSECTIONS: *(May be subject to City of Inglewood revision)* **See Attachment D**

Show all study intersections, intersections subject to capacity analysis credit for advanced traffic signal control synchronization, whether intersections are signalized or non-signalized.

No.	Intersection	Signalized/Non-Signalized	Jurisdiction
1	W 104th St & Yukon Ave S	Signalized	City of Inglewood
2	W 104th St & Crenshaw Blvd	Signalized	City of Inglewood
3	Crenshaw Blvd & W Century Blvd	Signalized	City of Inglewood
4	W Century Blvd & Yukon Ave S	Signalized	City of Inglewood
5	W 104th St & S Prairie Ave	Signalized	City of Inglewood
6	W 108th St & Yukon Ave S	Signalized	City of Inglewood
7	W 111th Pl/Thoreau St & Crenshaw Blvd	Signalized	City of Inglewood
8	**See attached page for additional intersections**		

If a study intersection is located within a ¼-mile of an adjacent municipality's jurisdiction, signature approval from said municipality is required prior to scoping document approval. Attach additional sheet for more intersections.

STREET SEGMENTS: Show all residential streets to be studied. *(May be subject to City of Inglewood revision)*

No.	Street Name	Limits	Jurisdiction
1			
2			
3			

Attach additional sheet for more street segments.

IV. SITE PLAN AND MAP OF STUDY AREA

Does the attached site plan or map of study area show	Yes	No	Not Applicable
Each study intersection and/or street segment	☑	☐	☐
Project Vehicle Peak Hour trips at each study intersection*	☑	☐	☐
Project Vehicle Peak Hour trips at each project access point*	☑	☐	☐
Project driveways (show widths and directions or lane assignment)	☑	☐	☐
Pedestrian access points and any pedestrian paths	☑	☐	☐
Pedestrian loading zones	☐	☑	☐
Delivery loading zone or area	☐	☑	☐
Bicycle parking onsite	☐	☑	☐
Bicycle parking offsite (in public right-of-way)	☐	☑	☐

*For mixed-use projects, also show the project trips and project trip distribution by land use category.

V. CONTACT INFORMATION

	CONSULTANT	DEVELOPER
Name:	Kimley-Horn and Associates, Inc.	Harridge Development Group, LLC
Address:	660 S Figueroa St, Suite 2050, Los Angeles, CA 90017	1875 Century Park East, Suite 1130, Los Angeles, CA 90067
Phone Number:	(213) 354-9403 or (949) 235-4520	(323) 658-1511 ext 131, (310) 270-5094 mobile
E-Mail:	maya.bouchet@kimley-horn.com trevor.briggs@kimley-horn.com	jimstringer@harridgedevelopmentgroup.com

Approved by: x _____	_____	x _____	_____	
	Consultant's Representative	Date	City of Inglewood Representative	Date**
Adjacent Municipality: x _____	Approved by: _____		_____	
	(if applicable)	Representative	Date	

** This scoping document shall become valid as of the date of the City's signature and expire one year thereafter. If the administrative draft of the study has not been filed with the City by the expiration date, the scoping document shall expire and a new scoping document filing, fee, review, and approval process shall be required.

Proposed Mitigation and Transportation Improvements: Any proposed transportation improvement(s) or mitigation measure(s) shall be listed and accompanied by plans of the existing and proposed improvements, including city limit lines and existing and proposed property lines. The City may initially accept conceptual plans with the TIA Study, but detailed design of such improvements will be part of the project's plans submittals.

Fees: Payment of a fee to the City of Inglewood's PWD for the City's processing of the scoping document shall be required before the City approves the scoping document. Payment for review of the TIA Study shall be paid before the City's PWD completes its review of the TIA Study. Said fees shall be per the most recent Fee Schedule as approved by the City Council.

Study Intersections (continuation):

No.	Intersection	Signalized/Non-Signalized	Jurisdiction
8	W 108th St & Crenshaw Blvd	Signalized	City of Inglewood
9	Crenshaw Blvd & W 109 th St	Signalized	City of Inglewood
10	S Prairie Ave & 108th/Lennox Blvd	Signalized	City of Inglewood
11	W 108th St & Lemoli Ave S	Non-Signalized	City of Inglewood

Attachments:
Attachment A - Project Site Plan
Attachment B - Trip Generation Table
Attachment C - Related Projects List
Attachment D - Study Area and Trip Distribution



Product	Garage	Bed/Bath	Area SF	Site Area (AC)	Density (DU/AC)	Total Units	Unit Mix	Total Beds	Total SF
Residential				**21.02**	**24.97**	**571**	**100%**	**1,606**	**754,452**
Row Townhomes						**403**	**70.6%**	**1,186**	**477,168**
Plan 1	1	1/1.5	862			144	25.2%	288	124,128
Plan 2	2	2/2.5	1,198			138	24.2%	414	165,324
Plan 3	2	3/3.0	1,444			63	11.0%	252	90,972
Plan 4	2	4/3.0	1,668			58	10.2%	232	96,744
Interlocking Townhomes						**168**	**29.4%**	**420**	**277,284**
Plan 5	2	3/3.5	1,512			84	14.7%	168	127,008
Plan 6	2	4/4.0	1,789			84	14.7%	252	150,276
Non-Residential				**1.85**					**8,232**
Clubhouse Phase 1			4,205	0.90					4,205
Clubhouse Phase 2			4,027	0.65					4,027
Misc. Open Space				0.30					
Total				**22.87**	**24.97**	**571**		**1,606**	**762,684**

Attachment A: Project Site Plan

HAS INWD
PROPERTY OWNER, LLC

CONCEPTUAL SITE PLAN

MORNINGSIDE SCHOOL SITE
INGLEWOOD, CA

0' 30' 60'
Feb. 7 2024
P1.1
23049.00

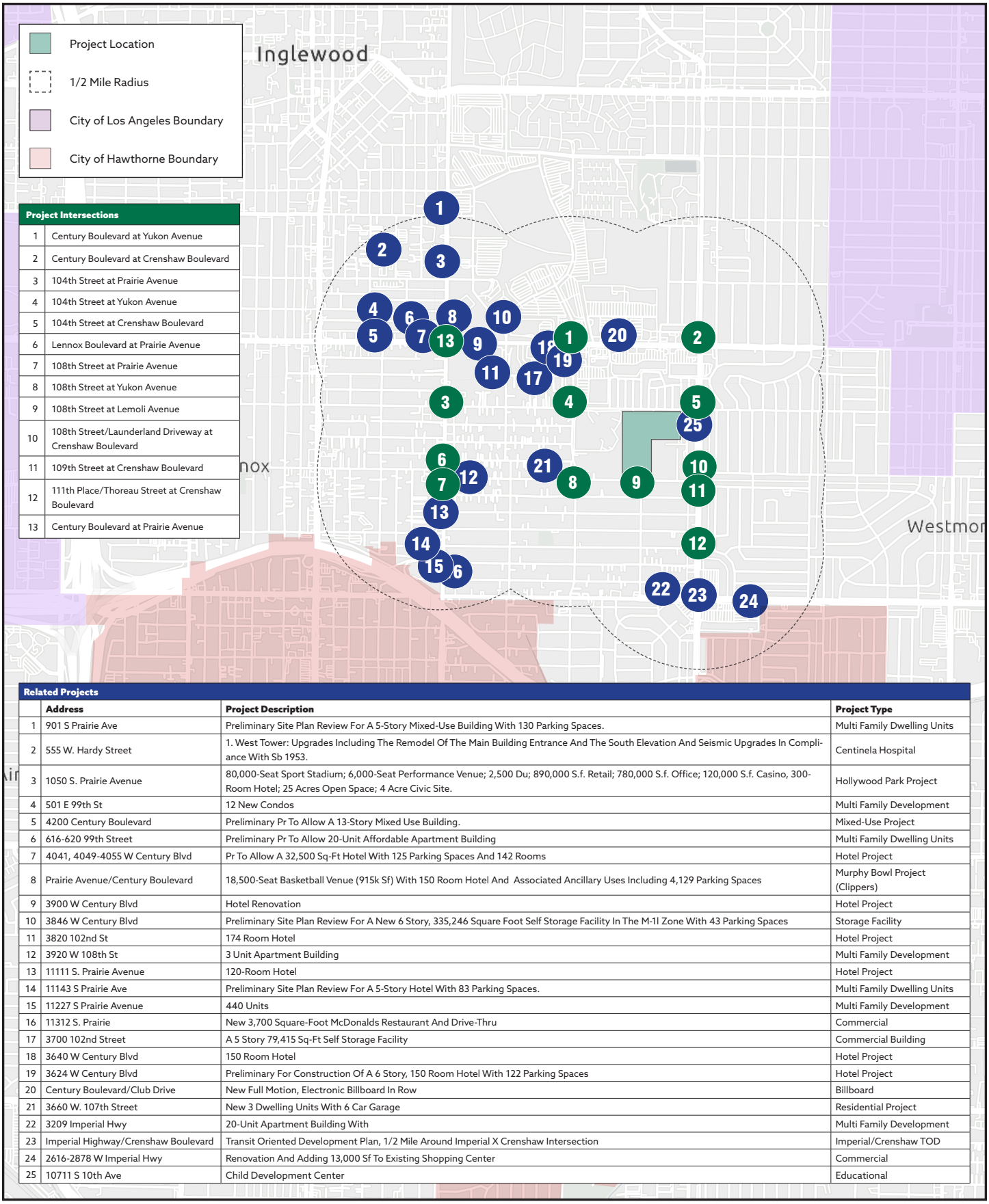
DANIELIAN ASSOCIATES
architects ▪ planners
60 corporate park | irvine | ca | 92606
www.danielian.com | office 949.474.6030

SUMMARY OF PROJECT TRIP GENERATION
PROJECT: Morningside School Site Project

Land Use	ITE Code	Unit	Trip Generation Rates [1]						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	215	DU	7.200	0.138	0.413	0.55	0.378	0.232	0.61

Land Use	Quantity	Unit	Trip Generation Estimates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Single-Family Attached Housing	571.00	DU	4,111	79	236	315	216	132	348
Total Project Trips			**4,111**	**79**	**236**	**315**	**216**	**132**	**348**

[1] ***Source:*** Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition



Project Intersections	
1	Century Boulevard at Yukon Avenue
2	Century Boulevard at Crenshaw Boulevard
3	104th Street at Prairie Avenue
4	104th Street at Yukon Avenue
5	104th Street at Crenshaw Boulevard
6	Lennox Boulevard at Prairie Avenue
7	108th Street at Prairie Avenue
8	108th Street at Yukon Avenue
9	108th Street at Lemoli Avenue
10	108th Street/Launderland Driveway at Crenshaw Boulevard
11	109th Street at Crenshaw Boulevard
12	111th Place/Thoreau Street at Crenshaw Boulevard
13	Century Boulevard at Prairie Avenue

Related Projects

	Address	Project Description	Project Type
1	901 S Prairie Ave	Preliminary Site Plan Review For A 5-Story Mixed-Use Building With 130 Parking Spaces.	Multi Family Dwelling Units
2	555 W. Hardy Street	1. West Tower: Upgrades Including The Remodel Of The Main Building Entrance And The South Elevation And Seismic Upgrades In Compliance With Sb 1953.	Centinela Hospital
3	1050 S. Prairie Avenue	80,000-Seat Sport Stadium; 6,000-Seat Performance Venue; 2,500 Du; 890,000 S.f. Retail; 780,000 S.f. Office; 120,000 S.f. Casino, 300-Room Hotel; 25 Acres Open Space; 4 Acre Civic Site.	Hollywood Park Project
4	501 E 99th St	12 New Condos	Multi Family Development
5	4200 Century Boulevard	Preliminary Pr To Allow A 13-Story Mixed Use Building.	Mixed-Use Project
6	616-620 99th Street	Preliminary Pr To Allow 20-Unit Affordable Apartment Building	Multi Family Dwelling Units
7	4041, 4049-4055 W Century Blvd	Pr To Allow A 32,500 Sq-Ft Hotel With 125 Parking Spaces And 142 Rooms	Hotel Project
8	Prairie Avenue/Century Boulevard	18,500-Seat Basketball Venue (915k Sf) With 150 Room Hotel And Associated Ancillary Uses Including 4,129 Parking Spaces	Murphy Bowl Project (Clippers)
9	3900 W Century Blvd	Hotel Renovation	Hotel Project
10	3846 W Century Blvd	Preliminary Site Plan Review For A New 6 Story, 335,246 Square Foot Self Storage Facility In The M-1l Zone With 43 Parking Spaces	Storage Facility
11	3820 102nd St	174 Room Hotel	Hotel Project
12	3920 W 108th St	3 Unit Apartment Building	Multi Family Development
13	11111 S. Prairie Avenue	120-Room Hotel	Hotel Project
14	11143 S Prairie Ave	Preliminary Site Plan Review For A 5-Story Hotel With 83 Parking Spaces.	Multi Family Dwelling Units
15	11227 S Prairie Avenue	440 Units	Multi Family Development
16	11312 S. Prairie	New 3,700 Square-Foot McDonalds Restaurant And Drive-Thru	Commercial
17	3700 102nd Street	A 5 Story 79,415 Sq-Ft Self Storage Facility	Commercial Building
18	3640 W Century Blvd	150 Room Hotel	Hotel Project
19	3624 W Century Blvd	Preliminary For Construction Of A 6 Story, 150 Room Hotel With 122 Parking Spaces	Hotel Project
20	Century Boulevard/Club Drive	New Full Motion, Electronic Billboard In Row	Billboard
21	3660 W. 107th Street	New 3 Dwelling Units With 6 Car Garage	Residential Project
22	3209 Imperial Hwy	20-Unit Apartment Building With	Multi Family Development
23	Imperial Highway/Crenshaw Boulevard	Transit Oriented Development Plan, 1/2 Mile Around Imperial X Crenshaw Intersection	Imperial/Crenshaw TOD
24	2616-2878 W Imperial Hwy	Renovation And Adding 13,000 Sf To Existing Shopping Center	Commercial
25	10711 S 10th Ave	Child Development Center	Educational

SOURCE: Kimley-Horn, 2024

FIGURE 1: Related Projects

INGLEWOOD MORNINGSIDE PROJECT

Kimley»Horn

Attachment C - Related Projects List

Address	Project Description	Project Type	Application Submitted (Prelim SPR, SPR, SUP, Variance, etc.), Funding Agreement for Environmental	Planning Approval Received (SUP, SPR, etc.)	Building Safety Approval Received (Grading, Building, etc.)	Building Permit Issued/Under Construction	Building Permit Finaled	Most Recent Entitlement	Date of Most Recent Submittal or Approval, including Construction Permits	INCLUDES AFFORDABLE UNITS
1050 S. Prairie Avenue	80,000-seat sport stadium; 6,000-seat performance venue; 2,500 du; 890,000 s.f. retail; 780,000 s.f. office; 120,000 s.f. casino, 300-room hotel; 25 acres open space; 4 acre civic site.	Hollywood Park Project				X		Development Agreement/Specific Pl	10/16/2008	
234 W. Hyde Park Blvd	Construct new 140,185 sf manufacturing/warehouse building including 7,500 sf of office space	Warehouse					X	Site Plan Review	5/29/2015	
704 N. Market Street	12 new residential apartment units	Apartments	X					Site Plan Review	9/16/2015	
721 N. La Brea Avenue	To demolish 1,210 s.f. and add 1,312 s.f. to an existing commercial building	Commercial Building	X					Site Plan Review	6/6/2016	
329 E. Hazel Street	4-unit Condo with 10 parking spaces per SP-1229	Condominiums					X	Site Plan Review	8/9/2016	
571 E. Hyde Park Place	Construct three townhomes with 6 enclosed parking spaces.	Townhomes					X	Site Plan Review	10/25/2016	
555 W. Hardy Street	1. West Tower: Upgrades including the remodel of the main building entrance and the south elevation and seismic upgrades in compliance with SB 1953.	Centinela Hospital					X	Site Plan Review	1/20/2017	
333 N. Prairie Avenue	PAD to allow construction of 226 townhome units at the former Daniel Freeman site.	Townhomes				X		Site Plan Review	5/30/2017	
921 N. Edgewood Street	38-Unit Apartment	Apartments		X				Site Plan Review	1/23/2018	X
614 E. Hyde Park Boulevard	18-Bed Congregate Living Facility	Congregate Care		X				Site Plan Review	3/5/2018	
222 W Spruce Avenue	10 Unit Multi Family Buidling- 1 affordable unit	Multi Family Development	X					Site Plan Review	3/12/2018	X
575 E Hyde Park Blvd	3 unit apartment building	Multi Family Dwelling Units					X	Site Plan Review	7/19/2018	
1050 S. Prairie Avenue	Approximately 5,750,000 s.f. of commercial use	Hollywood Park Phase II			X			Plot Plan Review	8/14/2018	
101,125,139,140,150 Market Street	50 dwelling units, 40,000 s.f. retail, and 150 parking spaces	Retail Space	X					Exclusive Negotiating Agreement	9/25/2018	
11111 S. Prairie Avenue	120-Room Hotel	Hotel Project		X				Site Plan Review	11/16/2018	
527 E Hyde Park Boulevard	21-unit, 4-story building with two affordable units	Multi Family Development	X					Site Plan Review	1/3/2019	
408 E Warren Lane	A new 2-story commercial office/warehouse	Commercial Building		X				Site Plan Review	1/14/2019	
1031 Manchester Boulevard	A restaurant with outdoor dining for existing brewery	Commercial Building	X					Special Use Permit	2/1/2019	
1001 N Welton Way	A new 11-unit apartment building	Multi Family Development			X			Site Plan Review	2/11/2019	
335 Glasgow Avenue	A auto rental facility	Commercial Building					X	Site Plan Review	2/13/2019	
455 N Prairie Avenue	A 6,530 square foot, two story medical office building	Commercial Building		X				Site Plan Review	4/25/2019	
508 S Eucalyptus Ave	40 unit senior affordable housing development	Multi Family Development					X	Site Plan Review	4/26/2019	
961 E 68th Street	3 Unit detached Condominium Development	Condominium Development					X	Site Plan Review	7/2/2019	
844 N. Centinela Avenue	Four (4) new residential apartment units	Apartments					X	Site Plan Review	8/27/2019	
332 Stepney	An 8-unit multi-family building with 3 affordable housing units	Multi Family Development	X					Preliminary Site Plan Reivew	9/5/2019	X
1050 S Prairie	Intermodal Transportation Facility	Plot Plan Review					X	Plot Plan Review	9/12/2019	
205 N Market Street	243 Units; 55,000 s.f. retail	Mixed-Use Project				X		Site Plan Review	10/8/2019	
3320 W 85th Street	SUP to allow a Pad for 65 unit senior mixed-use development	Planned Assembly Development		X				Site Plan Review	10/20/2019	
11227 S Prairie Avenue	440 Units	Multi Family Development	X					Exclusive Negotiating Agreement	11/19/2019	
705 Centinela	new 81,613 sf self storage facility	Self Storage Facility					X	Site Plan Review	12/3/2019	
230 W Arbor Vitae	A new 899 square-foot fast food restaurant building	Site Plan Review	X					Site Plan Review	12/20/2019	
336 W Hillcrest Boulevard	A 65 unit mixed use development, adaptive reuse of office building	Mixed-Use Project				X		Site Plan Review	4/27/2020	
819 E La Palma Drive	5 Unit Multi Family Building with affordable units	Multi Family Development					X	Site Plan Review	6/30/2020	X

Attachment C - Related Projects List

3920 W 108th St	3 unit apartment building	Multi Family Development					X	Site Plan Review	10/8/2020	
Prairie Avenue/Century Boulevard	18,500-seat basketball venue (915K sf) with 150 room hotel and associated ancillary uses including 4,129 parking spaces	Murphy Bowl Project (Clippers)				X		Design Review	10/28/2020	
Florence Avenue/La Brea Avenue	New full motion, electronic billboard in ROW	Billboard					X	City Council Agreement	12/2/2020	
Manchester Boulevard/Crenshaw Boulevard	New full motion, electronic billboard in ROW	Billboard					X	City Council Agreement	12/4/2020	
Century Boulevard/Club Drive	New full motion, electronic billboard in ROW	Billboard					X	City Council Agreement	12/5/2020	
Imperial Highway/Crenshaw Boulevard	Transit Oriented Development Plan, 1/2 mile around Imperial x Crenshaw intersection	Imperial/Crenshaw TOD					X	City Council Agreement	12/15/2020	
Florence Avenue/Hindry Avenue	Transit Oriented Development Plan, 1/2 mile around Westchester/Veterans Station	Westchester/Veterans TOD					X	City Council Agreement	12/15/2020	
411 East Hazel Street	Preliminary SPR for 29 senior affordable housing units	Multi Family Development	X					Preliminary Site Plan Review	12/18/2020	
10304 Burin Ave	PR to construct a three-story 4 unit apartment building with 6 spaces	Multi Family Development				X		Site Plan Review	3/3/2021	
419 S Eucalytpus	Preliminary SPR for 7,064 sf multi-family development containing six (6) 3-story townhome style units with density bonus and concessions requested	Multi Family Development				X		Site Plan Review	3/24/2021	
4801 Century Blvd	185 sf addition dor drive thru only Starbucks	Commercial					X	Site Plan Review	4/7/2021	
1013 E La Palma Drive	A 3-story apartment units with on grade parking.	Multi Family Development					X	Site Plan Review	4/26/2021	
125 E. Spruce Avenue	Seven (7) new apartment units with semi-subterranean parking.	Apartments					X	Site Plan Review	4/27/2021	
970 W Manchester Boulevard	1,800 sq-ft car/bus wash and above ground fueling station within a car rental site	Commercial Building					X	Site Plan Review	4/28/2021	
3660 W. 107th Street	New 3 Dwelling Units with 6 car garage	Residental Project					X	Site Plan Review	5/6/2021	
738 Venice Way	PR to allow construction of 6 two-story, attached townhomes with semi-subterranean parking	Multi Family Development	X					Site Plan Review	5/6/2021	
4041, 4049-4055 W Century Blvd	PR to allow a 32,500 sq-ft Hotel with 125 parking spaces and 142 rooms	Hotel Project	X					Site Plan Review	5/11/2021	
717 Edgewood St	PR to allow construction of 8 unit apartment building	Multi Family Development		X				Site Plan Review	5/17/2021	
220 E Hazel Street	A 7,161 sq-ft, 4 unit apartment building with subterranean parking for 7 vehicles	Multi Family Development		X				Site Plan Review	8/19/2021	
101 S La Brea	Los Angeles Philharmonic Association - Youth Orchestra Program that will serve students 6 - 18 yrs. The development includes Exterior and Interior improvements of an existing 25,000 sq. ft. buidling.	Los Angeles Philharmonic Association - Youth Orchestra Program					X	Site Plan Review	11/9/2021	
417 N Market Street	12 Unit Condominium Development	Condominium Development					X	Site Plan Review	11/30/2021	
334 Stepney	4-Unit Condominium Development	Condominium Development					X	Special Use Permit	12/3/2021	
616-620 99th Street	20-unit affordable Housing Development w/ 32 parking spaces (Number of affordable unit undetermined)	Multi Family Development	X					Preliminary Site Plan Review	12/7/2021	X
417-433 Centinela Avenue	116-Unit Apartment Project	Apartments					X	Site Plan Review	12/8/2021	X
10006 S Inglewood Ave	PR to allow a new 2335 sq-ft fast food restaurant with drive thru	Commercial Building					X	Site Plan Review	2/14/2022	
608 E Queen Street	A 4-unit apartment building and parking	Multi Family Development				X		Site Plan Review	2/15/2022	
3846 W Century Blvd	Preliminary Site Plan Review for a new 6 story, 335,246 square foot self storage facility in the M-1L zone with 43 parking spaces	Storage Facility	X					Special Use Permit	2/17/2022	
3700 102nd Street	A 5 story 79,415 sq-ft self storage facility	Commercial Building		X				Site Plan Review	3/10/2022	
3900 W Century Blvd	hotel renovation	Hotel Project					X	Site Plan Review	3/15/2022	
9020 Aviation Blvd.	Preliminary Site Plan Review for a new 215,455 sq-ft warehouse	Warehouse		X				Preliminary Site Plan Review	3/23/2022	
411 E. Kelso St	Site Plan Review to convert existing northerly 2 story building into 60 residential units 59 affordable studios and 1 manager unit. Remodel to all building. 1-2 story northwest building to be 2-story building with office uses and 2nd	Multi Family Dwelling Units		X				Preliminary Site Plan Review	3/24/2022	
201 N La Brea Avenue	144 units (14 affordable); 72 parking spaces	Multi Family Development		X		X		Site Plan Review	4/8/2022	X
327 E Plymouth St	Preliminary Site Plan Review to allow a three-story 10 unit apartment building with subterranean parking.	Multi Family Dwelling Units	X					Site Plan Review	4/11/2022	
315 W Queen Street	SPR for proposed 18 unit, 3 level with semi sub parking level, 29,0082 apartment project- 3 units very low income 3 concessions : parking , height and setbacks	Multi Family Development	X					Site Plan Review	4/21/2022	X

Attachment C - Related Projects List

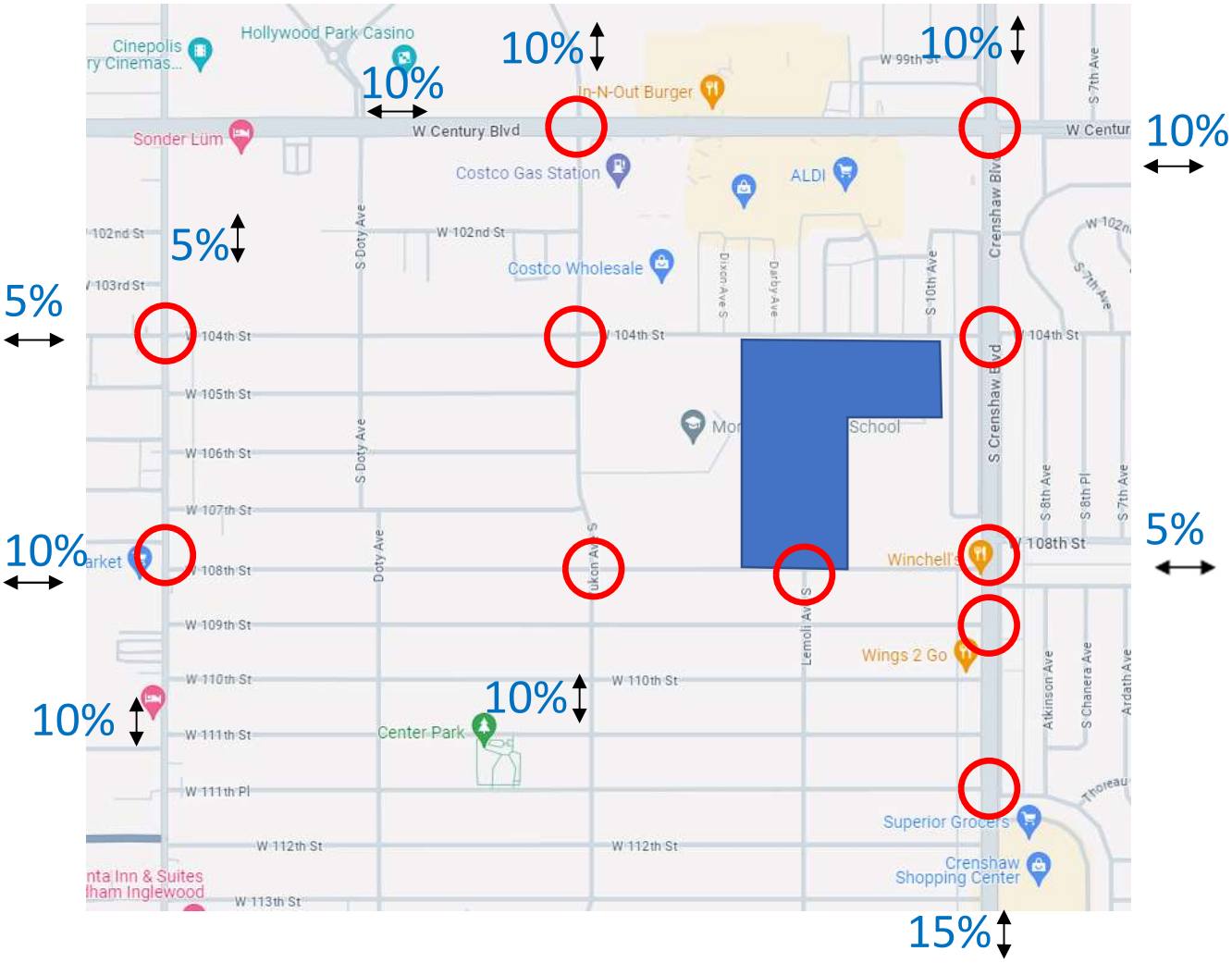
132 S Market St	PR to allow a interior and exterior improvements to an existing 2-story commercial building.	Commercial		X				Site Plan Review	4/21/2022	
113-133 Plymouth Street	20-Unit Townhome Development	Townhomes				X		Site Plan Review	5/13/2022	
501 E 99th St	12 new condos	Multi Family Development					X	Site Plan Review	5/20/2022	
304 E Spruce Ave	classrooms into 60 affordable residential units and the construction of 5,900 square feet of	Multi Family Development	X					Preliminary Site Plan Review	5/26/2022	X
1500 N La Brea Ave	Tenant improvement for existing drive thru restaurant	Commercial					X	Site Plan Review	6/6/2022	
943-959 W Hyde Park Boulevard	5 Story Self Storage Facility	Self Storage Facility					X	Site Plan Review	6/9/2022	
1050 S. Prairie Avenue	534,000 square foot office building (MU-11)	Hollywood Park Project	X					Plot Plan Review	7/11/2022	
1050 S. Prairie Avenue	62,527 square foot multi-media facility (COSM)	Hollywood Park Project				X		Plot Plan Review	7/13/2022	
1050 S. Prairie Avenue	14 acre film studio (449K sf)	Hollywood Park Project	X					Plot Plan Review	7/18/2022	
1050 S. Prairie Avenue	13-story hotel (436K sf)	Hollywood Park Project	X					Plot Plan Review	10/25/2022	
400 Centinela Ave	120-unit affordable houind development	Multi Family Development	X					Preliminary Site Plan Review	11/30/2022	X
330 Florence Ave	148-unit apartment development with 6 affordable units	Multi Family Development		X				Special Use Permit	3/6/2023	X
317 S La Brea	311 Units (32 affordable and 5 live-work units); 22,000 sf commercial/retail; 361 parking spaces	Mixed-Use Project	X					Exclusive Negotiating Agreement	Pending	X
Citywide	Inglewood Transit Connector and Entitlements	Transportation Project	X					City Council Agreement	Pending	
415 Grace	New 8 unit, 3 story residential development with 16 parking spaces	Residental Project		X				Pending/Under Review	Pending	
225 N La Brea	SPR to allow a 137 unit , 5 story multifamily dwelling with 69 on site parking spaces	Multi Family Dwelling Units		X				Preliminary PAD	Pending	
4200 Century Boulevard	Preliminary PR to allow a 13-story mixed use building.	Mixed-Use Project	X					Pending/Under Review	Pending	
616-620 99th Street	Preliminary PR to allow 20-unit affordable apartment building	Multi Family Dwelling Units	X					Pending/Under Review	Pending	X
11143 S Prairie Ave	Preliminary Site Plan Review for a 5-story Hotel with 83 parking spaces.	Multi Family Dwelling Units	X					Pending/Under Review	Pending	
901 S Prairie Ave	Preliminary Site Plan Review for a 5-story mixed-use building with 130 parking spaces.	Multi Family Dwelling Units	X					Pending/Under Review	Pending	
1050 S. Prairie Avenue	314 apartment units	Hollywood Park Project				X		Plot Plan Review		
1050 S. Prairie Avenue	466,000 square foot office building (MU-4)	Hollywood Park Project					X	Plot Plan Review		
1050 S. Prairie Avenue	516,094 square foot retail	Hollywood Park Project				X		Plot Plan Review		
	2. Electrical Upgrade: A campus-wide electrical upgrade that includes construction of a new 5,900 s.f. repair shop building and 4,200 s.f. electrical yard with three emergency generators and a 16,000 gallon underground fuel tank for 72 hour emergency power at the northeast corner of the campus on Flower Street.									
	3. Emergency Department: A new 2,400 s.f. addition and redesigned front entrance to the Emergency Department including new admitting, triage, and waiting areas, and expanding the capacity of the Emergency Department by eight beds (total of 52 beds).									
	4. Loading and Delivery Areas: Other upgrades that includes the demolition of two building (totaling 6,200 s.f.), the partial demolition of a 4,670 s.f. building, addition, or rehabilitation of various buildings and relocation of the delivery and loading areas from the emergency room area to the rear of the campus.									
939 W Manchester Blvd	Preliminary PR for a 201,000 SF mixed-used building with 3,400 SF retail, 222 apartments and 261	Mixed-Use Project				X		Under Construction		X
521 Flower St	Preliminary for 2 story, 9 unit (1 low-income) multiple family dwelling with 8 parking spaces		X							X
3624 W Century Blvd	Preliminary for construction of a 6 story, 150 room hotel with 122 parking spaces	Hotel Project	X							
2616-2878 W Imperial Hwy	Renovation and adding 13,000 sf to existing shopping center	Commercial					X	Site Plan Review		

Attachment C - Related Projects List

279 W Beach Ave	Parking lot with 190 parking spaces	Parking Lot						Site Plan Review		
3209 Imperial Hwy	20-unit apartment building with	Multi Family Development		X				Site Plan Review		X
423 Warren Lane	115- Affordable Units (100%)	Multi-Family Development	X					Site Plan Review		X
123 Cedar Ave	42 units w/ 5 VLI units	Multi-Family Development	X					Site Plan Review		X
3640 W Century Blvd	150 room Hotel	Hotel Project	X	X				Site Plan Review		
3820 102nd St	174 Room Hotel	Hotel Project	X					Site Plan Review		
11312 S. Prairie	New 3,700 square-foot McDonalds Restaurant and Drive-thru	Commercial		X				Special Use Permit		

Updated as of: 4/18/2023

MORNINGSIDE SCHOOL SITE
STUDY AREA
AND TRIP DISTRIBUTION



Legend:

= Project Site

= Study Intersection

XX% = Project Trip Distribution

APPENDIX B

TRAFFIC COUNT DATA SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

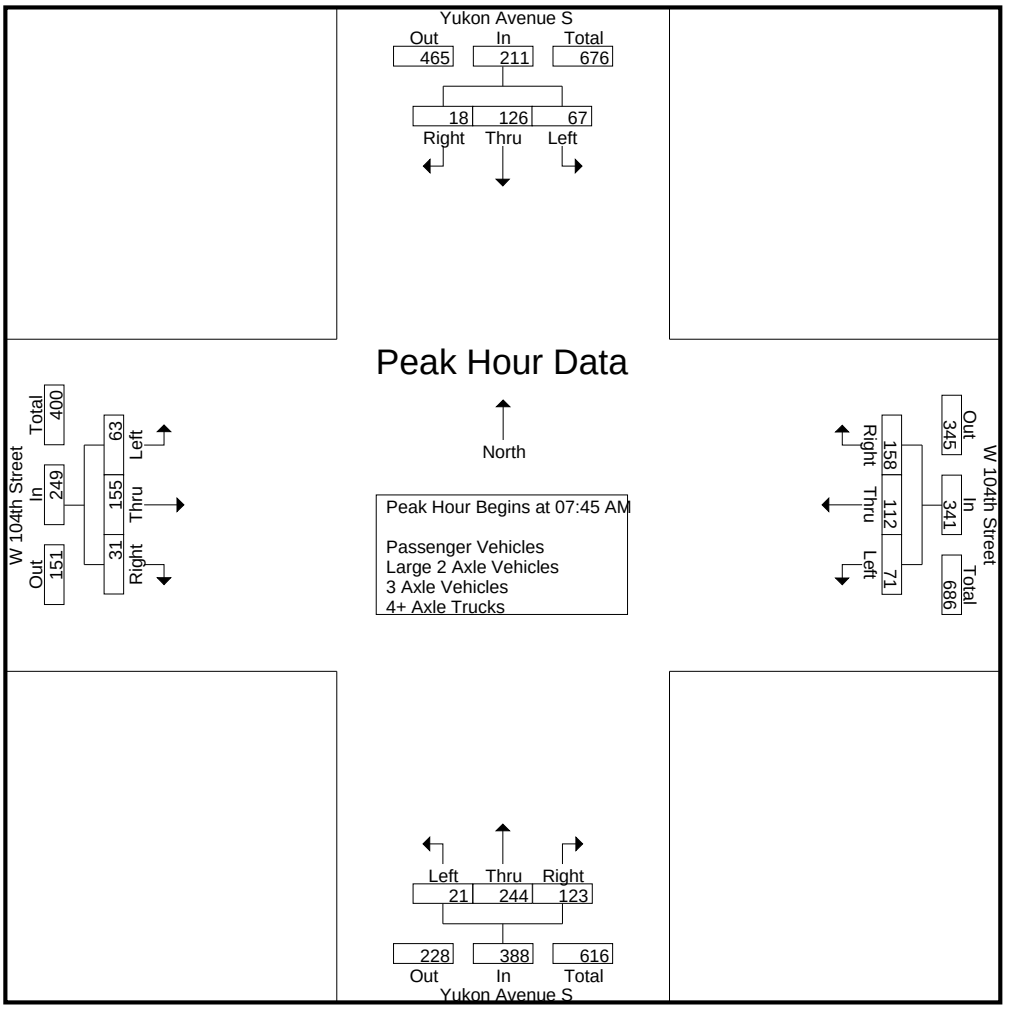
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	6	25	4	35	6	17	29	52	4	45	2	51	10	7	5	22	160
07:15 AM	8	28	8	44	8	15	27	50	4	35	15	54	6	17	0	23	171
07:30 AM	16	25	6	47	13	26	30	69	2	50	27	79	6	29	6	41	236
07:45 AM	22	22	4	48	20	33	37	90	4	52	45	101	12	50	8	70	309
Total	52	100	22	174	47	91	123	261	14	182	89	285	34	103	19	156	876
08:00 AM	15	37	7	59	15	31	37	83	9	73	34	116	12	47	6	65	323
08:15 AM	18	29	3	50	21	24	45	90	5	62	26	93	15	30	8	53	286
08:30 AM	12	38	4	54	15	24	39	78	3	57	18	78	24	28	9	61	271
08:45 AM	15	35	3	53	6	20	26	52	5	48	12	65	23	27	4	54	224
Total	60	139	17	216	57	99	147	303	22	240	90	352	74	132	27	233	1104
Grand Total	112	239	39	390	104	190	270	564	36	422	179	637	108	235	46	389	1980
Apprch %	28.7	61.3	10		18.4	33.7	47.9		5.7	66.2	28.1		27.8	60.4	11.8		
Total %	5.7	12.1	2	19.7	5.3	9.6	13.6	28.5	1.8	21.3	9	32.2	5.5	11.9	2.3	19.6	
Passenger Vehicles	101	238	38	377	99	183	261	543	35	417	173	625	102	231	46	379	1924
% Passenger Vehicles	90.2	99.6	97.4	96.7	95.2	96.3	96.7	96.3	97.2	98.8	96.6	98.1	94.4	98.3	100	97.4	97.2
Large 2 Axle Vehicles	7	1	0	8	5	7	6	18	1	3	4	8	6	4	0	10	44
% Large 2 Axle Vehicles	6.2	0.4	0	2.1	4.8	3.7	2.2	3.2	2.8	0.7	2.2	1.3	5.6	1.7	0	2.6	2.2
3 Axle Vehicles	2	0	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
% 3 Axle Vehicles	1.8	0	0	0.5	0	0	0	0	0	0.2	0.6	0.3	0	0	0	0	0.2
4+ Axle Trucks	2	0	1	3	0	0	3	3	0	1	1	2	0	0	0	0	8
% 4+ Axle Trucks	1.8	0	2.6	0.8	0	0	1.1	0.5	0	0.2	0.6	0.3	0	0	0	0	0.4

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**22**	22	4	48	20	**33**	37	**90**	4	52	**45**	101	12	**50**	8	**70**	309
08:00 AM	15	37	**7**	**59**	15	31	37	83	**9**	**73**	34	**116**	12	47	6	65	**323**
08:15 AM	18	29	3	50	**21**	24	**45**	90	5	62	26	93	15	30	8	53	286
08:30 AM	12	**38**	4	54	15	24	39	78	3	57	18	78	**24**	28	**9**	61	271
Total Volume	67	126	18	211	71	112	158	341	21	244	123	388	63	155	31	249	1189
% App. Total	31.8	59.7	8.5		20.8	32.8	46.3		5.4	62.9	31.7		25.3	62.2	12.4		
PHF	.761	.829	.643	.894	.845	.848	.878	.947	.583	.836	.683	.836	.656	.775	.861	.889	.920

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	15	37	**7**	**59**	20	**33**	37	**90**	2	50	27	79	12	**50**	8	**70**
+15 mins.	**18**	29	3	50	15	31	37	83	4	52	**45**	101	12	47	6	65
+30 mins.	12	**38**	4	54	**21**	24	**45**	90	**9**	**73**	34	**116**	15	30	8	53
+45 mins.	15	35	3	53	15	24	39	78	5	62	26	93	**24**	28	**9**	61
Total Volume	60	139	17	216	71	112	158	341	20	237	132	389	63	155	31	249
% App. Total	27.8	64.4	7.9		20.8	32.8	46.3		5.1	60.9	33.9		25.3	62.2	12.4	
PHF	.833	.914	.607	.915	.845	.848	.878	.947	.556	.812	.733	.838	.656	.775	.861	.889

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

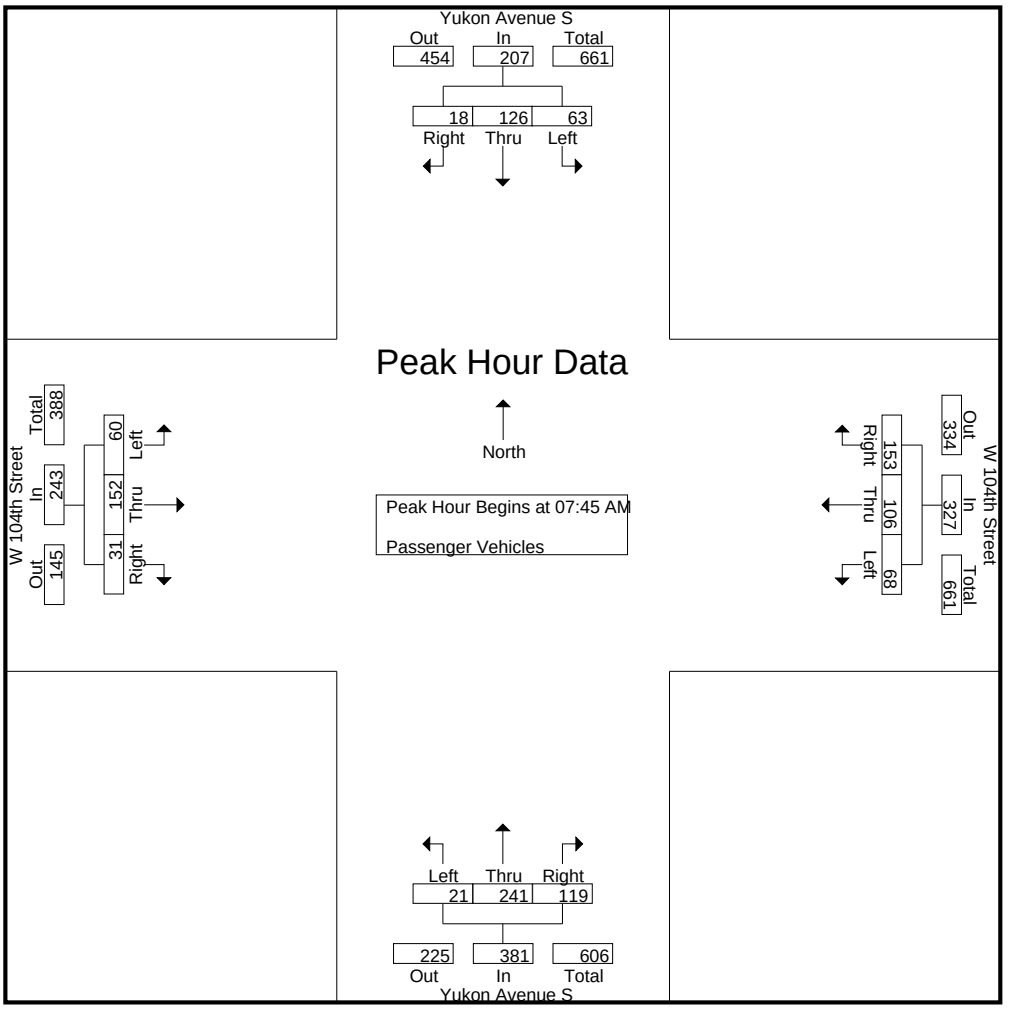
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	25	4	34	6	16	26	48	4	45	1	50	10	7	5	22	154
07:15 AM	8	28	8	44	7	15	27	49	3	34	15	52	5	17	0	22	167
07:30 AM	16	25	5	46	12	26	29	67	2	49	26	77	4	29	6	39	229
07:45 AM	22	22	4	48	19	28	37	84	4	51	44	99	10	49	8	67	298
Total	51	100	21	172	44	85	119	248	13	179	86	278	29	102	19	150	848
08:00 AM	14	37	7	58	14	30	37	81	9	73	33	115	12	47	6	65	319
08:15 AM	16	29	3	48	21	24	43	88	5	61	25	91	14	29	8	51	278
08:30 AM	11	38	4	53	14	24	36	74	3	56	17	76	24	27	9	60	263
08:45 AM	9	34	3	46	6	20	26	52	5	48	12	65	23	26	4	53	216
Total	50	138	17	205	55	98	142	295	22	238	87	347	73	129	27	229	1076
Grand Total	101	238	38	377	99	183	261	543	35	417	173	625	102	231	46	379	1924
Apprch %	26.8	63.1	10.1		18.2	33.7	48.1		5.6	66.7	27.7		26.9	60.9	12.1		
Total %	5.2	12.4	2	19.6	5.1	9.5	13.6	28.2	1.8	21.7	9	32.5	5.3	12	2.4	19.7	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**22**	22	4	48	19	28	37	84	4	51	**44**	99	10	**49**	8	**67**	298
08:00 AM	14	37	**7**	**58**	14	**30**	37	81	**9**	**73**	33	**115**	12	47	6	65	**319**
08:15 AM	16	29	3	48	**21**	24	**43**	**88**	5	61	25	91	14	29	8	51	278
08:30 AM	11	**38**	4	53	14	24	36	74	3	56	17	76	**24**	27	**9**	60	263
Total Volume	63	126	18	207	68	106	153	327	21	241	119	381	60	152	31	243	1158
% App. Total	30.4	60.9	8.7		20.8	32.4	46.8		5.5	63.3	31.2		24.7	62.6	12.8		
PHF	.716	.829	.643	.892	.810	.883	.890	.929	.583	.825	.676	.828	.625	.776	.861	.907	.908

Counts Unlimited, Inc.
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(951) 268-6268

City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**22**	22	4	48	19	28	37	84	4	51	**44**	99	10	**49**	8	**67**
+15 mins.	14	37	**7**	**58**	14	**30**	37	81	**9**	**73**	33	**115**	12	47	6	65
+30 mins.	16	29	3	48	**21**	24	**43**	**88**	5	61	25	91	14	29	8	51
+45 mins.	11	**38**	4	53	14	24	36	74	3	56	17	76	**24**	27	**9**	60
Total Volume	63	126	18	207	68	106	153	327	21	241	119	381	60	152	31	243
% App. Total	30.4	60.9	8.7		20.8	32.4	46.8		5.5	63.3	31.2		24.7	62.6	12.8	
PHF	.716	.829	.643	.892	.810	.883	.890	.929	.583	.825	.676	.828	.625	.776	.861	.907

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

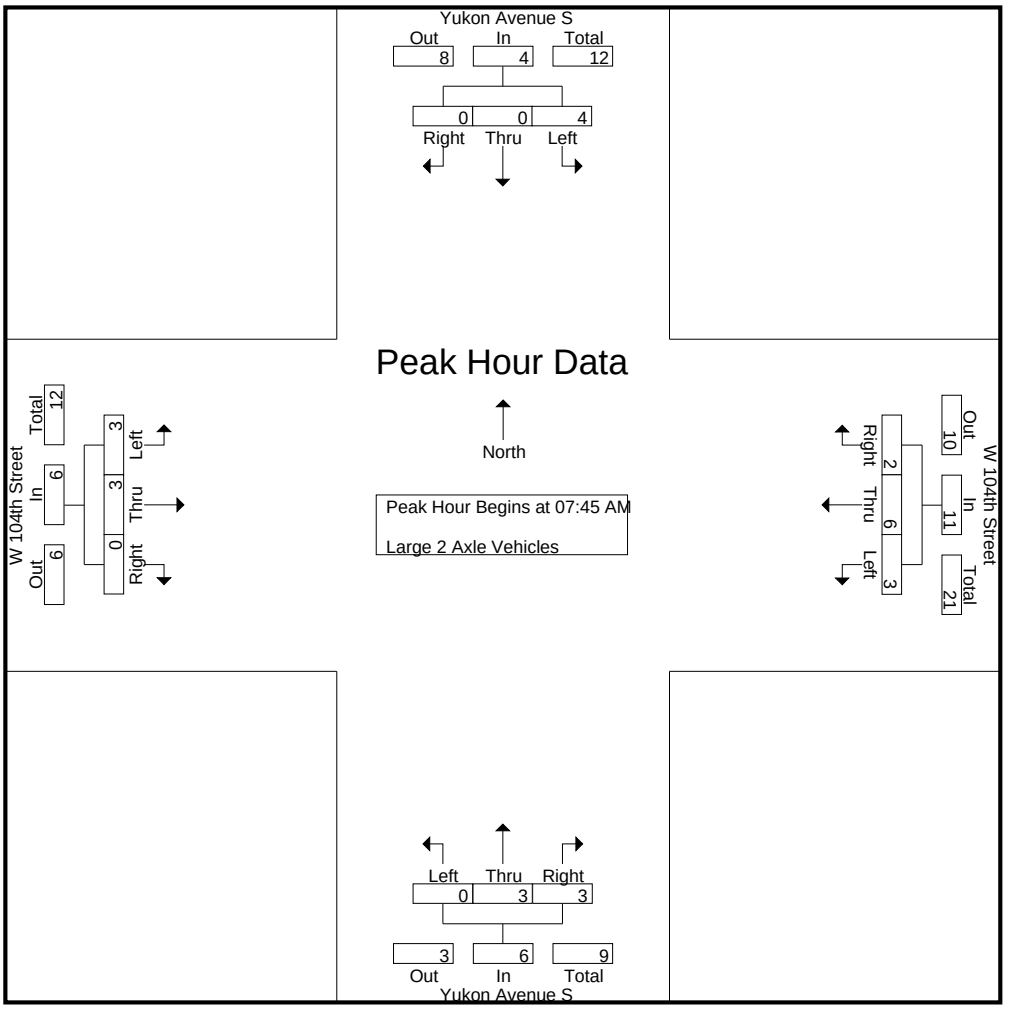
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	3	4	0	0	0	0	0	0	0	0	5
07:15 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	0	0	1	3
07:30 AM	0	0	0	0	1	0	1	2	0	0	1	1	2	0	0	2	5
07:45 AM	0	0	0	0	1	5	0	6	0	1	0	1	2	1	0	3	10
Total	1	0	0	1	3	6	4	13	1	1	1	3	5	1	0	6	23
08:00 AM	1	0	0	1	1	1	0	2	0	0	1	1	0	0	0	0	4
08:15 AM	2	0	0	2	0	0	1	1	0	1	1	2	1	1	0	2	7
08:30 AM	1	0	0	1	1	0	1	2	0	1	1	2	0	1	0	1	6
08:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	6	1	0	7	2	1	2	5	0	2	3	5	1	3	0	4	21
Grand Total	7	1	0	8	5	7	6	18	1	3	4	8	6	4	0	10	44
Apprch %	87.5	12.5	0		27.8	38.9	33.3		12.5	37.5	50		60	40	0		
Total %	15.9	2.3	0	18.2	11.4	15.9	13.6	40.9	2.3	6.8	9.1	18.2	13.6	9.1	0	22.7	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	**1**	**5**	0	**6**	0	**1**	0	1	**2**	**1**	0	**3**	**10**
08:00 AM	1	0	0	1	1	1	0	2	0	0	**1**	1	0	0	0	0	4
08:15 AM	**2**	0	0	**2**	0	0	**1**	1	0	1	1	**2**	1	1	0	2	7
08:30 AM	1	0	0	1	1	0	1	2	0	1	1	2	0	1	0	1	6
Total Volume	4	0	0	4	3	6	2	11	0	3	3	6	3	3	0	6	27
% App. Total	100	0	0		27.3	54.5	18.2		0	50	50		50	50	0		
PHF	.500	.000	.000	.500	.750	.300	.500	.458	.000	.750	.750	.750	.375	.750	.000	.500	.675

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	**1**	**5**	0	**6**	0	**1**	0	1	**2**	**1**	0	**3**
+15 mins.	1	0	0	1	1	1	0	2	0	0	**1**	1	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	0	**1**	1	0	1	1	**2**	1	1	0	2
+45 mins.	1	0	0	1	1	0	1	2	0	1	1	2	0	1	0	1
Total Volume	4	0	0	4	3	6	2	11	0	3	3	6	3	3	0	6
% App. Total	100	0	0		27.3	54.5	18.2		0	50	50		50	50	0	
PHF	.500	.000	.000	.500	.750	.300	.500	.458	.000	.750	.750	.750	.375	.750	.000	.500

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

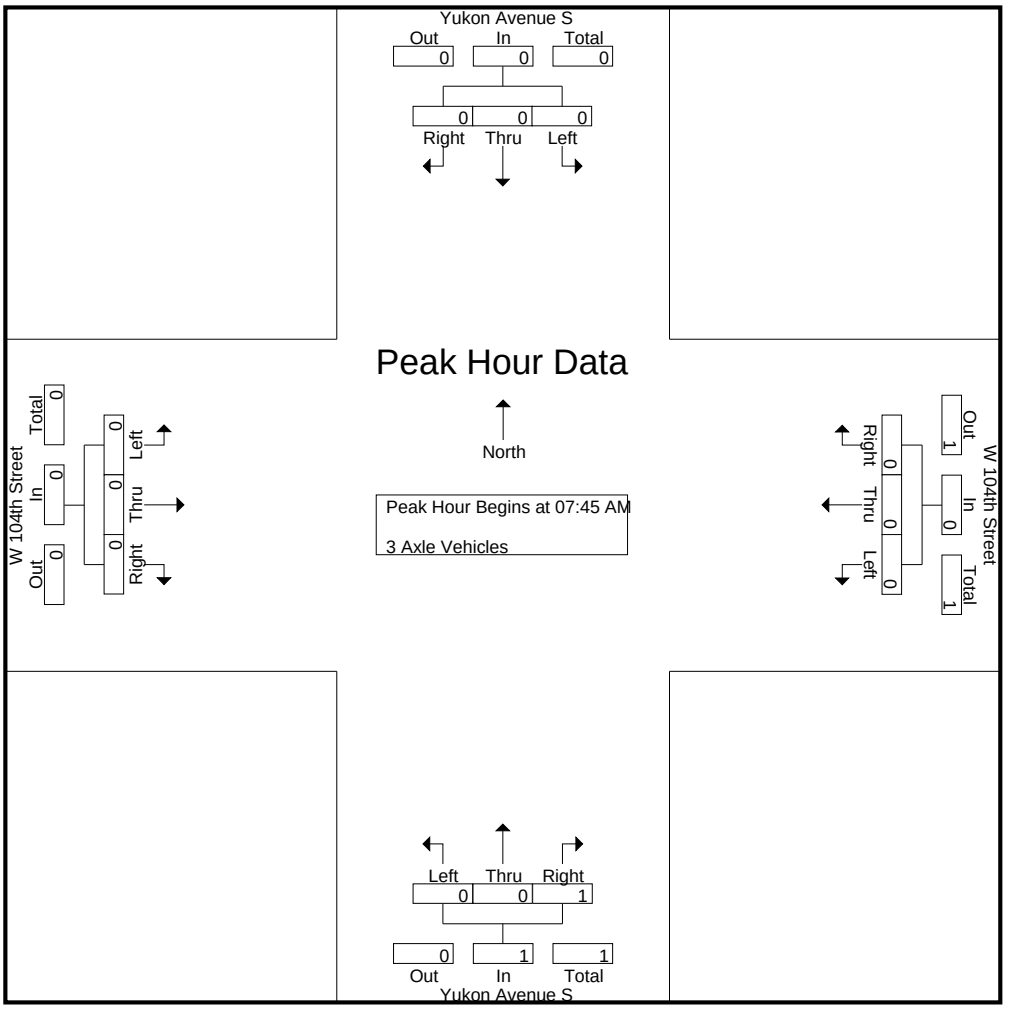
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	2	0	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Apprch %	100	0	0		0	0	0		0	50	50		0	0	0		
Total %	50	0	0	50	0	0	0	0	0	25	25	50	0	0	0	0	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

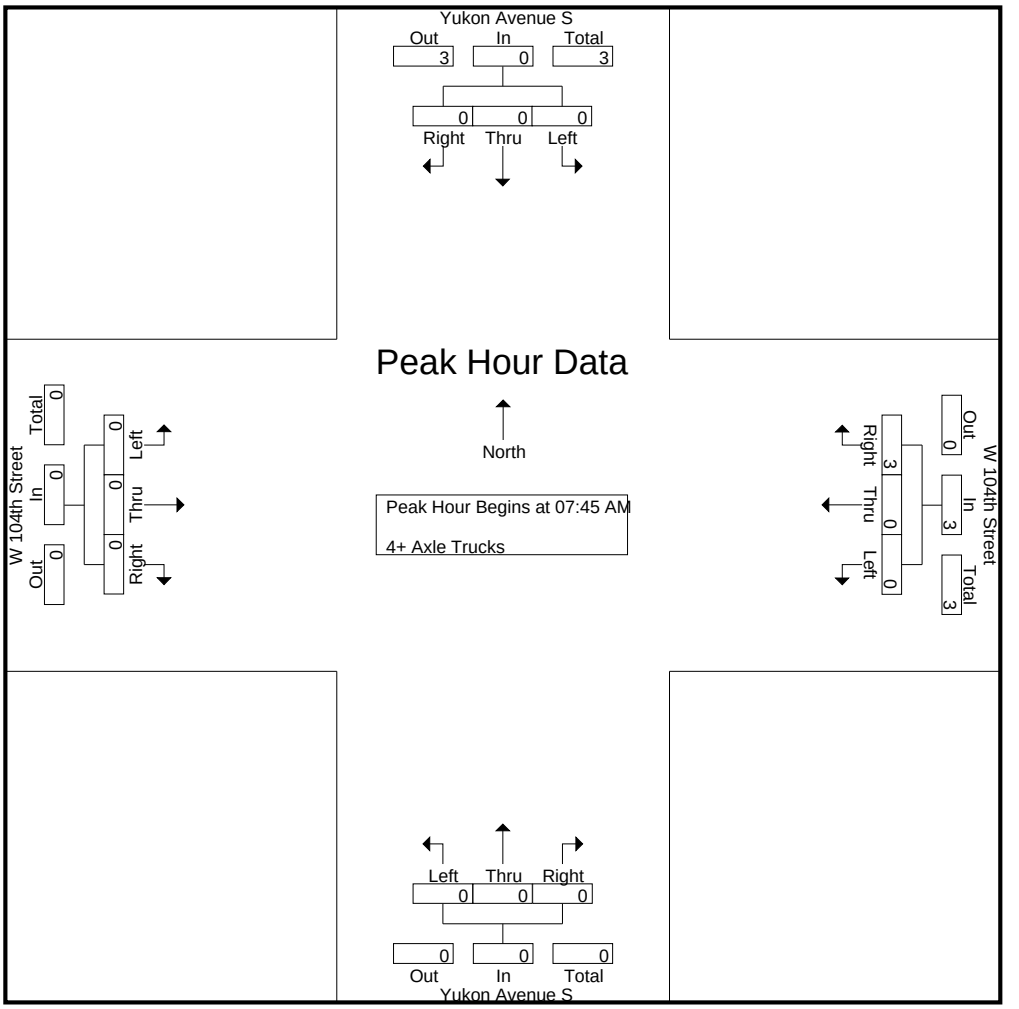
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	1	1	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
08:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	0	0	2	0	0	3	3	0	0	0	0	0	0	0	0	5
Grand Total	2	0	1	3	0	0	3	3	0	1	1	2	0	0	0	0	8
Apprch %	66.7	0	33.3		0	0	100		0	50	50		0	0	0		
Total %	25	0	12.5	37.5	0	0	37.5	37.5	0	12.5	12.5	25	0	0	0	0	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	3
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000	.375

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th AM
Site Code : 10824407
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.375	.375	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

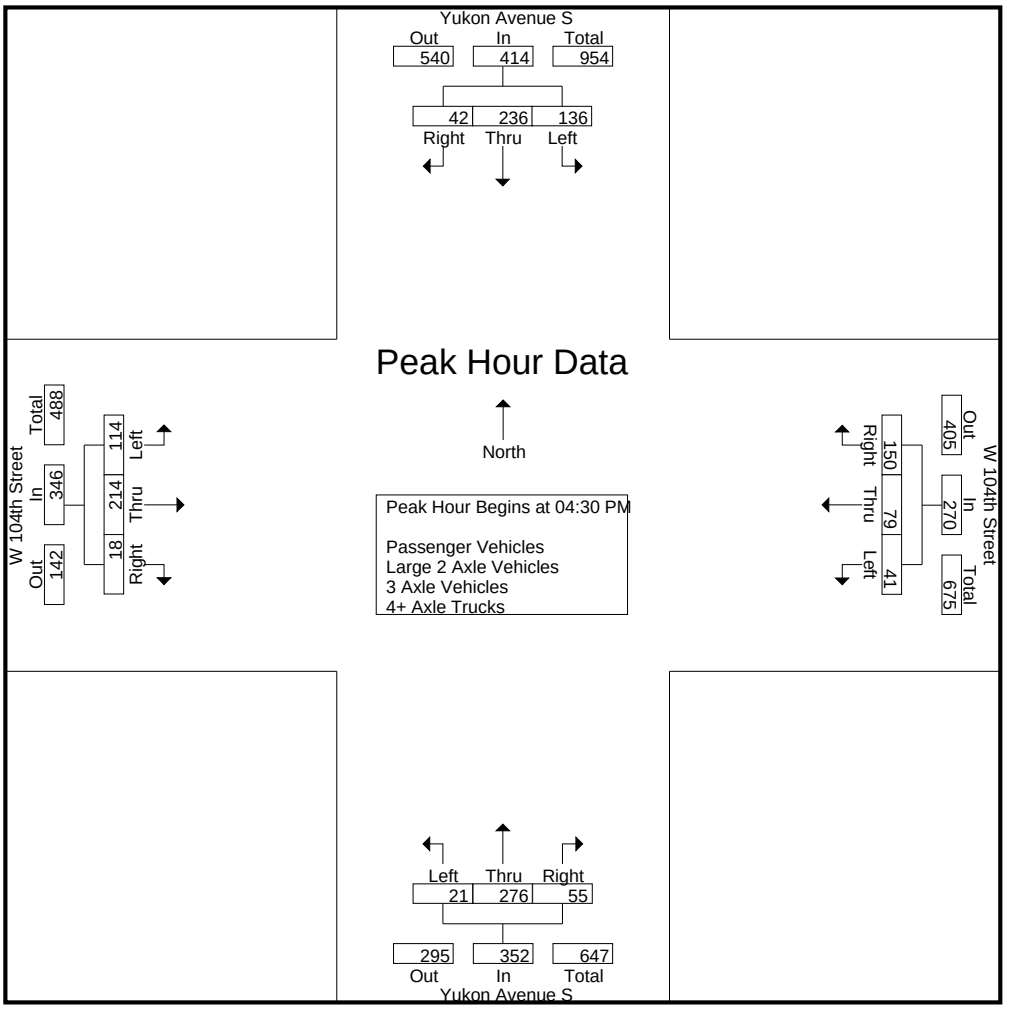
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	55	15	95	8	16	45	69	0	61	7	68	29	49	2	80	312
04:15 PM	26	61	21	108	9	17	37	63	3	67	20	90	28	57	3	88	349
04:30 PM	38	50	12	100	11	17	30	58	7	60	13	80	30	52	5	87	325
04:45 PM	39	61	12	112	9	22	42	73	4	71	12	87	25	48	3	76	348
Total	128	227	60	415	37	72	154	263	14	259	52	325	112	206	13	331	1334
05:00 PM	30	62	12	104	9	22	40	71	6	62	12	80	33	54	5	92	347
05:15 PM	29	63	6	98	12	18	38	68	4	83	18	105	26	60	5	91	362
05:30 PM	33	58	14	105	7	20	30	57	3	58	10	71	25	47	4	76	309
05:45 PM	34	67	9	110	9	19	48	76	3	61	15	79	27	37	6	70	335
Total	126	250	41	417	37	79	156	272	16	264	55	335	111	198	20	329	1353
Grand Total	254	477	101	832	74	151	310	535	30	523	107	660	223	404	33	660	2687
Apprch %	30.5	57.3	12.1		13.8	28.2	57.9		4.5	79.2	16.2		33.8	61.2	5		
Total %	9.5	17.8	3.8	31	2.8	5.6	11.5	19.9	1.1	19.5	4	24.6	8.3	15	1.2	24.6	
Passenger Vehicles	244	474	101	819	71	148	305	524	30	515	106	651	219	402	33	654	2648
% Passenger Vehicles	96.1	99.4	100	98.4	95.9	98	98.4	97.9	100	98.5	99.1	98.6	98.2	99.5	100	99.1	98.5
Large 2 Axle Vehicles	7	3	0	10	3	3	4	10	0	8	1	9	4	0	0	4	33
% Large 2 Axle Vehicles	2.8	0.6	0	1.2	4.1	2	1.3	1.9	0	1.5	0.9	1.4	1.8	0	0	0.6	1.2
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	0.4	0	0	0.1	0	0	0	0	0	0	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	2	0	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
% 4+ Axle Trucks	0.8	0	0	0.2	0	0	0.3	0.2	0	0	0	0	0	0.2	0	0.2	0.1

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	38	50	**12**	100	11	17	30	58	**7**	60	13	80	30	52	**5**	87	325
04:45 PM	**39**	61	12	**112**	9	**22**	**42**	**73**	4	71	12	87	25	48	3	76	348
05:00 PM	30	62	12	104	9	22	40	71	6	62	12	80	**33**	54	5	**92**	347
05:15 PM	29	**63**	6	98	**12**	18	38	68	4	**83**	**18**	**105**	26	**60**	5	91	**362**
Total Volume	136	236	42	414	41	79	150	270	21	276	55	352	114	214	18	346	1382
% App. Total	32.9	57	10.1		15.2	29.3	55.6		6	78.4	15.6		32.9	61.8	5.2		
PHF	.872	.937	.875	.924	.854	.898	.893	.925	.750	.831	.764	.838	.864	.892	.900	.940	.954

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:30 PM				04:30 PM			
+0 mins.	26	61	**21**	108	9	**22**	40	71	**7**	60	13	80	30	52	**5**	87
+15 mins.	38	50	12	100	**12**	18	38	68	4	71	12	87	25	48	3	76
+30 mins.	**39**	61	12	**112**	7	20	30	57	6	62	12	80	**33**	54	5	**92**
+45 mins.	30	**62**	12	104	9	19	**48**	**76**	4	**83**	**18**	**105**	26	**60**	5	91
Total Volume	133	234	57	424	37	79	156	272	21	276	55	352	114	214	18	346
% App. Total	31.4	55.2	13.4		13.6	29	57.4		6	78.4	15.6		32.9	61.8	5.2	
PHF	.853	.944	.679	.946	.771	.898	.813	.895	.750	.831	.764	.838	.864	.892	.900	.940

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City of Inglewood
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File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
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Groups Printed- Passenger Vehicles

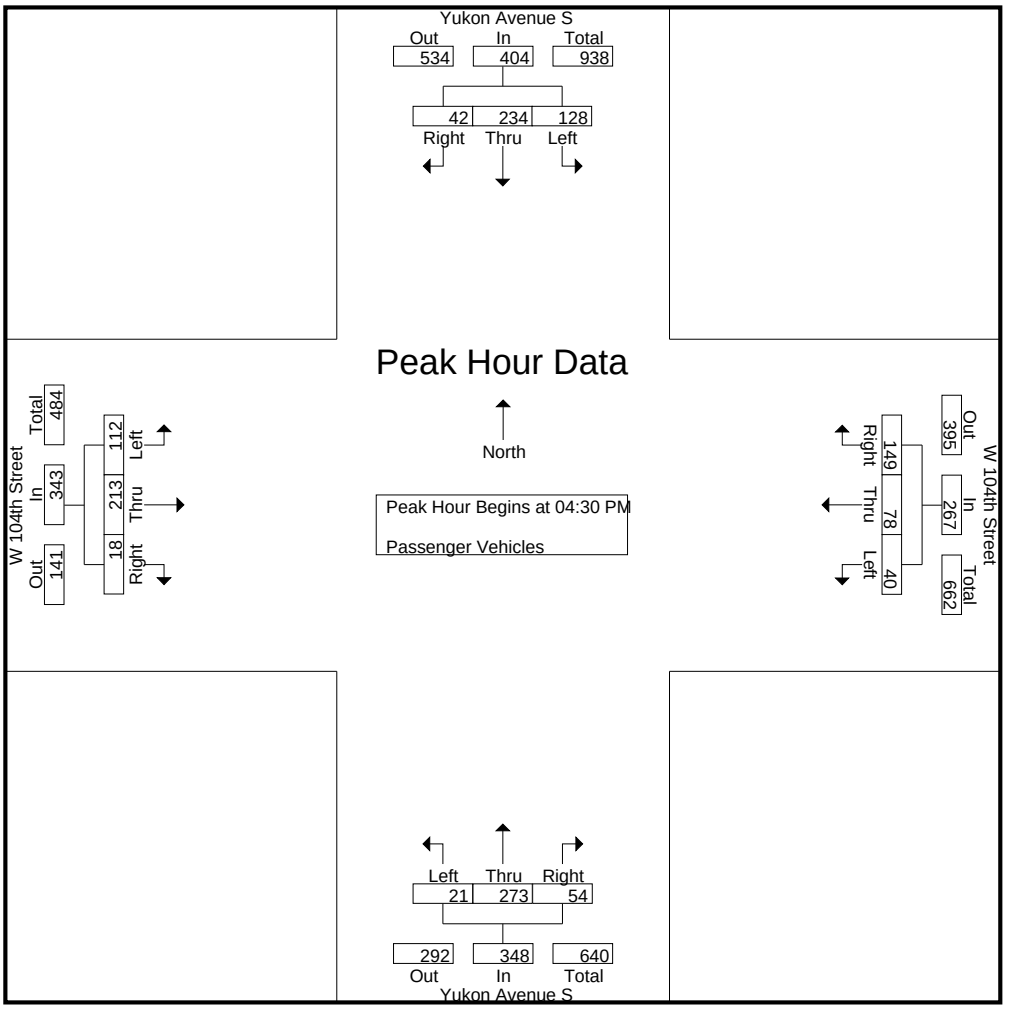
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	24	54	15	93	8	16	44	68	0	59	7	66	29	49	2	80	307
04:15 PM	26	61	21	108	7	16	36	59	3	66	20	89	26	56	3	85	341
04:30 PM	35	50	12	97	11	17	30	58	7	60	12	79	30	52	5	87	321
04:45 PM	38	61	12	111	9	21	42	72	4	71	12	87	24	47	3	74	344
Total	123	226	60	409	35	70	152	257	14	256	51	321	109	204	13	326	1313
05:00 PM	28	62	12	102	8	22	40	70	6	59	12	77	33	54	5	92	341
05:15 PM	27	61	6	94	12	18	37	67	4	83	18	105	25	60	5	90	356
05:30 PM	32	58	14	104	7	20	29	56	3	56	10	69	25	47	4	76	305
05:45 PM	34	67	9	110	9	18	47	74	3	61	15	79	27	37	6	70	333
Total	121	248	41	410	36	78	153	267	16	259	55	330	110	198	20	328	1335
Grand Total	244	474	101	819	71	148	305	524	30	515	106	651	219	402	33	654	2648
Apprch %	29.8	57.9	12.3		13.5	28.2	58.2		4.6	79.1	16.3		33.5	61.5	5		
Total %	9.2	17.9	3.8	30.9	2.7	5.6	11.5	19.8	1.1	19.4	4	24.6	8.3	15.2	1.2	24.7	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	35	50	**12**	97	11	17	30	58	**7**	60	12	79	30	52	**5**	87	321
04:45 PM	**38**	61	12	**111**	9	21	**42**	**72**	4	71	12	87	24	47	3	74	344
05:00 PM	28	**62**	12	102	8	**22**	40	70	6	59	12	77	**33**	54	5	**92**	341
05:15 PM	27	61	6	94	**12**	18	37	67	4	**83**	**18**	**105**	25	**60**	5	90	**356**
Total Volume	128	234	42	404	40	78	149	267	21	273	54	348	112	213	18	343	1362
% App. Total	31.7	57.9	10.4		15	29.2	55.8		6	78.4	15.5		32.7	62.1	5.2		
PHF	.842	.944	.875	.910	.833	.886	.887	.927	.750	.822	.750	.829	.848	.888	.900	.932	.956

Counts Unlimited, Inc.
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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	35	50	**12**	97	11	17	30	58	**7**	60	12	79	30	52	**5**	87
+15 mins.	**38**	61	12	**111**	9	21	**42**	**72**	4	71	12	87	24	47	3	74
+30 mins.	28	**62**	12	102	8	**22**	40	70	6	59	12	77	**33**	54	5	**92**
+45 mins.	27	61	6	94	**12**	18	37	67	4	**83**	**18**	**105**	25	**60**	5	90
Total Volume	128	234	42	404	40	78	149	267	21	273	54	348	112	213	18	343
% App. Total	31.7	57.9	10.4		15	29.2	55.8		6	78.4	15.5		32.7	62.1	5.2	
PHF	.842	.944	.875	.910	.833	.886	.887	.927	.750	.822	.750	.829	.848	.888	.900	.932

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

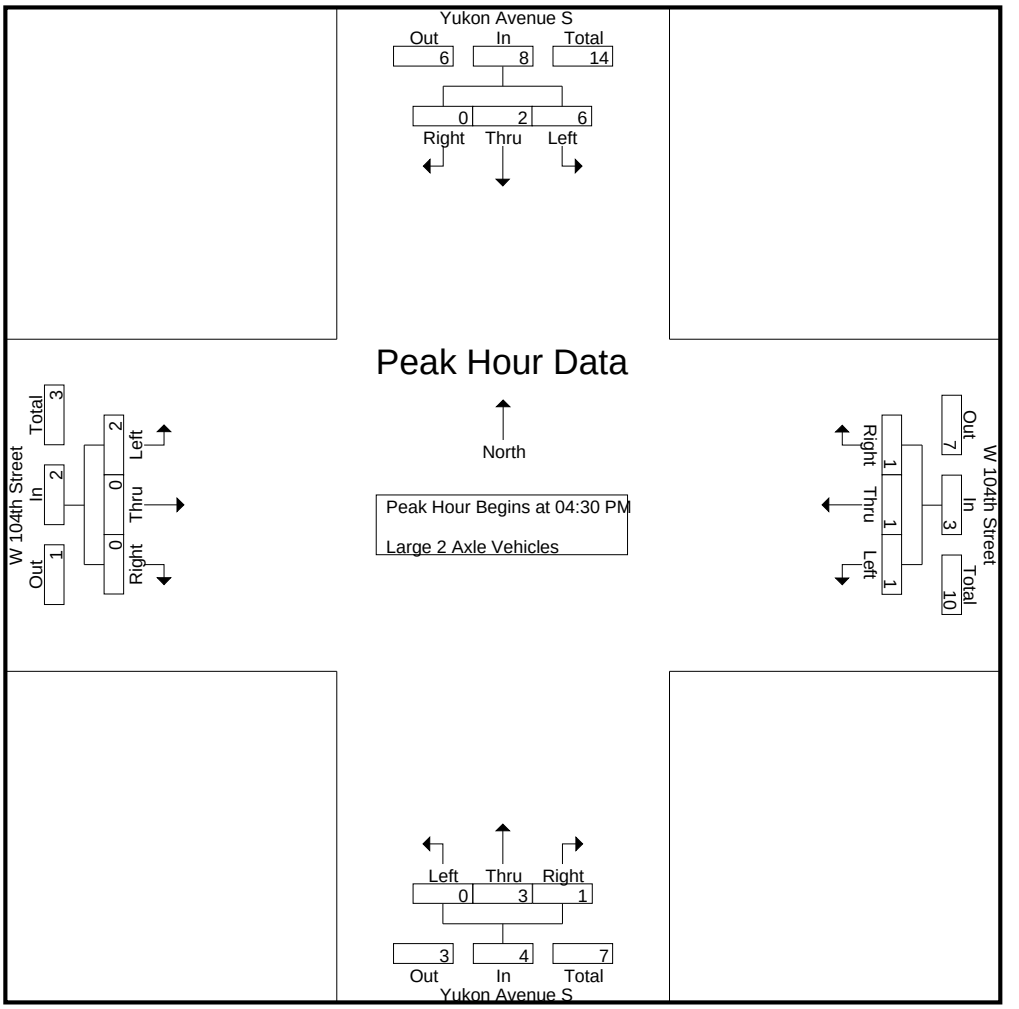
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
04:15 PM	0	0	0	0	2	1	1	4	0	1	0	1	2	0	0	2	7
04:30 PM	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
04:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Total	3	1	0	4	2	2	2	6	0	3	1	4	3	0	0	3	17
05:00 PM	1	0	0	1	1	0	0	1	0	3	0	3	0	0	0	0	5
05:15 PM	2	2	0	4	0	0	1	1	0	0	0	0	1	0	0	1	6
05:30 PM	1	0	0	1	0	0	1	1	0	2	0	2	0	0	0	0	4
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	4	2	0	6	1	1	2	4	0	5	0	5	1	0	0	1	16
Grand Total	7	3	0	10	3	3	4	10	0	8	1	9	4	0	0	4	33
Apprch %	70	30	0		30	30	40		0	88.9	11.1		100	0	0		
Total %	21.2	9.1	0	30.3	9.1	9.1	12.1	30.3	0	24.2	3	27.3	12.1	0	0	12.1	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	2	0	0	0	0	0	0	**1**	1	0	0	0	0	3
04:45 PM	1	0	0	1	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**	3
05:00 PM	1	0	0	1	**1**	0	0	1	0	**3**	0	**3**	0	0	0	0	5
05:15 PM	2	**2**	0	**4**	0	0	**1**	1	0	0	0	0	1	0	0	1	**6**
Total Volume	6	2	0	8	1	1	1	3	0	3	1	4	2	0	0	2	17
% App. Total	75	25	0		33.3	33.3	33.3		0	75	25		100	0	0		
PHF	.750	.250	.000	.500	.250	.250	.250	.750	.000	.250	.250	.333	.500	.000	.000	.500	.708

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**2**	0	0	2	0	0	0	0	0	0	**1**	1	0	0	0	0
+15 mins.	1	0	0	1	0	**1**	0	**1**	0	0	0	0	**1**	0	0	**1**
+30 mins.	1	0	0	1	**1**	0	0	1	0	**3**	0	**3**	0	0	0	0
+45 mins.	2	**2**	0	**4**	0	0	**1**	1	0	0	0	0	1	0	0	1
Total Volume	6	2	0	8	1	1	1	3	0	3	1	4	2	0	0	2
% App. Total	75	25	0		33.3	33.3	33.3		0	75	25		100	0	0	
PHF	.750	.250	.000	.500	.250	.250	.250	.750	.000	.250	.250	.333	.500	.000	.000	.500

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

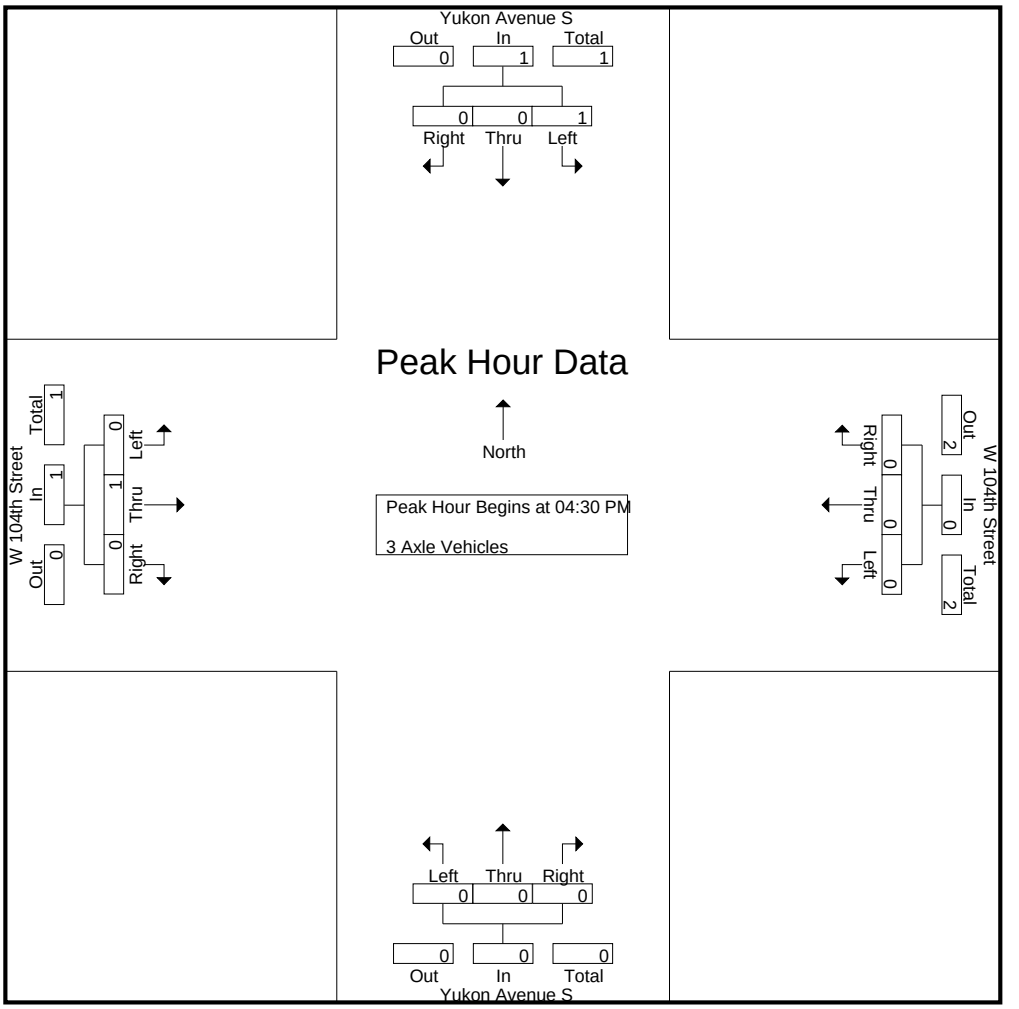
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Apprch %	100	0	0		0	0	0		0	0	0		0	100	0		
Total %	50	0	0	50	0	0	0	0	0	0	0	0	0	50	0	50	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+30 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

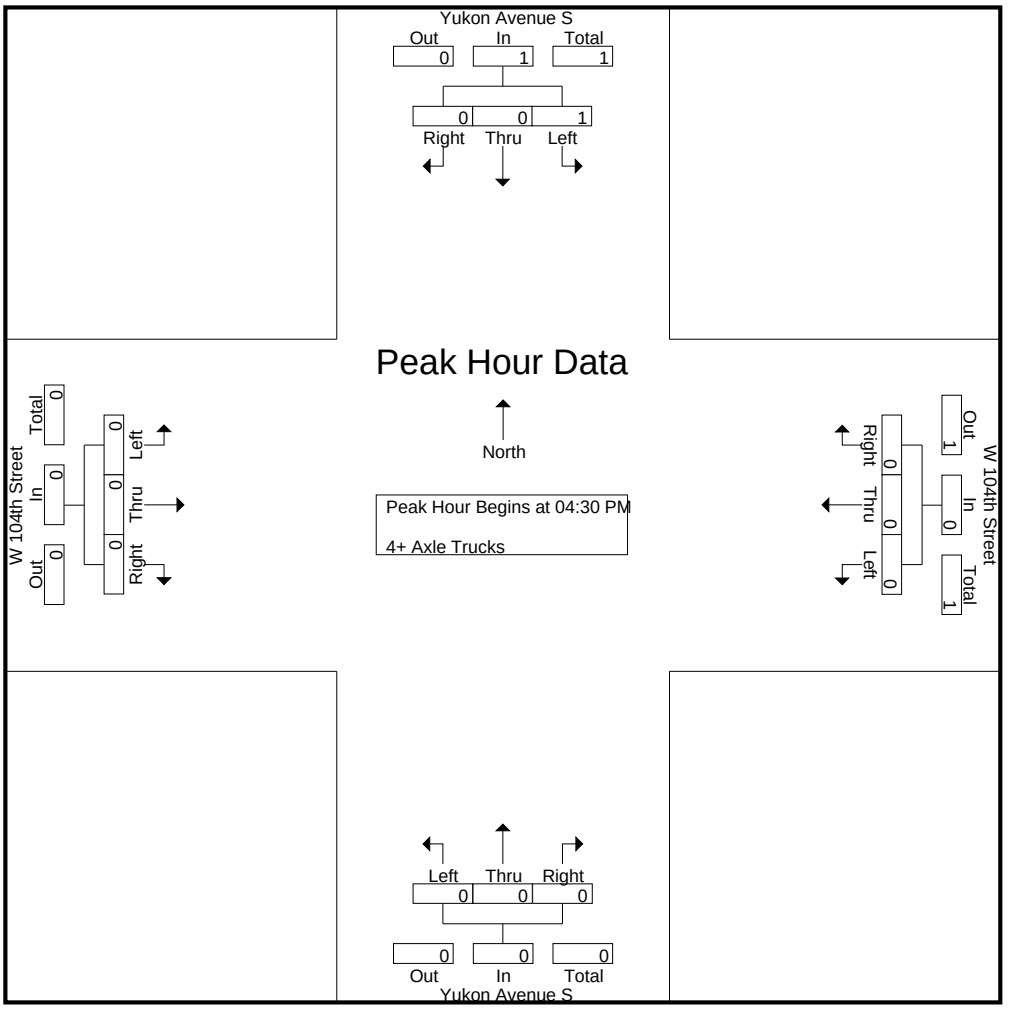
	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	2	0	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
Apprch %	100	0	0		0	0	100		0	0	0		0	100	0		
Total %	50	0	0	50	0	0	25	25	0	0	0	0	0	25	0	25	

	Yukon Avenue S Southbound				W 104th Street Westbound				Yukon Avenue S Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street
Weather: Clear

File Name : 01_IWD_Yuk_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Yukon Avenue S	East Leg W 104th Street	South Leg Yukon Avenue S	West Leg W 104th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	1	2	0	4
7:15 AM	1	3	1	0	5
7:30 AM	9	5	17	14	45
7:45 AM	0	2	9	1	12
8:00 AM	3	6	19	9	37
8:15 AM	0	3	15	5	23
8:30 AM	2	3	11	6	22
8:45 AM	3	6	5	1	15
TOTAL VOLUMES:	19	29	79	36	163

	North Leg Yukon Avenue S	East Leg W 104th Street	South Leg Yukon Avenue S	West Leg W 104th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	4	3	7	15
4:15 PM	3	3	2	4	12
4:30 PM	2	0	2	4	8
4:45 PM	6	5	2	5	18
5:00 PM	5	1	1	5	12
5:15 PM	6	7	4	6	23
5:30 PM	6	5	3	4	18
5:45 PM	2	0	2	1	5
TOTAL VOLUMES:	31	25	19	36	111

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Location: Inglewood
N/S: Yukon Avenue S
E/W: W 104th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Yukon Avenue S			Westbound W 104th Street			Northbound Yukon Avenue S			Eastbound W 104th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	1	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	4	1	0	0	0	0	0	0	0	0	1	6

	Southbound Yukon Avenue S			Westbound W 104th Street			Northbound Yukon Avenue S			Eastbound W 104th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	4
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	4	1	0	0	0	0	1	0	0	0	0	7

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

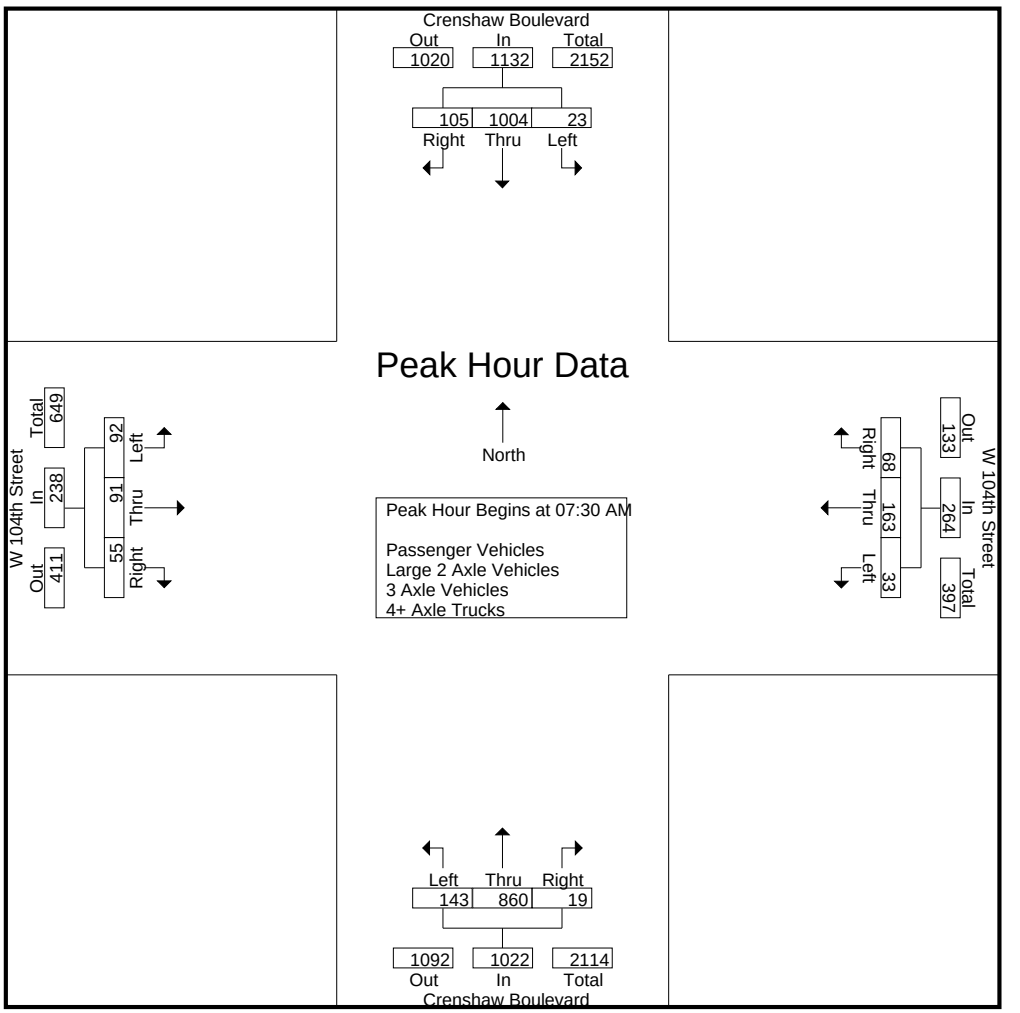
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	152	12	165	5	18	9	32	16	198	5	219	12	8	11	31	447
07:15 AM	3	158	9	170	7	32	28	67	15	231	1	247	11	16	10	37	521
07:30 AM	2	244	25	271	5	45	15	65	32	225	3	260	19	21	13	53	649
07:45 AM	4	248	28	280	13	50	11	74	45	231	4	280	22	18	21	61	695
Total	10	802	74	886	30	145	63	238	108	885	13	1006	64	63	55	182	2312
08:00 AM	8	231	25	264	8	38	25	71	42	213	8	263	25	30	10	65	663
08:15 AM	9	281	27	317	7	30	17	54	24	191	4	219	26	22	11	59	649
08:30 AM	3	212	20	235	10	27	19	56	20	222	6	248	20	25	17	62	601
08:45 AM	5	211	13	229	9	15	13	37	16	174	13	203	10	19	20	49	518
Total	25	935	85	1045	34	110	74	218	102	800	31	933	81	96	58	235	2431
Grand Total	35	1737	159	1931	64	255	137	456	210	1685	44	1939	145	159	113	417	4743
Apprch %	1.8	90	8.2		14	55.9	30		10.8	86.9	2.3		34.8	38.1	27.1		
Total %	0.7	36.6	3.4	40.7	1.3	5.4	2.9	9.6	4.4	35.5	0.9	40.9	3.1	3.4	2.4	8.8	
Passenger Vehicles	35	1674	157	1866	60	251	136	447	205	1617	42	1864	143	158	107	408	4585
% Passenger Vehicles	100	96.4	98.7	96.6	93.8	98.4	99.3	98	97.6	96	95.5	96.1	98.6	99.4	94.7	97.8	96.7
Large 2 Axle Vehicles	0	34	2	36	3	4	0	7	2	43	0	45	1	0	2	3	91
% Large 2 Axle Vehicles	0	2	1.3	1.9	4.7	1.6	0	1.5	1	2.6	0	2.3	0.7	0	1.8	0.7	1.9
3 Axle Vehicles	0	8	0	8	0	0	0	0	1	6	0	7	0	1	2	3	18
% 3 Axle Vehicles	0	0.5	0	0.4	0	0	0	0	0.5	0.4	0	0.4	0	0.6	1.8	0.7	0.4
4+ Axle Trucks	0	21	0	21	1	0	1	2	2	19	2	23	1	0	2	3	49
% 4+ Axle Trucks	0	1.2	0	1.1	1.6	0	0.7	0.4	1	1.1	4.5	1.2	0.7	0	1.8	0.7	1

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	244	25	271	5	45	15	65	32	225	3	260	19	21	13	53	649
07:45 AM	4	248	**28**	280	**13**	**50**	11	**74**	**45**	**231**	4	**280**	22	18	**21**	61	**695**
08:00 AM	8	231	25	264	8	38	**25**	71	42	213	**8**	263	25	**30**	10	**65**	663
08:15 AM	**9**	**281**	27	**317**	7	30	17	54	24	191	4	219	**26**	22	11	59	649
Total Volume	23	1004	105	1132	33	163	68	264	143	860	19	1022	92	91	55	238	2656
% App. Total	2	88.7	9.3		12.5	61.7	25.8		14	84.1	1.9		38.7	38.2	23.1		
PHF	.639	.893	.938	.893	.635	.815	.680	.892	.794	.931	.594	.913	.885	.758	.655	.915	.955

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	2	244	25	271	7	32	**28**	67	15	**231**	1	247	22	18	**21**	61
+15 mins.	4	248	**28**	280	5	45	15	65	32	225	3	260	25	**30**	10	**65**
+30 mins.	8	231	25	264	**13**	**50**	11	**74**	**45**	231	4	**280**	**26**	22	11	59
+45 mins.	**9**	**281**	27	**317**	8	38	25	71	42	213	**8**	263	20	25	17	62
Total Volume	23	1004	105	1132	33	165	79	277	134	900	16	1050	93	95	59	247
% App. Total	2	88.7	9.3		11.9	59.6	28.5		12.8	85.7	1.5		37.7	38.5	23.9	
PHF	.639	.893	.938	.893	.635	.825	.705	.936	.744	.974	.500	.938	.894	.792	.702	.950

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

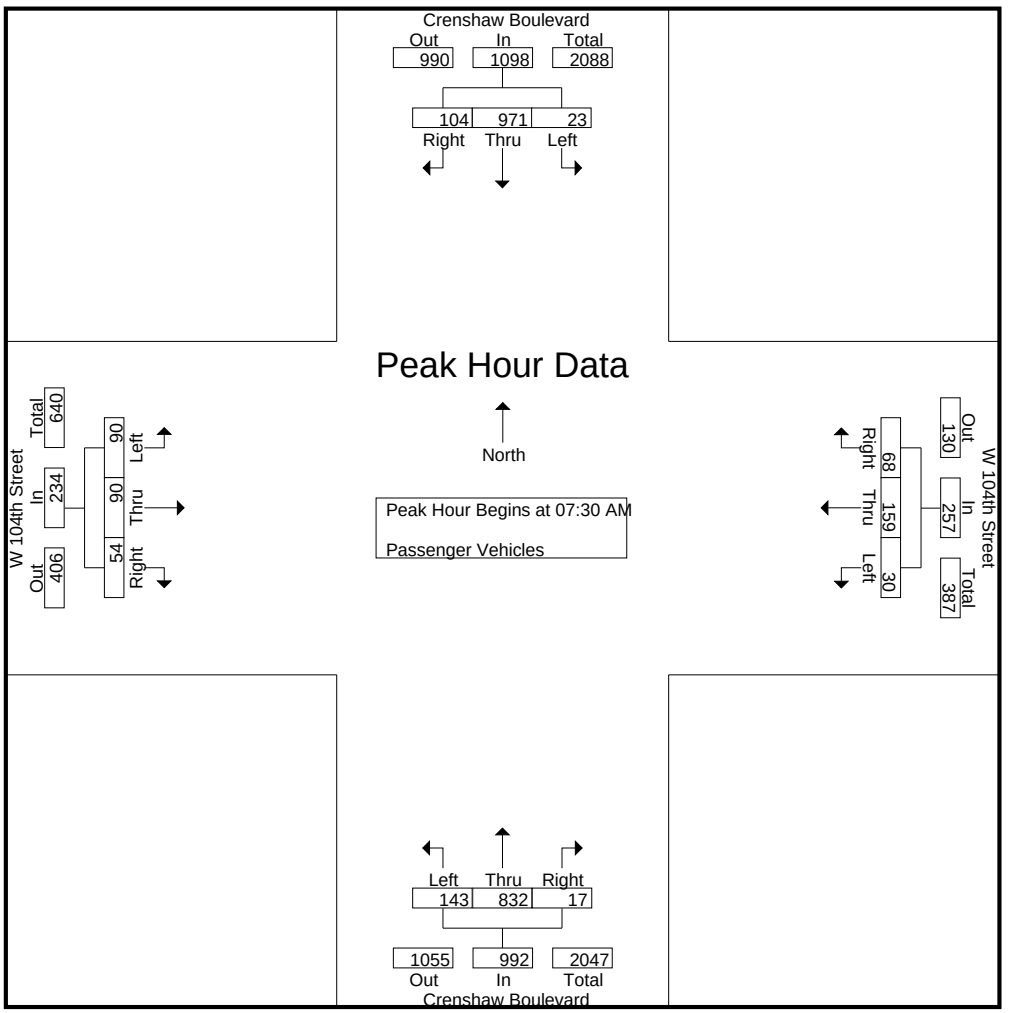
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	143	12	156	5	18	9	32	15	178	5	198	12	8	11	31	417
07:15 AM	3	156	9	168	7	32	28	67	14	224	1	239	11	16	10	37	511
07:30 AM	2	237	25	264	4	45	15	64	32	223	2	257	18	21	13	52	637
07:45 AM	4	239	28	271	11	47	11	69	45	221	3	269	22	18	20	60	669
Total	10	775	74	859	27	142	63	232	106	846	11	963	63	63	54	180	2234
08:00 AM	8	224	24	256	8	37	25	70	42	205	8	255	24	29	10	63	644
08:15 AM	9	271	27	307	7	30	17	54	24	183	4	211	26	22	11	59	631
08:30 AM	3	204	20	227	10	27	19	56	18	218	6	242	20	25	17	62	587
08:45 AM	5	200	12	217	8	15	12	35	15	165	13	193	10	19	15	44	489
Total	25	899	83	1007	33	109	73	215	99	771	31	901	80	95	53	228	2351
Grand Total	35	1674	157	1866	60	251	136	447	205	1617	42	1864	143	158	107	408	4585
Apprch %	1.9	89.7	8.4		13.4	56.2	30.4		11	86.7	2.3		35	38.7	26.2		
Total %	0.8	36.5	3.4	40.7	1.3	5.5	3	9.7	4.5	35.3	0.9	40.7	3.1	3.4	2.3	8.9	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	237	25	264	4	45	15	64	32	**223**	2	257	18	21	13	52	637
07:45 AM	4	239	**28**	271	**11**	**47**	11	69	**45**	221	3	**269**	22	18	**20**	60	**669**
08:00 AM	8	224	24	256	8	37	**25**	**70**	42	205	**8**	255	24	**29**	10	**63**	644
08:15 AM	**9**	**271**	27	**307**	7	30	17	54	24	183	4	211	**26**	22	11	59	631
Total Volume	23	971	104	1098	30	159	68	257	143	832	17	992	90	90	54	234	2581
% App. Total	2.1	88.4	9.5		11.7	61.9	26.5		14.4	83.9	1.7		38.5	38.5	23.1		
PHF	.639	.896	.929	.894	.682	.846	.680	.918	.794	.933	.531	.922	.865	.776	.675	.929	.964

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	237	25	264	4	45	15	64	32	**223**	2	257	18	21	13	52
+15 mins.	4	239	**28**	271	**11**	**47**	11	69	**45**	221	3	**269**	22	18	**20**	60
+30 mins.	8	224	24	256	8	37	**25**	**70**	42	205	**8**	255	24	**29**	10	**63**
+45 mins.	**9**	**271**	27	**307**	7	30	17	54	24	183	4	211	**26**	22	11	59
Total Volume	23	971	104	1098	30	159	68	257	143	832	17	992	90	90	54	234
% App. Total	2.1	88.4	9.5		11.7	61.9	26.5		14.4	83.9	1.7		38.5	38.5	23.1	
PHF	.639	.896	.929	.894	.682	.846	.680	.918	.794	.933	.531	.922	.865	.776	.675	.929

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

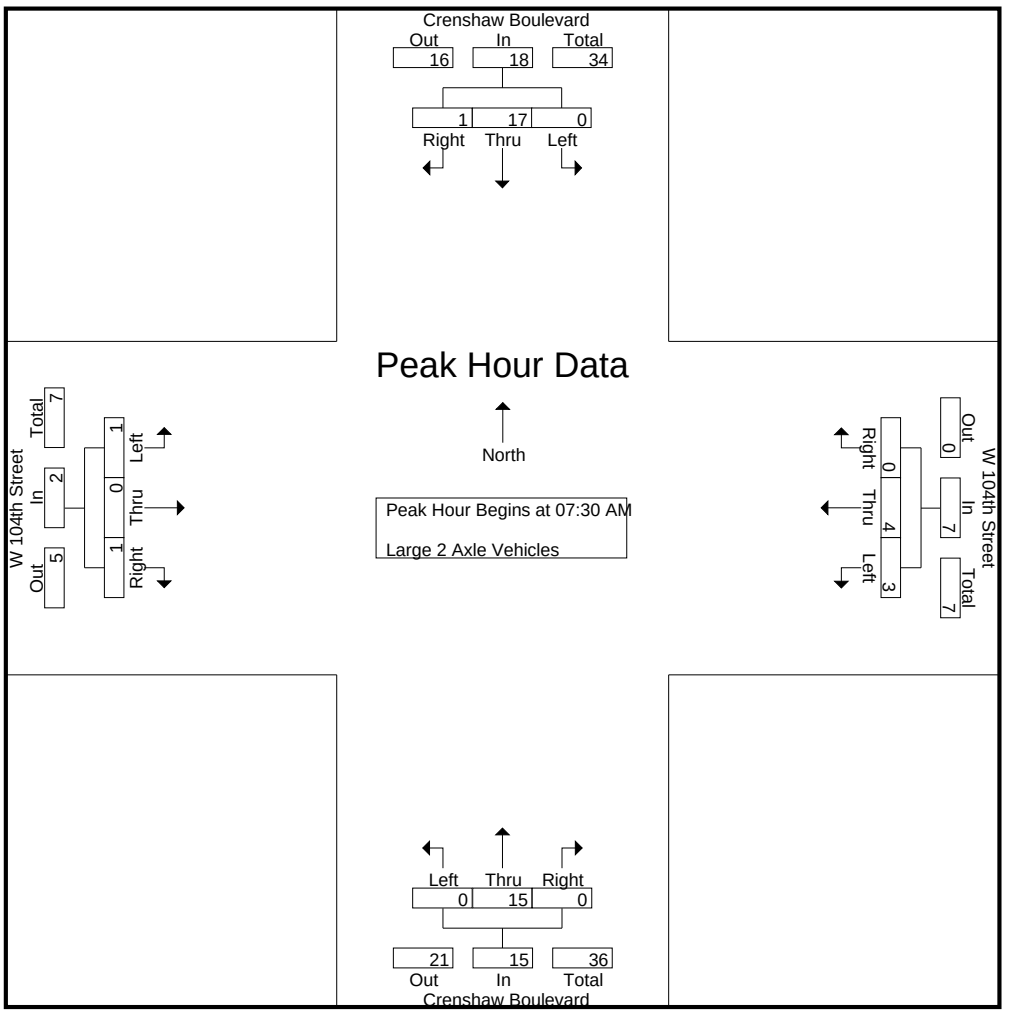
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	13	0	13	0	0	0	0	17
07:15 AM	0	1	0	1	0	0	0	0	1	5	0	6	0	0	0	0	7
07:30 AM	0	4	0	4	1	0	0	1	0	0	0	0	0	0	0	0	5
07:45 AM	0	2	0	2	2	3	0	5	0	8	0	8	0	0	1	1	16
Total	0	11	0	11	3	3	0	6	1	26	0	27	0	0	1	1	45
08:00 AM	0	4	1	5	0	1	0	1	0	4	0	4	1	0	0	1	11
08:15 AM	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
08:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:45 AM	0	7	1	8	0	0	0	0	1	7	0	8	0	0	1	1	17
Total	0	23	2	25	0	1	0	1	1	17	0	18	1	0	1	2	46
Grand Total	0	34	2	36	3	4	0	7	2	43	0	45	1	0	2	3	91
Apprch %	0	94.4	5.6		42.9	57.1	0		4.4	95.6	0		33.3	0	66.7		
Total %	0	37.4	2.2	39.6	3.3	4.4	0	7.7	2.2	47.3	0	49.5	1.1	0	2.2	3.3	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	0	4	1	0	0	1	0	0	0	0	0	0	0	0	5
07:45 AM	0	2	0	2	**2**	**3**	0	**5**	0	**8**	0	**8**	0	0	**1**	**1**	**16**
08:00 AM	0	4	**1**	5	0	1	0	1	0	4	0	4	**1**	0	0	1	11
08:15 AM	0	**7**	0	**7**	0	0	0	0	0	3	0	3	0	0	0	0	10
Total Volume	0	17	1	18	3	4	0	7	0	15	0	15	1	0	1	2	42
% App. Total	0	94.4	5.6		42.9	57.1	0		0	100	0		50	0	50		
PHF	.000	.607	.250	.643	.375	.333	.000	.350	.000	.469	.000	.469	.250	.000	.250	.500	.656

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	4	0	4	1	0	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	2	0	2	**2**	**3**	0	**5**	0	**8**	0	**8**	0	0	**1**	**1**
+30 mins.	0	4	**1**	5	0	1	0	1	0	4	0	4	**1**	0	0	1
+45 mins.	0	**7**	0	**7**	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	17	1	18	3	4	0	7	0	15	0	15	1	0	1	2
% App. Total	0	94.4	5.6		42.9	57.1	0		0	100	0		50	0	50	
PHF	.000	.607	.250	.643	.375	.333	.000	.350	.000	.469	.000	.469	.250	.000	.250	.500

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

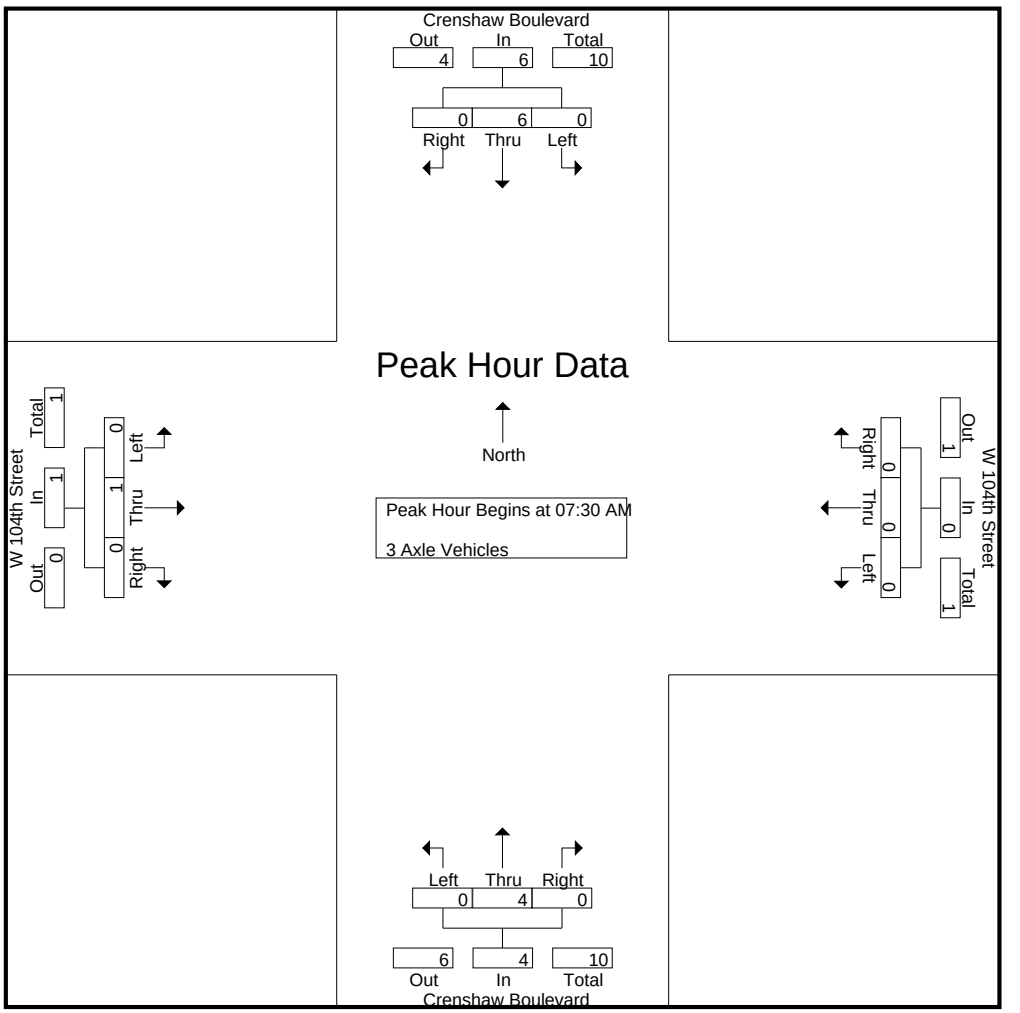
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	5	0	5	0	0	0	0	1	2	0	3	0	0	0	0	8
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
Total	0	3	0	3	0	0	0	0	0	4	0	4	0	1	2	3	10
Grand Total	0	8	0	8	0	0	0	0	1	6	0	7	0	1	2	3	18
Apprch %	0	100	0		0	0	0		14.3	85.7	0		0	33.3	66.7		
Total %	0	44.4	0	44.4	0	0	0	0	5.6	33.3	0	38.9	0	5.6	11.1	16.7	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	**4**
08:00 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	6	0	6	0	0	0	0	0	4	0	4	0	1	0	1	11
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250	.688

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	**1**
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	6	0	6	0	0	0	0	0	4	0	4	0	1	0	1
% App. Total	0	100	0		0	0	0		0	100	0		0	100	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.000	.250	.000	.250

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

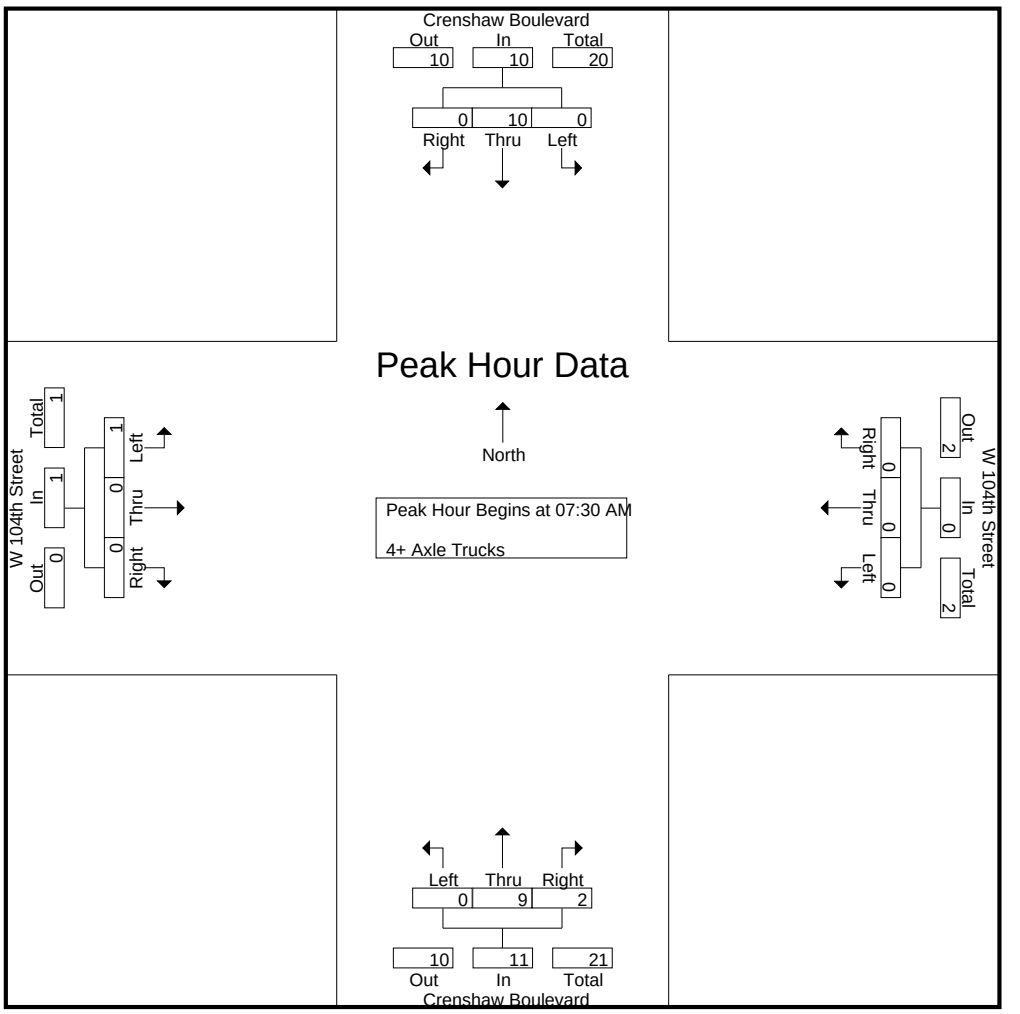
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	2	0	2	0	0	0	0	0	2	1	3	1	0	0	1	6
07:45 AM	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
Total	0	11	0	11	0	0	0	0	0	11	2	13	1	0	0	1	25
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
08:30 AM	0	3	0	3	0	0	0	0	2	1	0	3	0	0	0	0	6
08:45 AM	0	3	0	3	1	0	1	2	0	1	0	1	0	0	2	2	8
Total	0	10	0	10	1	0	1	2	2	8	0	10	0	0	2	2	24
Grand Total	0	21	0	21	1	0	1	2	2	19	2	23	1	0	2	3	49
Apprch %	0	100	0		50	0	50		8.7	82.6	8.7		33.3	0	66.7		
Total %	0	42.9	0	42.9	2	0	2	4.1	4.1	38.8	4.1	46.9	2	0	4.1	6.1	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	2	**1**	3	**1**	0	0	**1**	**6**
07:45 AM	0	**4**	0	**4**	0	0	0	0	0	1	1	2	0	0	0	0	6
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	**4**	0	**4**	0	0	0	0	6
Total Volume	0	10	0	10	0	0	0	0	0	9	2	11	1	0	0	1	22
% App. Total	0	100	0		0	0	0		0	81.8	18.2		100	0	0		
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.500	.688	.250	.000	.000	.250	.917

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	2	**1**	3	**1**	0	0	**1**
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	1	1	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	**4**	0	**4**	0	0	0	0
Total Volume	0	10	0	10	0	0	0	0	0	9	2	11	1	0	0	1
% App. Total	0	100	0		0	0	0		0	81.8	18.2		100	0	0	
PHF	.000	.625	.000	.625	.000	.000	.000	.000	.000	.563	.500	.688	.250	.000	.000	.250

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

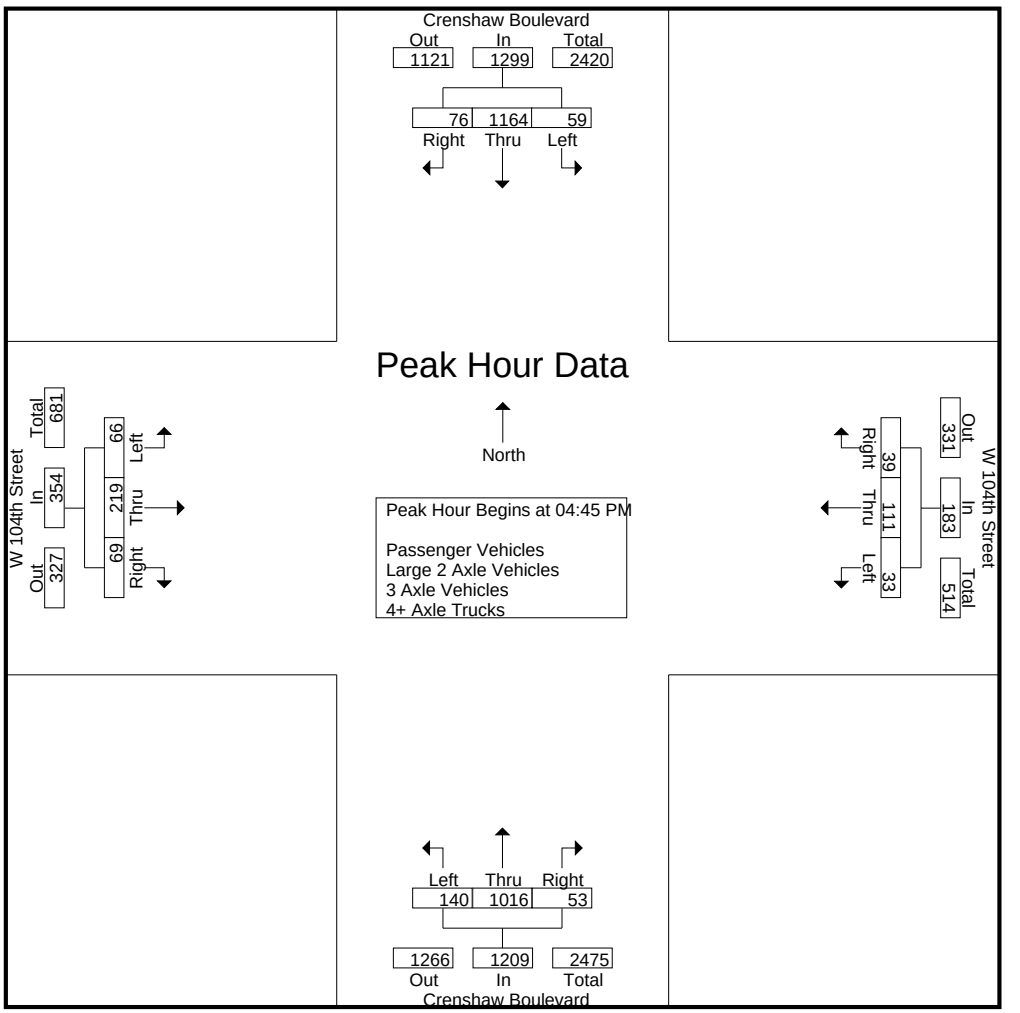
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	268	33	313	9	27	10	46	40	250	7	297	16	57	28	101	757
04:15 PM	8	258	20	286	8	26	10	44	36	260	13	309	15	49	16	80	719
04:30 PM	12	254	16	282	10	23	11	44	34	266	13	313	17	51	25	93	732
04:45 PM	19	276	15	310	8	32	12	52	32	243	15	290	16	57	18	91	743
Total	51	1056	84	1191	35	108	43	186	142	1019	48	1209	64	214	87	365	2951
05:00 PM	12	269	12	293	6	30	8	44	41	270	12	323	16	52	17	85	745
05:15 PM	13	328	25	366	11	25	15	51	34	256	15	305	16	59	18	93	815
05:30 PM	15	291	24	330	8	24	4	36	33	247	11	291	18	51	16	85	742
05:45 PM	16	295	18	329	3	26	10	39	26	250	8	284	11	41	17	69	721
Total	56	1183	79	1318	28	105	37	170	134	1023	46	1203	61	203	68	332	3023
Grand Total	107	2239	163	2509	63	213	80	356	276	2042	94	2412	125	417	155	697	5974
Apprch %	4.3	89.2	6.5		17.7	59.8	22.5		11.4	84.7	3.9		17.9	59.8	22.2		
Total %	1.8	37.5	2.7	42	1.1	3.6	1.3	6	4.6	34.2	1.6	40.4	2.1	7	2.6	11.7	
Passenger Vehicles	107	2196	160	2463	62	211	79	352	270	2005	94	2369	125	412	151	688	5872
% Passenger Vehicles	100	98.1	98.2	98.2	98.4	99.1	98.8	98.9	97.8	98.2	100	98.2	100	98.8	97.4	98.7	98.3
Large 2 Axle Vehicles	0	34	3	37	1	2	1	4	5	32	0	37	0	3	2	5	83
% Large 2 Axle Vehicles	0	1.5	1.8	1.5	1.6	0.9	1.2	1.1	1.8	1.6	0	1.5	0	0.7	1.3	0.7	1.4
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	7	0	7	0	0	0	0	1	4	0	5	0	1	2	3	15
% 4+ Axle Trucks	0	0.3	0	0.3	0	0	0	0	0.4	0.2	0	0.2	0	0.2	1.3	0.4	0.3

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**19**	276	15	310	8	**32**	12	**52**	32	243	**15**	290	16	57	**18**	91	743
05:00 PM	12	269	12	293	6	30	8	44	**41**	**270**	12	**323**	16	52	17	85	745
05:15 PM	13	**328**	**25**	**366**	**11**	25	**15**	51	34	256	15	305	16	**59**	18	**93**	**815**
05:30 PM	15	291	24	330	8	24	4	36	33	247	11	291	**18**	51	16	85	742
Total Volume	59	1164	76	1299	33	111	39	183	140	1016	53	1209	66	219	69	354	3045
% App. Total	4.5	89.6	5.9		18	60.7	21.3		11.6	84	4.4		18.6	61.9	19.5		
PHF	.776	.887	.760	.887	.750	.867	.650	.880	.854	.941	.883	.936	.917	.928	.958	.952	.934

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Weather: Clear

File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	12	269	12	293	10	23	11	44	36	260	13	309	16	**57**	**28**	**101**
+15 mins.	13	**328**	**25**	**366**	8	**32**	12	**52**	34	266	13	313	15	49	16	80
+30 mins.	15	291	24	330	6	30	8	44	32	243	**15**	290	**17**	51	25	93
+45 mins.	**16**	295	18	329	**11**	25	**15**	51	**41**	**270**	12	**323**	16	57	18	91
Total Volume	56	1183	79	1318	35	110	46	191	143	1039	53	1235	64	214	87	365
% App. Total	4.2	89.8	6		18.3	57.6	24.1		11.6	84.1	4.3		17.5	58.6	23.8	
PHF	.875	.902	.790	.900	.795	.859	.767	.918	.872	.962	.883	.956	.941	.939	.777	.903

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File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
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Groups Printed- Passenger Vehicles

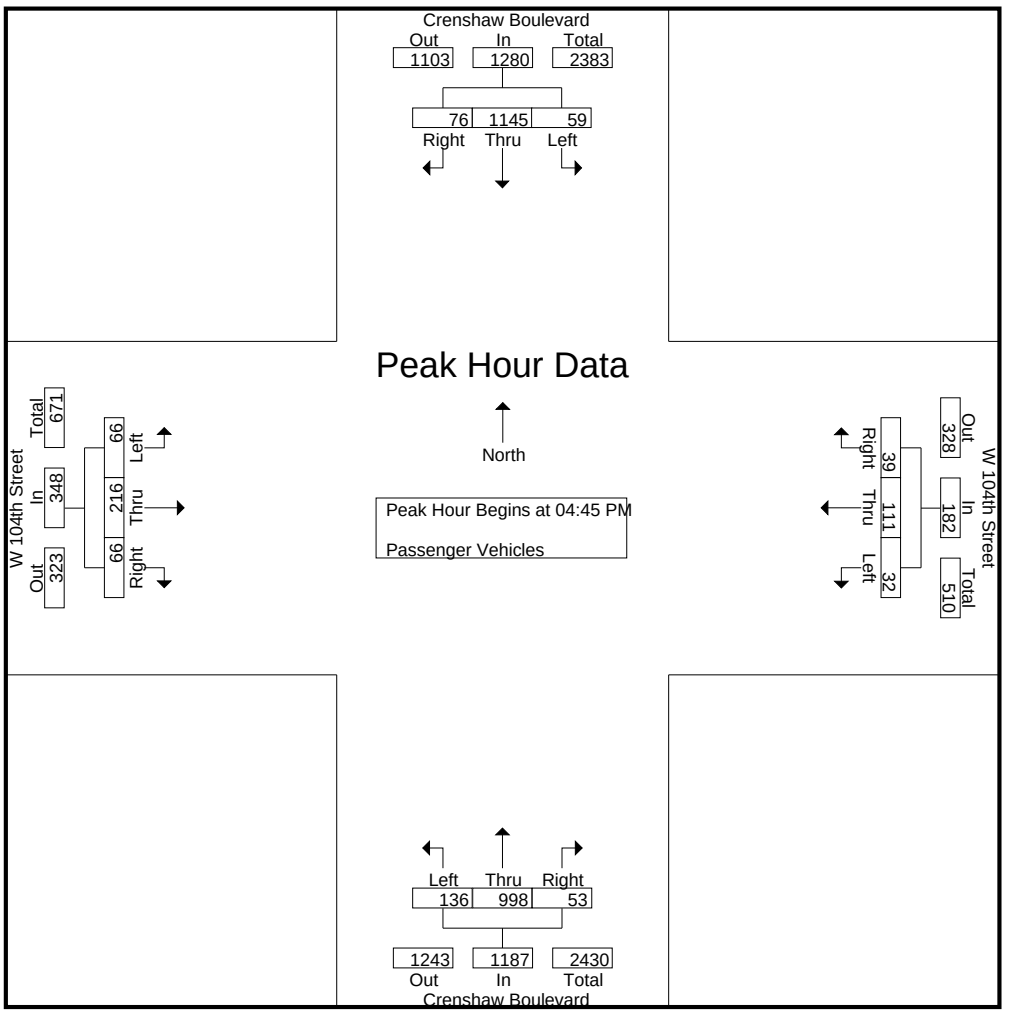
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	262	33	307	9	26	10	45	40	243	7	290	16	56	28	100	742
04:15 PM	8	253	18	279	8	25	9	42	34	256	13	303	15	49	16	80	704
04:30 PM	12	248	15	275	10	23	11	44	34	259	13	306	17	51	24	92	717
04:45 PM	19	272	15	306	7	32	12	51	32	237	15	284	16	55	15	86	727
Total	51	1035	81	1167	34	106	42	182	140	995	48	1183	64	211	83	358	2890
05:00 PM	12	263	12	287	6	30	8	44	40	266	12	318	16	52	17	85	734
05:15 PM	13	320	25	358	11	25	15	51	33	251	15	299	16	58	18	92	800
05:30 PM	15	290	24	329	8	24	4	36	31	244	11	286	18	51	16	85	736
05:45 PM	16	288	18	322	3	26	10	39	26	249	8	283	11	40	17	68	712
Total	56	1161	79	1296	28	105	37	170	130	1010	46	1186	61	201	68	330	2982
Grand Total	107	2196	160	2463	62	211	79	352	270	2005	94	2369	125	412	151	688	5872
Apprch %	4.3	89.2	6.5		17.6	59.9	22.4		11.4	84.6	4		18.2	59.9	21.9		
Total %	1.8	37.4	2.7	41.9	1.1	3.6	1.3	6	4.6	34.1	1.6	40.3	2.1	7	2.6	11.7	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**19**	272	15	306	7	**32**	12	**51**	32	237	**15**	284	16	55	15	86	727
05:00 PM	12	263	12	287	6	30	8	44	**40**	**266**	12	**318**	16	52	17	85	734
05:15 PM	13	**320**	**25**	**358**	**11**	25	**15**	51	33	251	15	299	16	**58**	**18**	**92**	**800**
05:30 PM	15	290	24	329	8	24	4	36	31	244	11	286	**18**	51	16	85	736
Total Volume	59	1145	76	1280	32	111	39	182	136	998	53	1187	66	216	66	348	2997
% App. Total	4.6	89.5	5.9		17.6	61	21.4		11.5	84.1	4.5		19	62.1	19		
PHF	.776	.895	.760	.894	.727	.867	.650	.892	.850	.938	.883	.933	.917	.931	.917	.946	.937

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Weather: Clear

File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**19**	272	15	306	7	**32**	12	**51**	32	237	**15**	284	16	55	15	86
+15 mins.	12	263	12	287	6	30	8	44	**40**	**266**	12	**318**	16	52	17	85
+30 mins.	13	**320**	**25**	**358**	**11**	25	**15**	51	33	251	15	299	16	**58**	**18**	**92**
+45 mins.	15	290	24	329	8	24	4	36	31	244	11	286	**18**	51	16	85
Total Volume	59	1145	76	1280	32	111	39	182	136	998	53	1187	66	216	66	348
% App. Total	4.6	89.5	5.9		17.6	61	21.4		11.5	84.1	4.5		19	62.1	19	
PHF	.776	.895	.760	.894	.727	.867	.650	.892	.850	.938	.883	.933	.917	.931	.917	.946

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City of Inglewood
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Weather: Clear

File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
Start Date : 5/2/2024
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Groups Printed- Large 2 Axle Vehicles

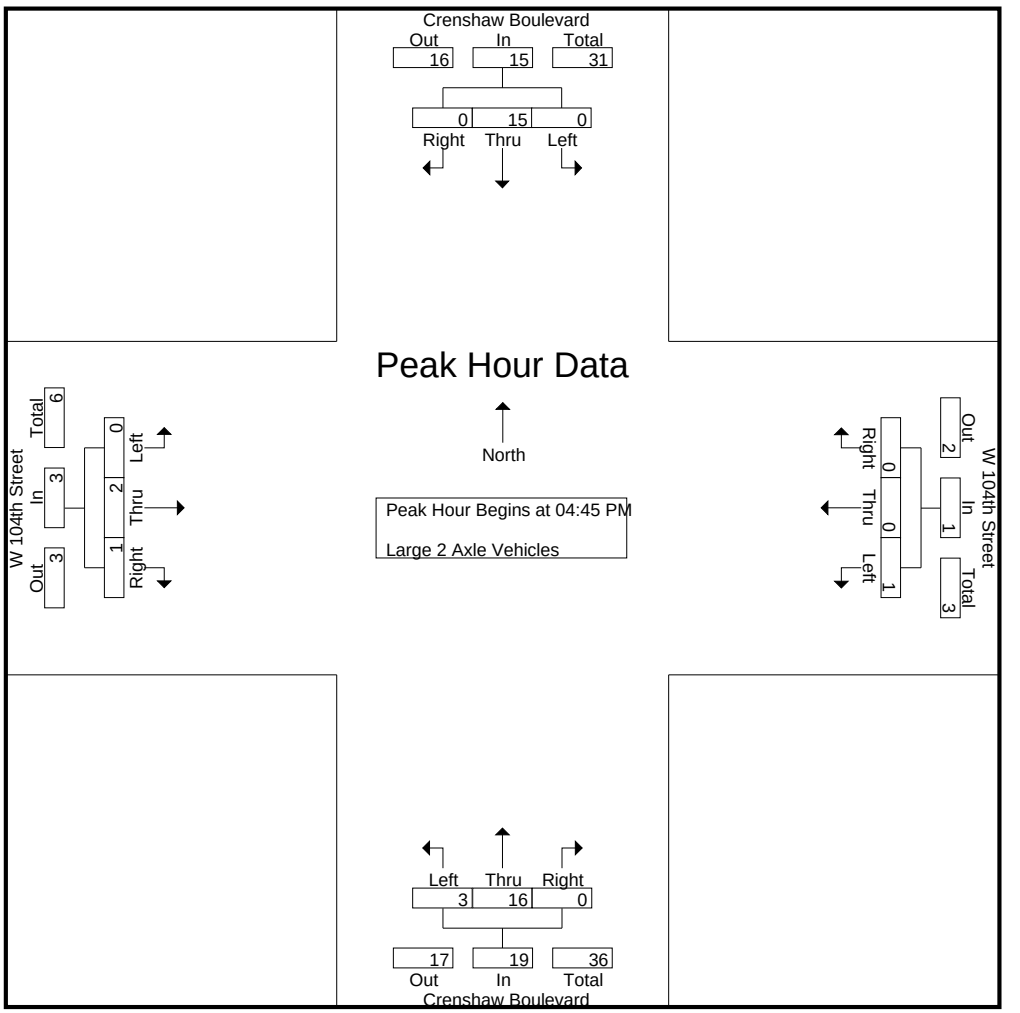
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	1	0	1	0	6	0	6	0	0	0	0	11
04:15 PM	0	5	2	7	0	1	1	2	2	2	0	4	0	0	0	0	13
04:30 PM	0	4	1	5	0	0	0	0	0	7	0	7	0	0	1	1	13
04:45 PM	0	4	0	4	1	0	0	1	0	5	0	5	0	1	1	2	12
Total	0	17	3	20	1	2	1	4	2	20	0	22	0	1	2	3	49
05:00 PM	0	5	0	5	0	0	0	0	1	3	0	4	0	0	0	0	9
05:15 PM	0	5	0	5	0	0	0	0	1	5	0	6	0	1	0	1	12
05:30 PM	0	1	0	1	0	0	0	0	1	3	0	4	0	0	0	0	5
05:45 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	1	0	1	8
Total	0	17	0	17	0	0	0	0	3	12	0	15	0	2	0	2	34
Grand Total	0	34	3	37	1	2	1	4	5	32	0	37	0	3	2	5	83
Apprch %	0	91.9	8.1		25	50	25		13.5	86.5	0		0	60	40		
Total %	0	41	3.6	44.6	1.2	2.4	1.2	4.8	6	38.6	0	44.6	0	3.6	2.4	6	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	4	0	4	**1**	0	0	**1**	0	**5**	0	5	0	**1**	**1**	**2**	**12**
05:00 PM	0	**5**	0	**5**	0	0	0	0	**1**	3	0	4	0	0	0	0	9
05:15 PM	0	5	0	5	0	0	0	0	1	5	0	**6**	0	1	0	1	12
05:30 PM	0	1	0	1	0	0	0	0	1	3	0	4	0	0	0	0	5
Total Volume	0	15	0	15	1	0	0	1	3	16	0	19	0	2	1	3	38
% App. Total	0	100	0		100	0	0		15.8	84.2	0		0	66.7	33.3		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.750	.800	.000	.792	.000	.500	.250	.375	.792

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	4	0	4	**1**	0	0	**1**	0	**5**	0	5	0	**1**	**1**	**2**
+15 mins.	0	**5**	0	**5**	0	0	0	0	**1**	3	0	4	0	0	0	0
+30 mins.	0	5	0	5	0	0	0	0	1	5	0	**6**	0	1	0	1
+45 mins.	0	1	0	1	0	0	0	0	1	3	0	4	0	0	0	0
Total Volume	0	15	0	15	1	0	0	1	3	16	0	19	0	2	1	3
% App. Total	0	100	0		100	0	0		15.8	84.2	0		0	66.7	33.3	
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.750	.800	.000	.792	.000	.500	.250	.375

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File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
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Groups Printed- 3 Axle Vehicles

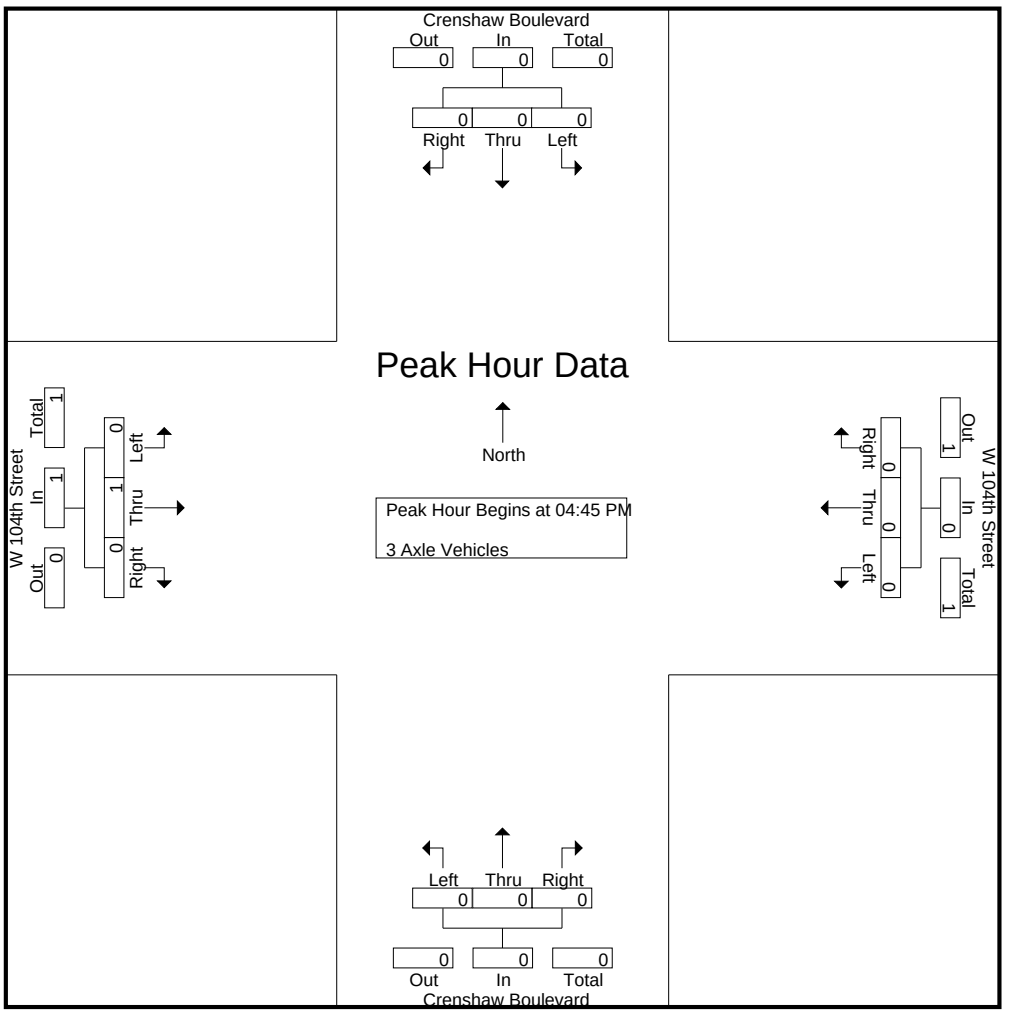
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
Apprch %	0	100	0		0	0	0		0	100	0		0	100	0		
Total %	0	50	0	50	0	0	0	0	0	25	0	25	0	25	0	25	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

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File Name : 02_IWD_Cren_104th PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

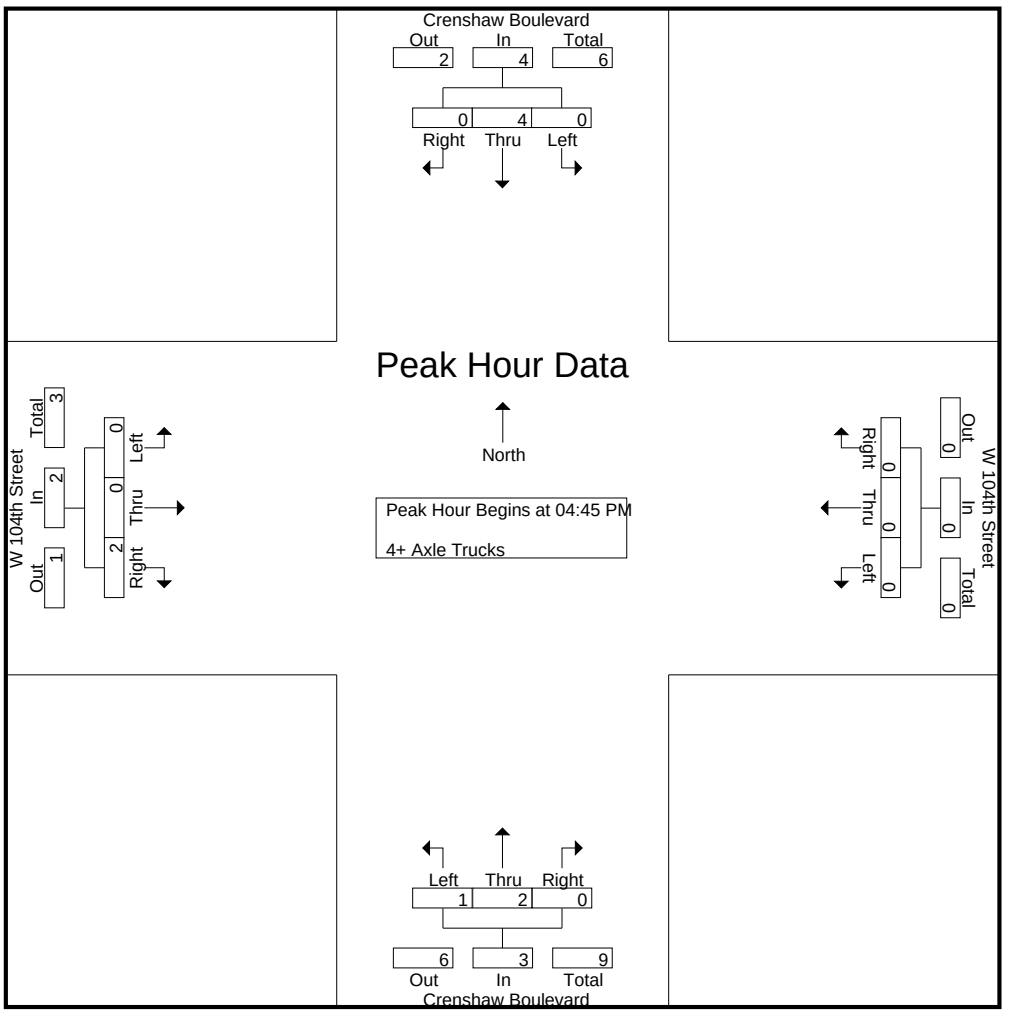
	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
Total	0	2	0	2	0	0	0	0	0	3	0	3	0	1	2	3	8
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	5	0	0	0	0	1	1	0	2	0	0	0	0	7
Grand Total	0	7	0	7	0	0	0	0	1	4	0	5	0	1	2	3	15
Apprch %	0	100	0		0	0	0		20	80	0		0	33.3	66.7		
Total %	0	46.7	0	46.7	0	0	0	0	6.7	26.7	0	33.3	0	6.7	13.3	20	

	Crenshaw Boulevard Southbound				W 104th Street Westbound				Crenshaw Boulevard Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**2**	**2**	**3**
05:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	1	2	0	3	0	0	2	2	9
% App. Total	0	100	0		0	0	0		33.3	66.7	0		0	0	100		
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.250	.250	.750

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street
Weather: Clear

File Name : 02_IWD_Cren_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**2**	**2**
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	1	2	0	3	0	0	2	2
% App. Total	0	100	0		0	0	0		33.3	66.7	0		0	0	100	
PHF	.000	.333	.000	.333	.000	.000	.000	.000	.250	.500	.000	.750	.000	.000	.250	.250

Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Crenshaw Boulevard	East Leg W 104th Street	South Leg Crenshaw Boulevard	West Leg W 104th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	7	7	0	15
7:15 AM	0	0	3	0	3
7:30 AM	0	2	10	0	12
7:45 AM	0	2	7	0	9
8:00 AM	0	8	10	0	18
8:15 AM	2	2	5	1	10
8:30 AM	0	4	6	0	10
8:45 AM	0	2	0	0	2
TOTAL VOLUMES:	3	27	48	1	79

	North Leg Crenshaw Boulevard	East Leg W 104th Street	South Leg Crenshaw Boulevard	West Leg W 104th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	1	2	0	4
4:15 PM	0	3	2	1	6
4:30 PM	0	6	2	0	8
4:45 PM	0	5	1	0	6
5:00 PM	0	1	2	0	3
5:15 PM	0	4	2	0	6
5:30 PM	0	4	7	0	11
5:45 PM	0	0	7	0	7
TOTAL VOLUMES:	1	24	25	1	51

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Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 104th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Crenshaw Boulevard			Westbound W 104th Street			Northbound Crenshaw Boulevard			Eastbound W 104th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	0	0	0	0	0	0	0	0	1

	Southbound Crenshaw Boulevard			Westbound W 104th Street			Northbound Crenshaw Boulevard			Eastbound W 104th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

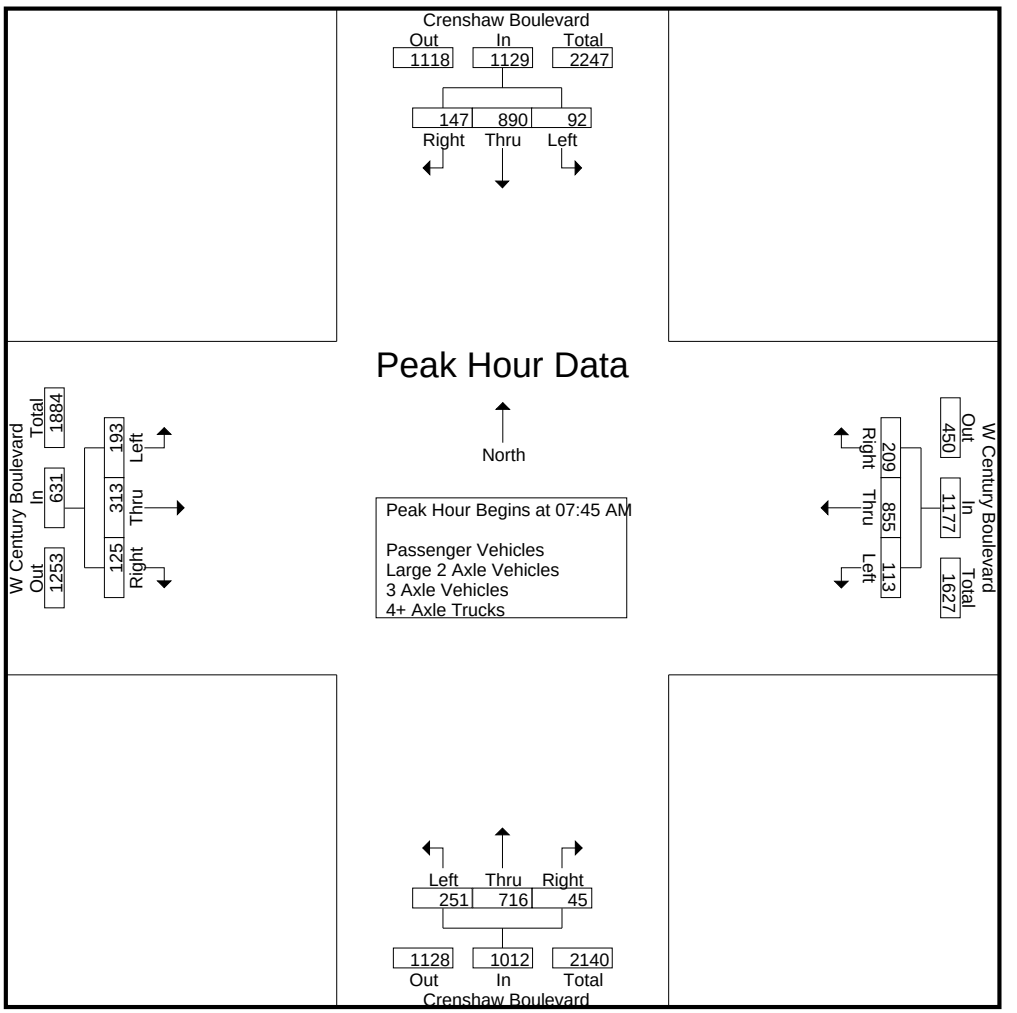
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	124	15	153	12	217	50	279	37	168	7	212	29	70	28	127	771
07:15 AM	12	128	30	170	22	226	79	327	59	190	7	256	36	80	26	142	895
07:30 AM	20	223	26	269	26	212	53	291	51	214	7	272	32	86	34	152	984
07:45 AM	21	217	33	271	27	219	52	298	65	199	6	270	44	65	24	133	972
Total	67	692	104	863	87	874	234	1195	212	771	27	1010	141	301	112	554	3622
08:00 AM	24	229	36	289	29	220	58	307	64	172	9	245	52	90	31	173	1014
08:15 AM	26	241	40	307	32	170	35	237	57	167	14	238	50	80	42	172	954
08:30 AM	21	203	38	262	25	246	64	335	65	178	16	259	47	78	28	153	1009
08:45 AM	14	151	39	204	26	214	40	280	80	141	4	225	58	88	47	193	902
Total	85	824	153	1062	112	850	197	1159	266	658	43	967	207	336	148	691	3879
Grand Total	152	1516	257	1925	199	1724	431	2354	478	1429	70	1977	348	637	260	1245	7501
Apprch %	7.9	78.8	13.4		8.5	73.2	18.3		24.2	72.3	3.5		28	51.2	20.9		
Total %	2	20.2	3.4	25.7	2.7	23	5.7	31.4	6.4	19.1	0.9	26.4	4.6	8.5	3.5	16.6	
Passenger Vehicles	146	1488	250	1884	193	1672	420	2285	452	1385	68	1905	344	593	235	1172	7246
% Passenger Vehicles	96.1	98.2	97.3	97.9	97	97	97.4	97.1	94.6	96.9	97.1	96.4	98.9	93.1	90.4	94.1	96.6
Large 2 Axle Vehicles	5	22	5	32	5	44	10	59	13	32	1	46	4	28	8	40	177
% Large 2 Axle Vehicles	3.3	1.5	1.9	1.7	2.5	2.6	2.3	2.5	2.7	2.2	1.4	2.3	1.1	4.4	3.1	3.2	2.4
3 Axle Vehicles	1	4	2	7	1	3	0	4	3	2	1	6	0	8	8	16	33
% 3 Axle Vehicles	0.7	0.3	0.8	0.4	0.5	0.2	0	0.2	0.6	0.1	1.4	0.3	0	1.3	3.1	1.3	0.4
4+ Axle Trucks	0	2	0	2	0	5	1	6	10	10	0	20	0	8	9	17	45
% 4+ Axle Trucks	0	0.1	0	0.1	0	0.3	0.2	0.3	2.1	0.7	0	1	0	1.3	3.5	1.4	0.6

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	21	217	33	271	27	219	52	298	**65**	**199**	6	**270**	44	65	24	133	972
08:00 AM	24	229	36	289	29	220	58	307	64	172	9	245	**52**	**90**	31	**173**	**1014**
08:15 AM	**26**	**241**	**40**	**307**	**32**	170	35	237	57	167	14	238	50	80	**42**	172	954
08:30 AM	21	203	38	262	25	**246**	**64**	**335**	65	178	**16**	259	47	78	28	153	1009
Total Volume	92	890	147	1129	113	855	209	1177	251	716	45	1012	193	313	125	631	3949
% App. Total	8.1	78.8	13		9.6	72.6	17.8		24.8	70.8	4.4		30.6	49.6	19.8		
PHF	.885	.923	.919	.919	.883	.869	.816	.878	.965	.899	.703	.937	.928	.869	.744	.912	.974

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				08:00 AM			
+0 mins.	20	223	26	269	22	**226**	**79**	**327**	59	190	7	256	52	**90**	31	173
+15 mins.	21	217	33	271	26	212	53	291	51	**214**	7	**272**	50	80	42	172
+30 mins.	24	229	36	289	27	219	52	298	**65**	199	6	270	47	78	28	153
+45 mins.	**26**	**241**	**40**	**307**	**29**	220	58	307	64	172	**9**	245	**58**	88	**47**	**193**
Total Volume	91	910	135	1136	104	877	242	1223	239	775	29	1043	207	336	148	691
% App. Total	8	80.1	11.9		8.5	71.7	19.8		22.9	74.3	2.8		30	48.6	21.4	
PHF	.875	.944	.844	.925	.897	.970	.766	.935	.919	.905	.806	.959	.892	.933	.787	.895

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

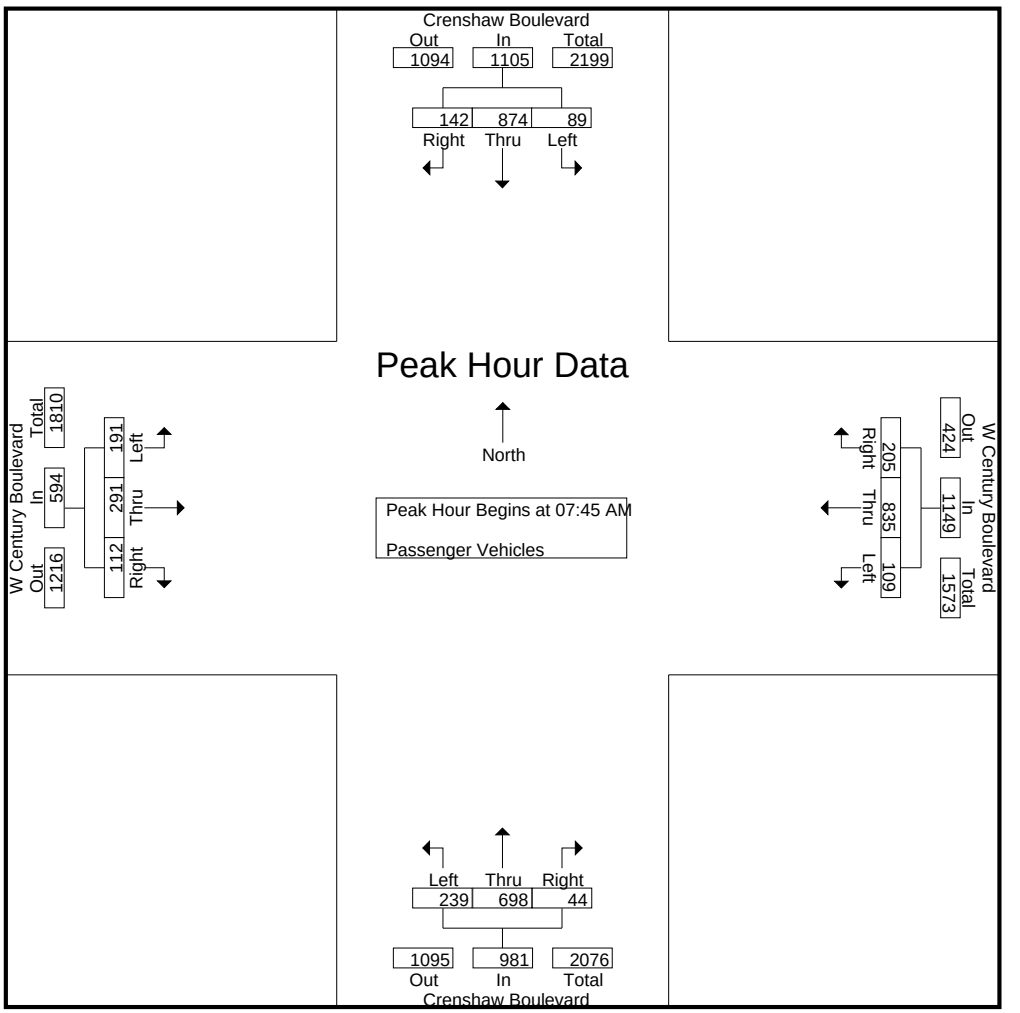
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	121	14	147	12	206	48	266	31	155	7	193	29	64	25	118	724
07:15 AM	12	128	29	169	21	220	76	317	55	187	6	248	35	75	25	135	869
07:30 AM	20	219	26	265	26	203	52	281	49	211	7	267	32	79	31	142	955
07:45 AM	21	213	32	266	25	215	50	290	62	194	6	262	42	60	21	123	941
Total	65	681	101	847	84	844	226	1154	197	747	26	970	138	278	102	518	3489
08:00 AM	22	226	35	283	28	216	58	302	62	169	8	239	52	84	28	164	988
08:15 AM	26	238	37	301	31	165	34	230	51	161	14	226	50	74	37	161	918
08:30 AM	20	197	38	255	25	239	63	327	64	174	16	254	47	73	26	146	982
08:45 AM	13	146	39	198	25	208	39	272	78	134	4	216	57	84	42	183	869
Total	81	807	149	1037	109	828	194	1131	255	638	42	935	206	315	133	654	3757
Grand Total	146	1488	250	1884	193	1672	420	2285	452	1385	68	1905	344	593	235	1172	7246
Apprch %	7.7	79	13.3		8.4	73.2	18.4		23.7	72.7	3.6		29.4	50.6	20.1		
Total %	2	20.5	3.5	26	2.7	23.1	5.8	31.5	6.2	19.1	0.9	26.3	4.7	8.2	3.2	16.2	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	21	213	32	266	25	215	50	290	62	**194**	6	**262**	42	60	21	123	941
08:00 AM	22	226	35	283	28	216	58	302	62	169	8	239	**52**	**84**	28	**164**	**988**
08:15 AM	**26**	**238**	37	**301**	**31**	165	34	230	51	161	14	226	50	74	**37**	161	918
08:30 AM	20	197	**38**	255	25	**239**	**63**	**327**	**64**	174	**16**	254	47	73	26	146	982
Total Volume	89	874	142	1105	109	835	205	1149	239	698	44	981	191	291	112	594	3829
% App. Total	8.1	79.1	12.9		9.5	72.7	17.8		24.4	71.2	4.5		32.2	49	18.9		
PHF	.856	.918	.934	.918	.879	.873	.813	.878	.934	.899	.688	.936	.918	.866	.757	.905	.969

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	21	213	32	266	25	215	50	290	62	**194**	6	**262**	42	60	21	123
+15 mins.	22	226	35	283	28	216	58	302	62	169	8	239	**52**	**84**	28	**164**
+30 mins.	**26**	**238**	37	**301**	**31**	165	34	230	51	161	14	226	50	74	**37**	161
+45 mins.	20	197	**38**	255	25	**239**	**63**	**327**	**64**	174	**16**	254	47	73	26	146
Total Volume	89	874	142	1105	109	835	205	1149	239	698	44	981	191	291	112	594
% App. Total	8.1	79.1	12.9		9.5	72.7	17.8		24.4	71.2	4.5		32.2	49	18.9	
PHF	.856	.918	.934	.918	.879	.873	.813	.878	.934	.899	.688	.936	.918	.866	.757	.905

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

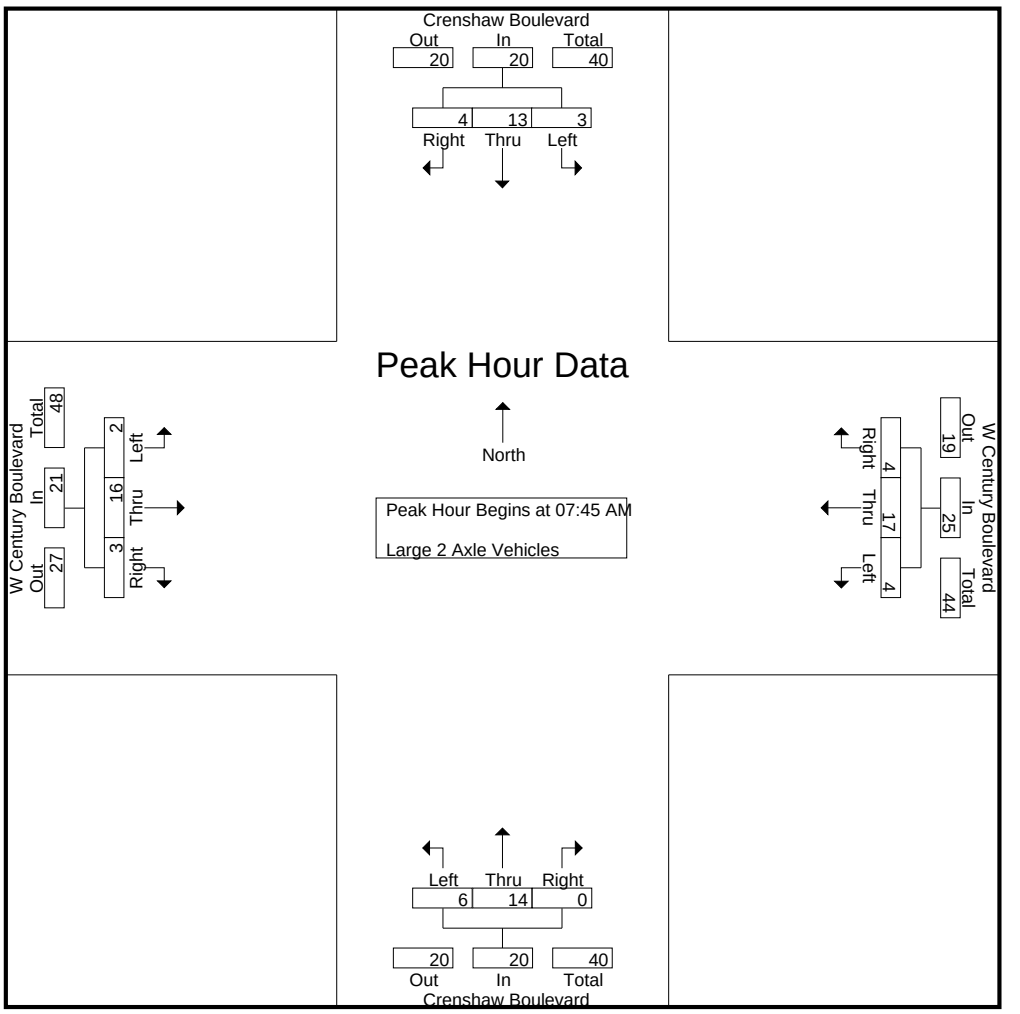
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	2	0	3	0	9	1	10	3	9	0	12	0	2	1	3	28
07:15 AM	0	0	1	1	1	6	3	10	2	3	1	6	1	4	0	5	22
07:30 AM	0	3	0	3	0	8	1	9	1	1	0	2	0	3	1	4	18
07:45 AM	0	2	1	3	2	2	2	6	1	5	0	6	2	3	0	5	20
Total	1	7	2	10	3	25	7	35	7	18	1	26	3	12	2	17	88
08:00 AM	2	3	1	6	1	4	0	5	2	2	0	4	0	5	1	6	21
08:15 AM	0	3	2	5	1	5	1	7	3	4	0	7	0	4	2	6	25
08:30 AM	1	5	0	6	0	6	1	7	0	3	0	3	0	4	0	4	20
08:45 AM	1	4	0	5	0	4	1	5	1	5	0	6	1	3	3	7	23
Total	4	15	3	22	2	19	3	24	6	14	0	20	1	16	6	23	89
Grand Total	5	22	5	32	5	44	10	59	13	32	1	46	4	28	8	40	177
Apprch %	15.6	68.8	15.6		8.5	74.6	16.9		28.3	69.6	2.2		10	70	20		
Total %	2.8	12.4	2.8	18.1	2.8	24.9	5.6	33.3	7.3	18.1	0.6	26	2.3	15.8	4.5	22.6	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	1	3	**2**	2	**2**	6	1	**5**	0	6	**2**	3	0	5	20
08:00 AM	**2**	3	1	**6**	1	4	0	5	2	2	0	4	0	**5**	1	**6**	21
08:15 AM	0	3	**2**	5	1	5	1	**7**	**3**	4	0	**7**	0	4	**2**	6	**25**
08:30 AM	1	**5**	0	6	0	**6**	1	7	0	3	0	3	0	4	0	4	20
Total Volume	3	13	4	20	4	17	4	25	6	14	0	20	2	16	3	21	86
% App. Total	15	65	20		16	68	16		30	70	0		9.5	76.2	14.3		
PHF	.375	.650	.500	.833	.500	.708	.500	.893	.500	.700	.000	.714	.250	.800	.375	.875	.860

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	2	1	3	**2**	2	**2**	6	1	**5**	0	6	**2**	3	0	5
+15 mins.	**2**	3	1	**6**	1	4	0	5	2	2	0	4	0	**5**	1	**6**
+30 mins.	0	3	**2**	5	1	5	1	**7**	**3**	4	0	**7**	0	4	**2**	6
+45 mins.	1	**5**	0	6	0	**6**	1	7	0	3	0	3	0	4	0	4
Total Volume	3	13	4	20	4	17	4	25	6	14	0	20	2	16	3	21
% App. Total	15	65	20		16	68	16		30	70	0		9.5	76.2	14.3	
PHF	.375	.650	.500	.833	.500	.708	.500	.893	.500	.700	.000	.714	.250	.800	.375	.875

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City of Inglewood
N/S: Crenshaw Boulevard
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Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

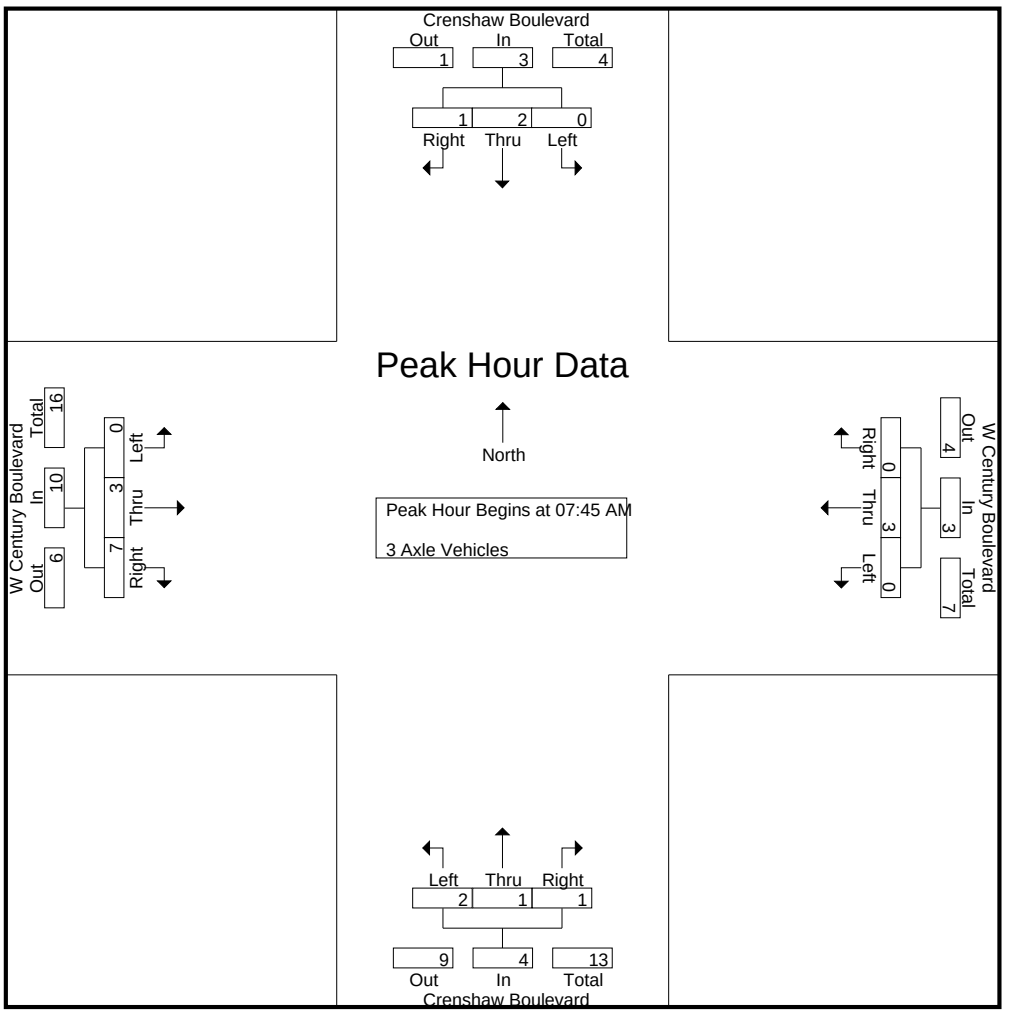
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	1	3	0	0	0	0	0	1	0	1	0	2	1	3	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
07:45 AM	0	2	0	2	0	2	0	2	1	0	0	1	0	1	1	2	7
Total	1	4	1	6	0	2	0	2	1	1	0	2	0	6	2	8	18
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	1	2	3	5
08:15 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	2	2	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	4
08:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	0	0	2
Total	0	0	1	1	1	1	0	2	2	1	1	4	0	2	6	8	15
Grand Total	1	4	2	7	1	3	0	4	3	2	1	6	0	8	8	16	33
Apprch %	14.3	57.1	28.6		25	75	0		50	33.3	16.7		0	50	50		
Total %	3	12.1	6.1	21.2	3	9.1	0	12.1	9.1	6.1	3	18.2	0	24.2	24.2	48.5	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**2**	0	**2**	0	**2**	0	**2**	**1**	0	0	1	0	**1**	1	2	**7**
08:00 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	1	**2**	**3**	5
08:15 AM	0	0	**1**	1	0	0	0	0	1	0	0	1	0	0	2	2	4
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	4
Total Volume	0	2	1	3	0	3	0	3	2	1	1	4	0	3	7	10	20
% App. Total	0	66.7	33.3		0	100	0		50	25	25		0	30	70		
PHF	.000	.250	.250	.375	.000	.375	.000	.375	.500	.250	.250	.500	.000	.750	.875	.833	.714

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	**2**	0	**2**	0	**2**	0	**2**	**1**	0	0	1	0	**1**	1	2
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	0	1	**2**	**3**
+30 mins.	0	0	**1**	1	0	0	0	0	1	0	0	1	0	0	2	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3
Total Volume	0	2	1	3	0	3	0	3	2	1	1	4	0	3	7	10
% App. Total	0	66.7	33.3		0	100	0		50	25	25		0	30	70	
PHF	.000	.250	.250	.375	.000	.375	.000	.375	.500	.250	.250	.500	.000	.750	.875	.833

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

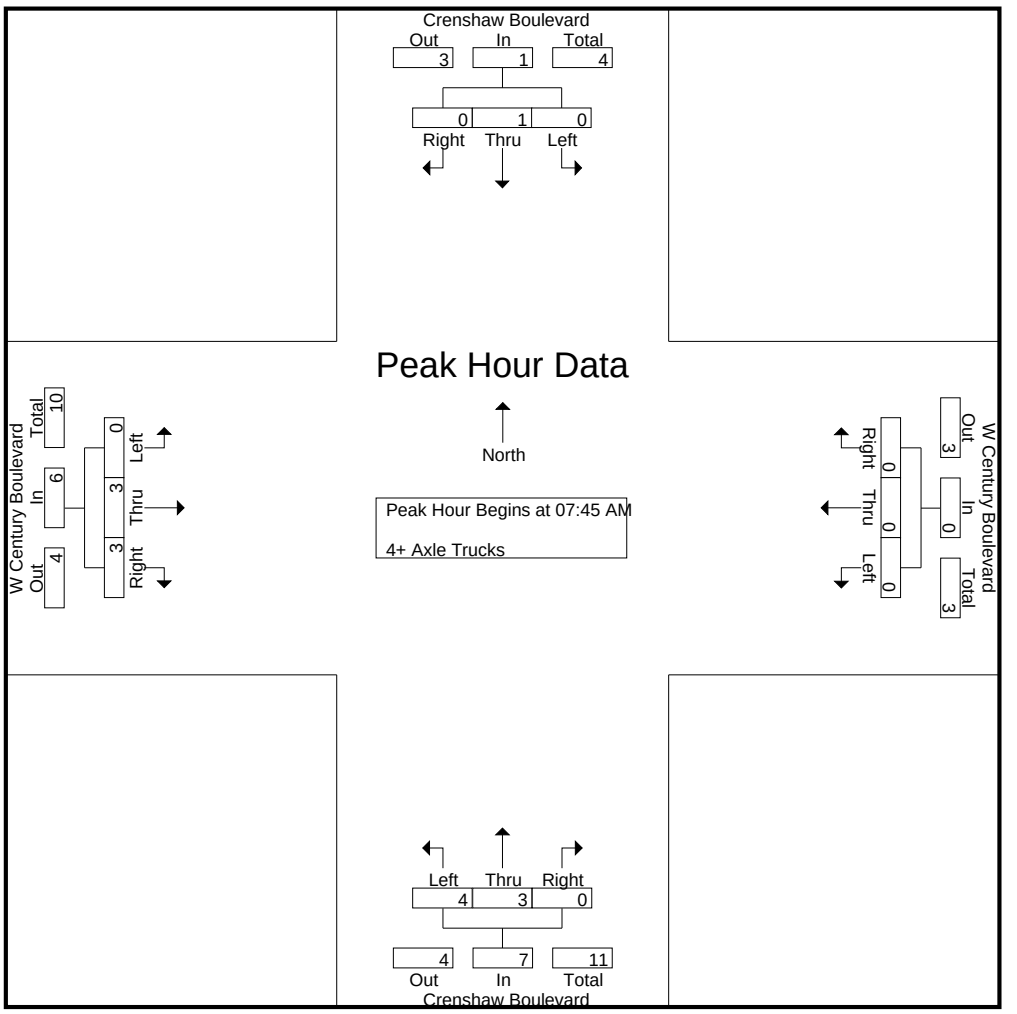
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	1	3	3	3	0	6	0	2	1	3	12
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	1	1	2	4
07:30 AM	0	0	0	0	0	1	0	1	1	2	0	3	0	1	2	3	7
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	3	4
Total	0	0	0	0	0	3	1	4	7	5	0	12	0	5	6	11	27
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	2	0	4	0	2	1	3	7
08:30 AM	0	1	0	1	0	0	0	0	1	1	0	2	0	0	0	0	3
08:45 AM	0	1	0	1	0	2	0	2	0	2	0	2	0	1	2	3	8
Total	0	2	0	2	0	2	0	2	3	5	0	8	0	3	3	6	18
Grand Total	0	2	0	2	0	5	1	6	10	10	0	20	0	8	9	17	45
Apprch %	0	100	0		0	83.3	16.7		50	50	0		0	47.1	52.9		
Total %	0	4.4	0	4.4	0	11.1	2.2	13.3	22.2	22.2	0	44.4	0	17.8	20	37.8	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	**2**	**3**	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	**2**	**2**	0	**4**	0	**2**	1	3	**7**
08:30 AM	0	**1**	0	**1**	0	0	0	0	1	1	0	2	0	0	0	0	3
Total Volume	0	1	0	1	0	0	0	0	4	3	0	7	0	3	3	6	14
% App. Total	0	100	0		0	0	0		57.1	42.9	0		0	50	50		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.375	.000	.438	.000	.375	.375	.500	.500

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City of Inglewood
N/S: Crenshaw Boulevard
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Weather: Clear

File Name : 03_IWD_Cren_Cen AM
Site Code : 10824407
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	1	**2**	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**2**	**2**	0	**4**	0	**2**	1	3
+45 mins.	0	**1**	0	**1**	0	0	0	0	1	1	0	2	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	4	3	0	7	0	3	3	6
% App. Total	0	100	0		0	0	0		57.1	42.9	0		0	50	50	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.500	.375	.000	.438	.000	.375	.375	.500

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

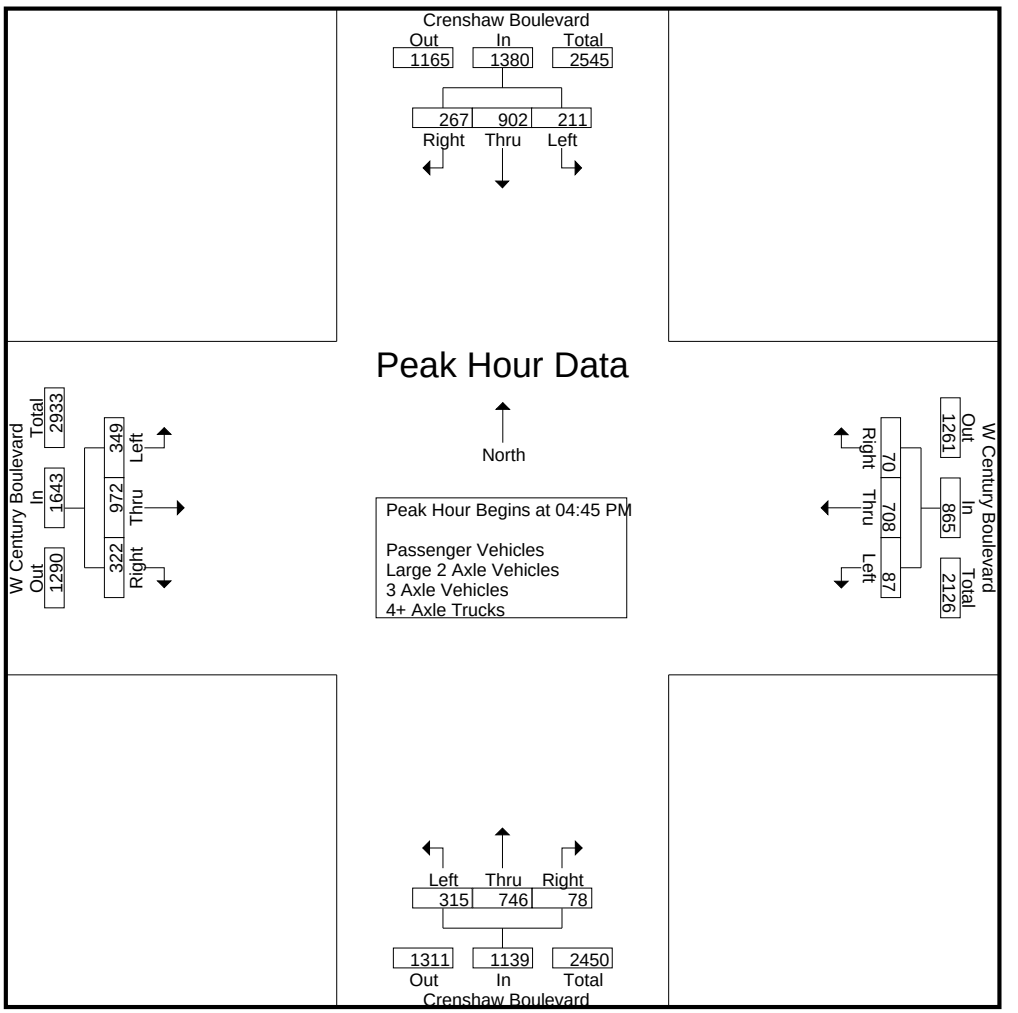
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	207	78	330	24	160	15	199	77	156	28	261	112	248	78	438	1228
04:15 PM	50	174	57	281	27	174	15	216	104	188	15	307	95	233	76	404	1208
04:30 PM	66	222	60	348	26	151	15	192	76	176	23	275	100	215	81	396	1211
04:45 PM	51	184	68	303	12	189	17	218	86	189	17	292	88	250	82	420	1233
Total	212	787	263	1262	89	674	62	825	343	709	83	1135	395	946	317	1658	4880
05:00 PM	66	232	66	364	23	171	14	208	97	179	17	293	83	234	72	389	1254
05:15 PM	48	227	61	336	30	181	24	235	62	174	18	254	93	269	82	444	1269
05:30 PM	46	259	72	377	22	167	15	204	70	204	26	300	85	219	86	390	1271
05:45 PM	63	215	68	346	23	147	22	192	80	152	23	255	99	239	85	423	1216
Total	223	933	267	1423	98	666	75	839	309	709	84	1102	360	961	325	1646	5010
Grand Total	435	1720	530	2685	187	1340	137	1664	652	1418	167	2237	755	1907	642	3304	9890
Apprch %	16.2	64.1	19.7		11.2	80.5	8.2		29.1	63.4	7.5		22.9	57.7	19.4		
Total %	4.4	17.4	5.4	27.1	1.9	13.5	1.4	16.8	6.6	14.3	1.7	22.6	7.6	19.3	6.5	33.4	
Passenger Vehicles	430	1686	526	2642	186	1320	136	1642	644	1385	163	2192	752	1875	635	3262	9738
% Passenger Vehicles	98.9	98	99.2	98.4	99.5	98.5	99.3	98.7	98.8	97.7	97.6	98	99.6	98.3	98.9	98.7	98.5
Large 2 Axle Vehicles	4	32	3	39	1	18	1	20	3	33	4	40	3	29	3	35	134
% Large 2 Axle Vehicles	0.9	1.9	0.6	1.5	0.5	1.3	0.7	1.2	0.5	2.3	2.4	1.8	0.4	1.5	0.5	1.1	1.4
3 Axle Vehicles	1	1	1	3	0	0	0	0	1	0	0	1	0	2	0	2	6
% 3 Axle Vehicles	0.2	0.1	0.2	0.1	0	0	0	0	0.2	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	1	0	1	0	2	0	2	4	0	0	4	0	1	4	5	12
% 4+ Axle Trucks	0	0.1	0	0	0	0.1	0	0.1	0.6	0	0	0.2	0	0.1	0.6	0.2	0.1

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	184	68	303	12	**189**	17	218	86	189	17	292	88	250	82	420	1233
05:00 PM	**66**	232	66	364	23	171	14	208	**97**	179	17	293	83	234	72	389	1254
05:15 PM	48	227	61	336	**30**	181	**24**	**235**	62	174	18	254	**93**	**269**	82	**444**	1269
05:30 PM	46	**259**	**72**	**377**	22	167	15	204	70	**204**	**26**	**300**	85	219	**86**	390	**1271**
Total Volume	211	902	267	1380	87	708	70	865	315	746	78	1139	349	972	322	1643	5027
% App. Total	15.3	65.4	19.3		10.1	81.8	8.1		27.7	65.5	6.8		21.2	59.2	19.6		
PHF	.799	.871	.927	.915	.725	.937	.729	.920	.812	.914	.750	.949	.938	.903	.936	.925	.989

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City of Inglewood
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File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:15 PM				04:00 PM			
+0 mins.	**66**	232	66	364	12	**189**	17	218	**104**	188	15	**307**	**112**	248	78	**438**
+15 mins.	48	227	61	336	23	171	14	208	76	176	**23**	275	95	233	76	404
+30 mins.	46	**259**	**72**	**377**	**30**	181	**24**	**235**	86	**189**	17	292	100	215	81	396
+45 mins.	63	215	68	346	22	167	15	204	97	179	17	293	88	**250**	**82**	420
Total Volume	223	933	267	1423	87	708	70	865	363	732	72	1167	395	946	317	1658
% App. Total	15.7	65.6	18.8		10.1	81.8	8.1		31.1	62.7	6.2		23.8	57.1	19.1	
PHF	.845	.901	.927	.944	.725	.937	.729	.920	.873	.968	.783	.950	.882	.946	.966	.946

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City of Inglewood
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E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
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Groups Printed- Passenger Vehicles

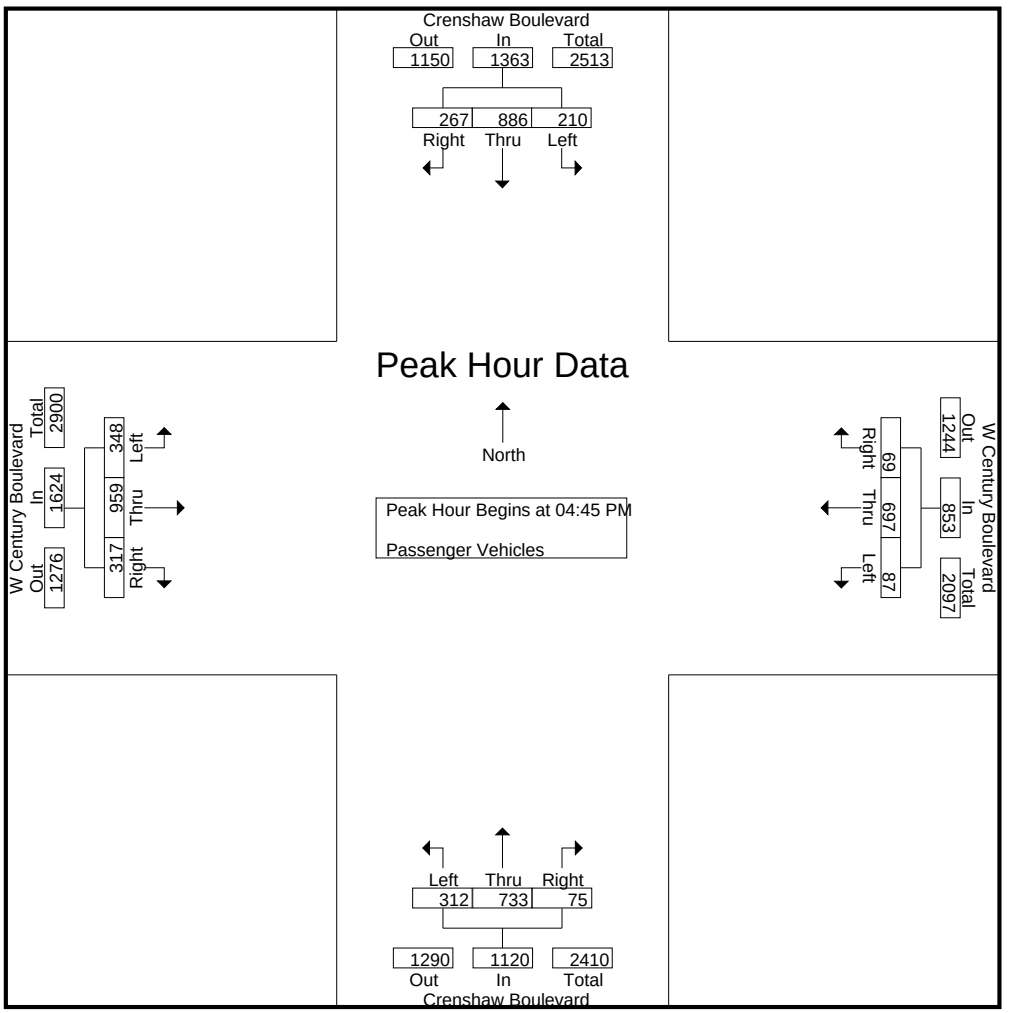
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	203	78	326	24	158	15	197	76	151	28	255	111	246	78	435	1213
04:15 PM	49	170	54	273	26	169	15	210	100	181	15	296	94	226	76	396	1175
04:30 PM	63	216	59	338	26	150	15	191	76	169	22	267	100	213	81	394	1190
04:45 PM	51	180	68	299	12	187	17	216	84	186	17	287	88	248	82	418	1220
Total	208	769	259	1236	88	664	62	814	336	687	82	1105	393	933	317	1643	4798
05:00 PM	65	227	66	358	23	168	13	204	96	176	15	287	83	232	70	385	1234
05:15 PM	48	222	61	331	30	179	24	233	62	172	17	251	92	263	79	434	1249
05:30 PM	46	257	72	375	22	163	15	200	70	199	26	295	85	216	86	387	1257
05:45 PM	63	211	68	342	23	146	22	191	80	151	23	254	99	231	83	413	1200
Total	222	917	267	1406	98	656	74	828	308	698	81	1087	359	942	318	1619	4940
Grand Total	430	1686	526	2642	186	1320	136	1642	644	1385	163	2192	752	1875	635	3262	9738
Apprch %	16.3	63.8	19.9		11.3	80.4	8.3		29.4	63.2	7.4		23.1	57.5	19.5		
Total %	4.4	17.3	5.4	27.1	1.9	13.6	1.4	16.9	6.6	14.2	1.7	22.5	7.7	19.3	6.5	33.5	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	51	180	68	299	12	**187**	17	216	84	186	17	287	88	248	82	418	1220
05:00 PM	**65**	227	66	358	23	168	13	204	**96**	176	15	287	83	232	70	385	1234
05:15 PM	48	222	61	331	**30**	179	**24**	**233**	62	172	17	251	**92**	**263**	79	**434**	1249
05:30 PM	46	**257**	**72**	**375**	22	163	15	200	70	**199**	**26**	**295**	85	216	**86**	387	**1257**
Total Volume	210	886	267	1363	87	697	69	853	312	733	75	1120	348	959	317	1624	4960
% App. Total	15.4	65	19.6		10.2	81.7	8.1		27.9	65.4	6.7		21.4	59.1	19.5		
PHF	.808	.862	.927	.909	.725	.932	.719	.915	.813	.921	.721	.949	.946	.912	.922	.935	.986

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	51	180	68	299	12	**187**	17	216	84	186	17	287	88	248	82	418
+15 mins.	**65**	227	66	358	23	168	13	204	**96**	176	15	287	83	232	70	385
+30 mins.	48	222	61	331	**30**	179	**24**	**233**	62	172	17	251	**92**	**263**	79	**434**
+45 mins.	46	**257**	**72**	**375**	22	163	15	200	70	**199**	**26**	**295**	85	216	**86**	387
Total Volume	210	886	267	1363	87	697	69	853	312	733	75	1120	348	959	317	1624
% App. Total	15.4	65	19.6		10.2	81.7	8.1		27.9	65.4	6.7		21.4	59.1	19.5	
PHF	.808	.862	.927	.909	.725	.932	.719	.915	.813	.921	.721	.949	.946	.912	.922	.935

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

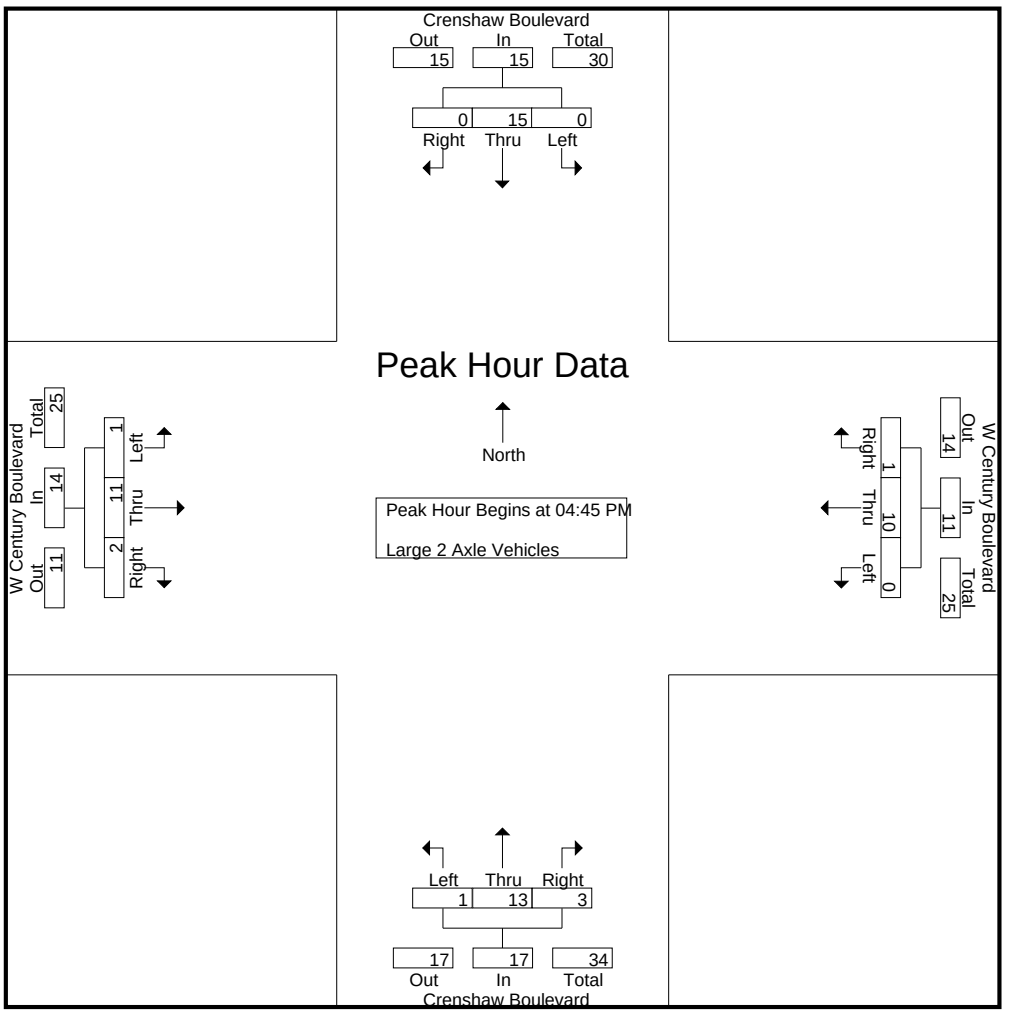
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	2	0	2	1	5	0	6	1	2	0	3	15
04:15 PM	1	4	2	7	1	4	0	5	1	7	0	8	1	6	0	7	27
04:30 PM	3	5	1	9	0	1	0	1	0	7	1	8	0	2	0	2	20
04:45 PM	0	4	0	4	0	2	0	2	1	3	0	4	0	2	0	2	12
Total	4	17	3	24	1	9	0	10	3	22	1	26	2	12	0	14	74
05:00 PM	0	5	0	5	0	3	1	4	0	3	2	5	0	2	1	3	17
05:15 PM	0	4	0	4	0	1	0	1	0	2	1	3	1	4	1	6	14
05:30 PM	0	2	0	2	0	4	0	4	0	5	0	5	0	3	0	3	14
05:45 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	8	1	9	15
Total	0	15	0	15	0	9	1	10	0	11	3	14	1	17	3	21	60
Grand Total	4	32	3	39	1	18	1	20	3	33	4	40	3	29	3	35	134
Apprch %	10.3	82.1	7.7		5	90	5		7.5	82.5	10		8.6	82.9	8.6		
Total %	3	23.9	2.2	29.1	0.7	13.4	0.7	14.9	2.2	24.6	3	29.9	2.2	21.6	2.2	26.1	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	4	0	4	0	2	0	2	**1**	3	0	4	0	2	0	2	12
05:00 PM	0	**5**	0	**5**	0	3	**1**	**4**	0	3	**2**	**5**	0	2	**1**	3	**17**
05:15 PM	0	4	0	4	0	1	0	1	0	2	1	3	**1**	**4**	1	**6**	14
05:30 PM	0	2	0	2	0	**4**	0	4	0	**5**	0	5	0	3	0	3	14
Total Volume	0	15	0	15	0	10	1	11	1	13	3	17	1	11	2	14	57
% App. Total	0	100	0		0	90.9	9.1		5.9	76.5	17.6		7.1	78.6	14.3		
PHF	.000	.750	.000	.750	.000	.625	.250	.688	.250	.650	.375	.850	.250	.688	.500	.583	.838

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	4	0	4	0	2	0	2	**1**	3	0	4	0	2	0	2
+15 mins.	0	**5**	0	**5**	0	3	**1**	**4**	0	3	**2**	**5**	0	2	**1**	3
+30 mins.	0	4	0	4	0	1	0	1	0	2	1	3	**1**	**4**	1	**6**
+45 mins.	0	2	0	2	0	**4**	0	4	0	**5**	0	5	0	3	0	3
Total Volume	0	15	0	15	0	10	1	11	1	13	3	17	1	11	2	14
% App. Total	0	100	0		0	90.9	9.1		5.9	76.5	17.6		7.1	78.6	14.3	
PHF	.000	.750	.000	.750	.000	.625	.250	.688	.250	.650	.375	.850	.250	.688	.500	.583

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

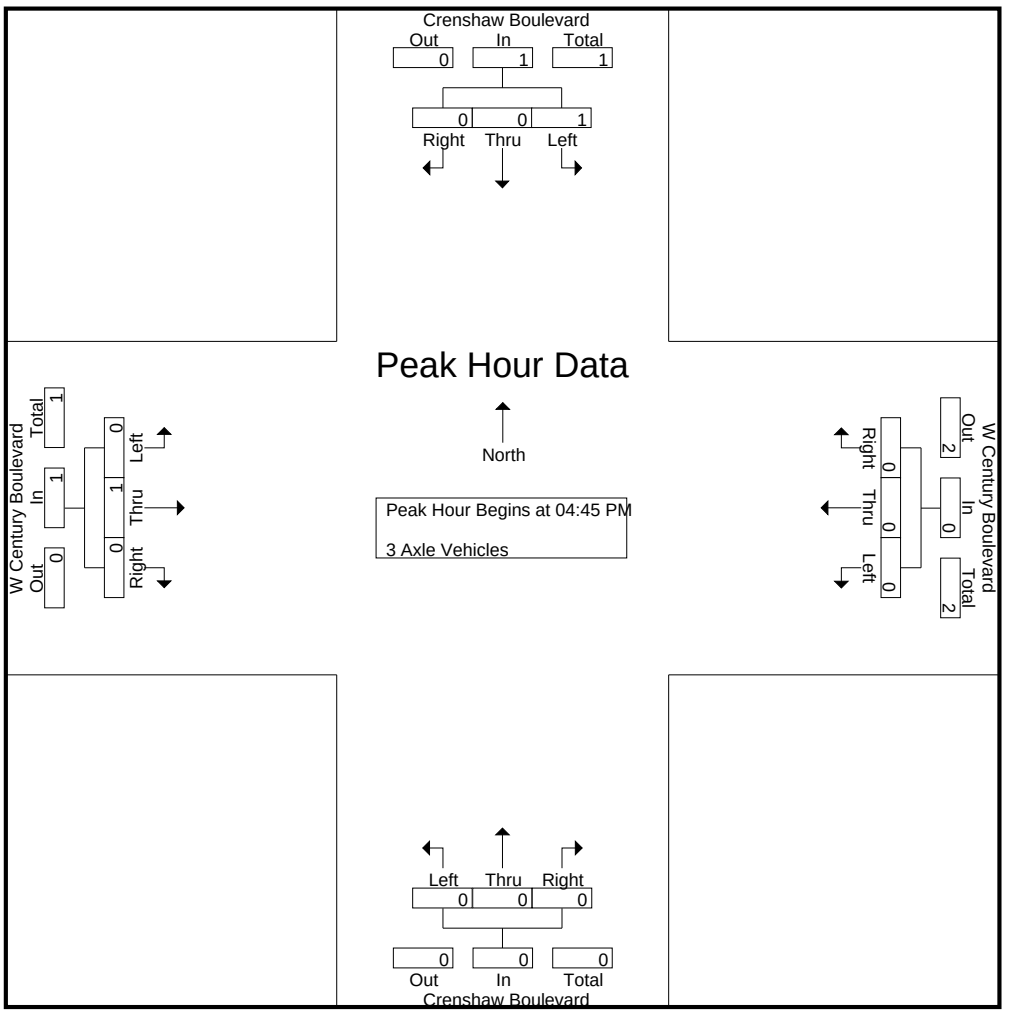
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	0	0	0	1	0	0	1	0	1	0	1	3
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	1	0	0	1	0	1	0	1	4
05:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Grand Total	1	1	1	3	0	0	0	0	1	0	0	1	0	2	0	2	6
Apprch %	33.3	33.3	33.3		0	0	0		100	0	0		0	100	0		
Total %	16.7	16.7	16.7	50	0	0	0	0	16.7	0	0	16.7	0	33.3	0	33.3	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

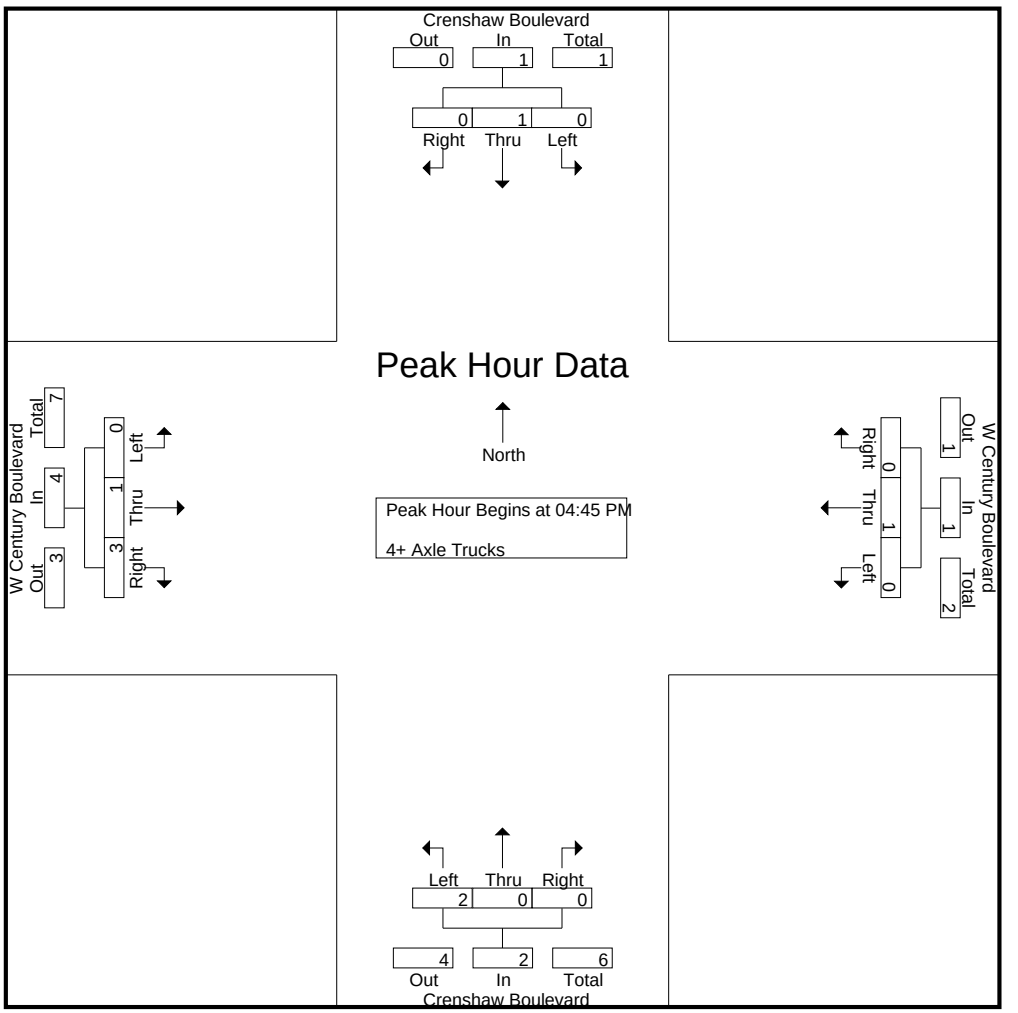
	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	3	0	0	3	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	2	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	1	0	1	1	0	0	1	0	1	4	5	8
Grand Total	0	1	0	1	0	2	0	2	4	0	0	4	0	1	4	5	12
Apprch %	0	100	0		0	100	0		100	0	0		0	20	80		
Total %	0	8.3	0	8.3	0	16.7	0	16.7	33.3	0	0	33.3	0	8.3	33.3	41.7	

	Crenshaw Boulevard Southbound				W Century Boulevard Westbound				Crenshaw Boulevard Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2
05:15 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	**1**	**2**	**3**	**5**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	2	0	0	2	0	1	3	4	8
% App. Total	0	100	0		0	100	0		100	0	0		0	25	75		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.500	.000	.000	.500	.000	.250	.375	.333	.400

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard
Weather: Clear

File Name : 03_IWD_Cren_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1
+30 mins.	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	**1**	**2**	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	1	0	1	2	0	0	2	0	1	3	4
% App. Total	0	100	0		0	100	0		100	0	0		0	25	75	
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.500	.000	.000	.500	.000	.250	.375	.333

Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Crenshaw Boulevard	East Leg W Century Boulevard	South Leg Crenshaw Boulevard	West Leg W Century Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	8	0	0	7	15
7:15 AM	5	5	3	4	17
7:30 AM	4	2	6	10	22
7:45 AM	4	1	0	7	12
8:00 AM	3	4	8	4	19
8:15 AM	2	5	2	6	15
8:30 AM	4	2	4	3	13
8:45 AM	6	3	0	1	10
TOTAL VOLUMES:	36	22	23	42	123

	North Leg Crenshaw Boulevard	East Leg W Century Boulevard	South Leg Crenshaw Boulevard	West Leg W Century Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	5	4	6	6	21
4:15 PM	6	4	9	4	23
4:30 PM	14	7	8	8	37
4:45 PM	15	4	4	9	32
5:00 PM	6	3	13	6	28
5:15 PM	14	2	7	8	31
5:30 PM	8	6	6	8	28
5:45 PM	2	1	7	7	17
TOTAL VOLUMES:	70	31	60	56	217

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Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W Century Boulevard

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Crenshaw Boulevard			Westbound W Century Boulevard			Northbound Crenshaw Boulevard			Eastbound W Century Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Crenshaw Boulevard			Westbound W Century Boulevard			Northbound Crenshaw Boulevard			Eastbound W Century Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

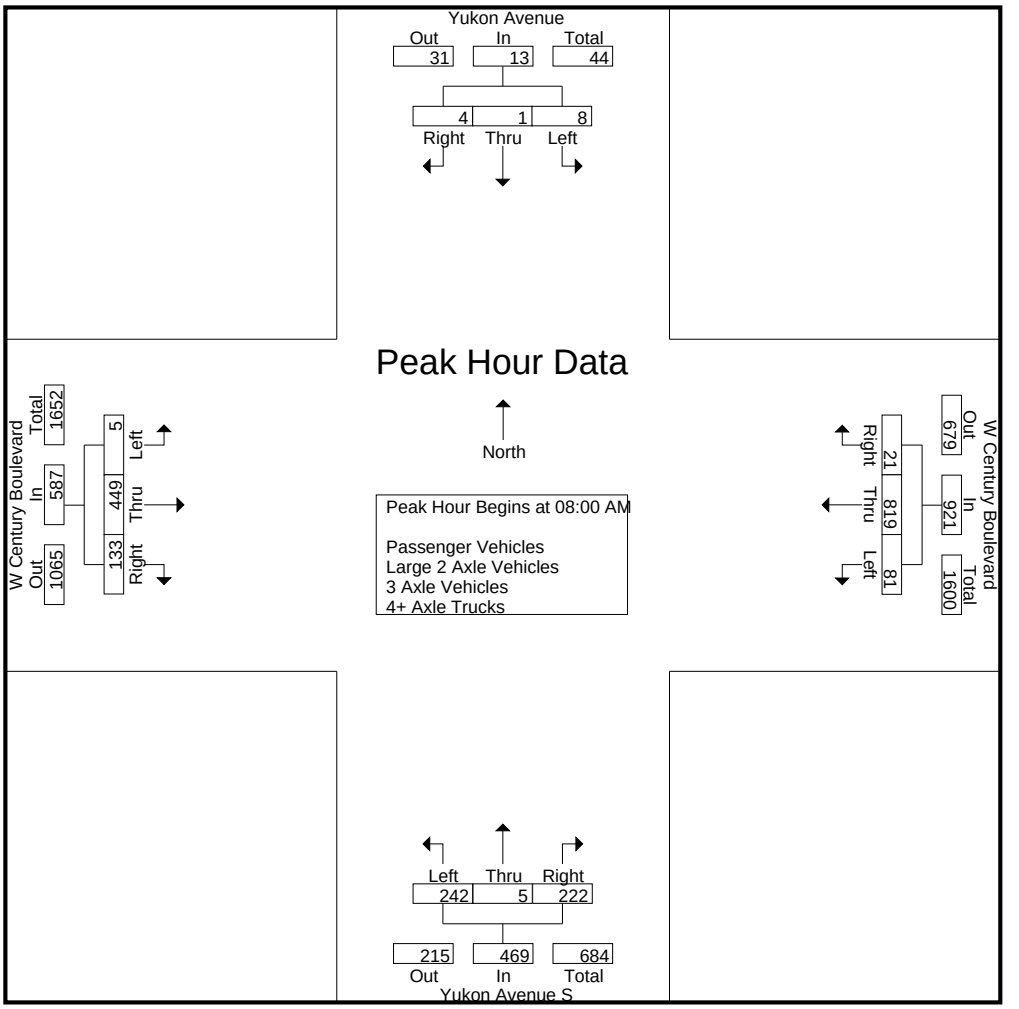
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	3	5	13	190	6	209	57	0	40	97	0	87	17	104	415
07:15 AM	0	0	1	1	19	294	11	324	37	1	25	63	1	100	16	117	505
07:30 AM	2	0	2	4	17	226	8	251	63	1	34	98	3	99	18	120	473
07:45 AM	1	1	0	2	17	241	12	270	54	1	43	98	0	83	35	118	488
Total	5	1	6	12	66	951	37	1054	211	3	142	356	4	369	86	459	1881
08:00 AM	2	0	1	3	14	199	1	214	69	2	57	128	1	104	34	139	484
08:15 AM	0	0	1	1	15	181	2	198	68	0	45	113	1	117	39	157	469
08:30 AM	5	1	1	7	29	195	7	231	59	1	65	125	1	96	31	128	491
08:45 AM	1	0	1	2	23	244	11	278	46	2	55	103	2	132	29	163	546
Total	8	1	4	13	81	819	21	921	242	5	222	469	5	449	133	587	1990
Grand Total	13	2	10	25	147	1770	58	1975	453	8	364	825	9	818	219	1046	3871
Apprch %	52	8	40		7.4	89.6	2.9		54.9	1	44.1		0.9	78.2	20.9		
Total %	0.3	0.1	0.3	0.6	3.8	45.7	1.5	51	11.7	0.2	9.4	21.3	0.2	21.1	5.7	27	
Passenger Vehicles	10	2	5	17	145	1702	51	1898	435	8	358	801	7	764	209	980	3696
% Passenger Vehicles	76.9	100	50	68	98.6	96.2	87.9	96.1	96	100	98.4	97.1	77.8	93.4	95.4	93.7	95.5
Large 2 Axle Vehicles	0	0	1	1	2	51	2	55	11	0	4	15	1	28	9	38	109
% Large 2 Axle Vehicles	0	0	10	4	1.4	2.9	3.4	2.8	2.4	0	1.1	1.8	11.1	3.4	4.1	3.6	2.8
3 Axle Vehicles	3	0	2	5	0	4	4	8	0	0	0	0	1	11	1	13	26
% 3 Axle Vehicles	23.1	0	20	20	0	0.2	6.9	0.4	0	0	0	0	11.1	1.3	0.5	1.2	0.7
4+ Axle Trucks	0	0	2	2	0	13	1	14	7	0	2	9	0	15	0	15	40
% 4+ Axle Trucks	0	0	20	8	0	0.7	1.7	0.7	1.5	0	0.5	1.1	0	1.8	0	1.4	1

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	0	**1**	3	14	199	1	214	**69**	**2**	57	**128**	1	104	34	139	484
08:15 AM	0	0	1	1	15	181	2	198	68	0	45	113	1	117	**39**	157	469
08:30 AM	**5**	**1**	1	**7**	**29**	195	7	231	59	1	**65**	125	1	96	31	128	491
08:45 AM	1	0	1	2	23	**244**	**11**	**278**	46	2	55	103	**2**	**132**	29	**163**	**546**
Total Volume	8	1	4	13	81	819	21	921	242	5	222	469	5	449	133	587	1990
% App. Total	61.5	7.7	30.8		8.8	88.9	2.3		51.6	1.1	47.3		0.9	76.5	22.7		
PHF	.400	.250	1.00	.464	.698	.839	.477	.828	.877	.625	.854	.916	.625	.850	.853	.900	.911

Counts Unlimited, Inc.
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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:15 AM				08:00 AM				08:00 AM			
+0 mins.	1	**1**	0	2	**19**	**294**	11	**324**	**69**	**2**	57	**128**	1	104	34	139
+15 mins.	2	0	**1**	3	17	226	8	251	68	0	45	113	1	117	**39**	157
+30 mins.	0	0	1	1	17	241	**12**	270	59	1	**65**	125	1	96	31	128
+45 mins.	**5**	1	1	**7**	14	199	1	214	46	2	55	103	**2**	**132**	29	**163**
Total Volume	8	2	3	13	67	960	32	1059	242	5	222	469	5	449	133	587
% App. Total	61.5	15.4	23.1		6.3	90.7	3		51.6	1.1	47.3		0.9	76.5	22.7	
PHF	.400	.500	.750	.464	.882	.816	.667	.817	.877	.625	.854	.916	.625	.850	.853	.900

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

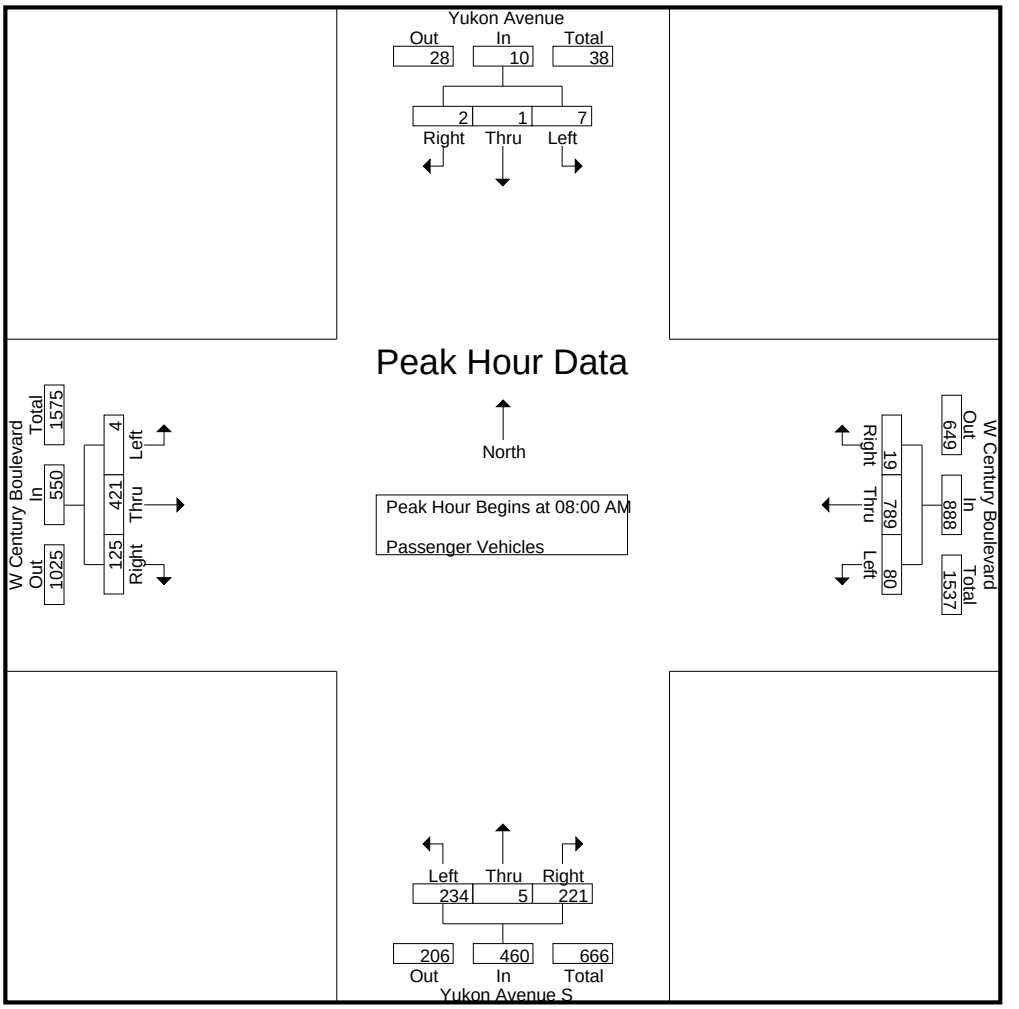
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	3	3	12	180	5	197	53	0	39	92	0	82	17	99	391
07:15 AM	0	0	0	0	19	280	10	309	36	1	25	62	0	93	15	108	479
07:30 AM	2	0	0	2	17	217	8	242	60	1	32	93	3	90	18	111	448
07:45 AM	1	1	0	2	17	236	9	262	52	1	41	94	0	78	34	112	470
Total	3	1	3	7	65	913	32	1010	201	3	137	341	3	343	84	430	1788
08:00 AM	1	0	1	2	14	193	1	208	67	2	57	126	1	100	32	133	469
08:15 AM	0	0	0	0	15	173	2	190	65	0	45	110	1	109	37	147	447
08:30 AM	5	1	0	6	29	189	7	225	58	1	65	124	1	89	27	117	472
08:45 AM	1	0	1	2	22	234	9	265	44	2	54	100	1	123	29	153	520
Total	7	1	2	10	80	789	19	888	234	5	221	460	4	421	125	550	1908
Grand Total	10	2	5	17	145	1702	51	1898	435	8	358	801	7	764	209	980	3696
Apprch %	58.8	11.8	29.4		7.6	89.7	2.7		54.3	1	44.7		0.7	78	21.3		
Total %	0.3	0.1	0.1	0.5	3.9	46	1.4	51.4	11.8	0.2	9.7	21.7	0.2	20.7	5.7	26.5	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	**1**	2	14	193	1	208	**67**	**2**	57	**126**	**1**	100	32	133	469
08:15 AM	0	0	0	0	15	173	2	190	65	0	45	110	1	109	**37**	147	447
08:30 AM	**5**	**1**	0	**6**	**29**	189	7	225	58	1	**65**	124	1	89	27	117	472
08:45 AM	1	0	1	2	22	**234**	**9**	**265**	44	2	54	100	1	**123**	29	**153**	**520**
Total Volume	7	1	2	10	80	789	19	888	234	5	221	460	4	421	125	550	1908
% App. Total	70	10	20		9	88.9	2.1		50.9	1.1	48		0.7	76.5	22.7		
PHF	.350	.250	.500	.417	.690	.843	.528	.838	.873	.625	.850	.913	1.00	.856	.845	.899	.917

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	1	0	**1**	2	14	193	1	208	**67**	**2**	57	**126**	**1**	100	32	133
+15 mins.	0	0	0	0	15	173	2	190	65	0	45	110	1	109	**37**	147
+30 mins.	**5**	**1**	0	**6**	**29**	189	7	225	58	1	**65**	124	1	89	27	117
+45 mins.	1	0	1	2	22	**234**	**9**	**265**	44	2	54	100	1	**123**	29	**153**
Total Volume	7	1	2	10	80	789	19	888	234	5	221	460	4	421	125	550
% App. Total	70	10	20		9	88.9	2.1		50.9	1.1	48		0.7	76.5	22.7	
PHF	.350	.250	.500	.417	.690	.843	.528	.838	.873	.625	.850	.913	1.000	.856	.845	.899

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

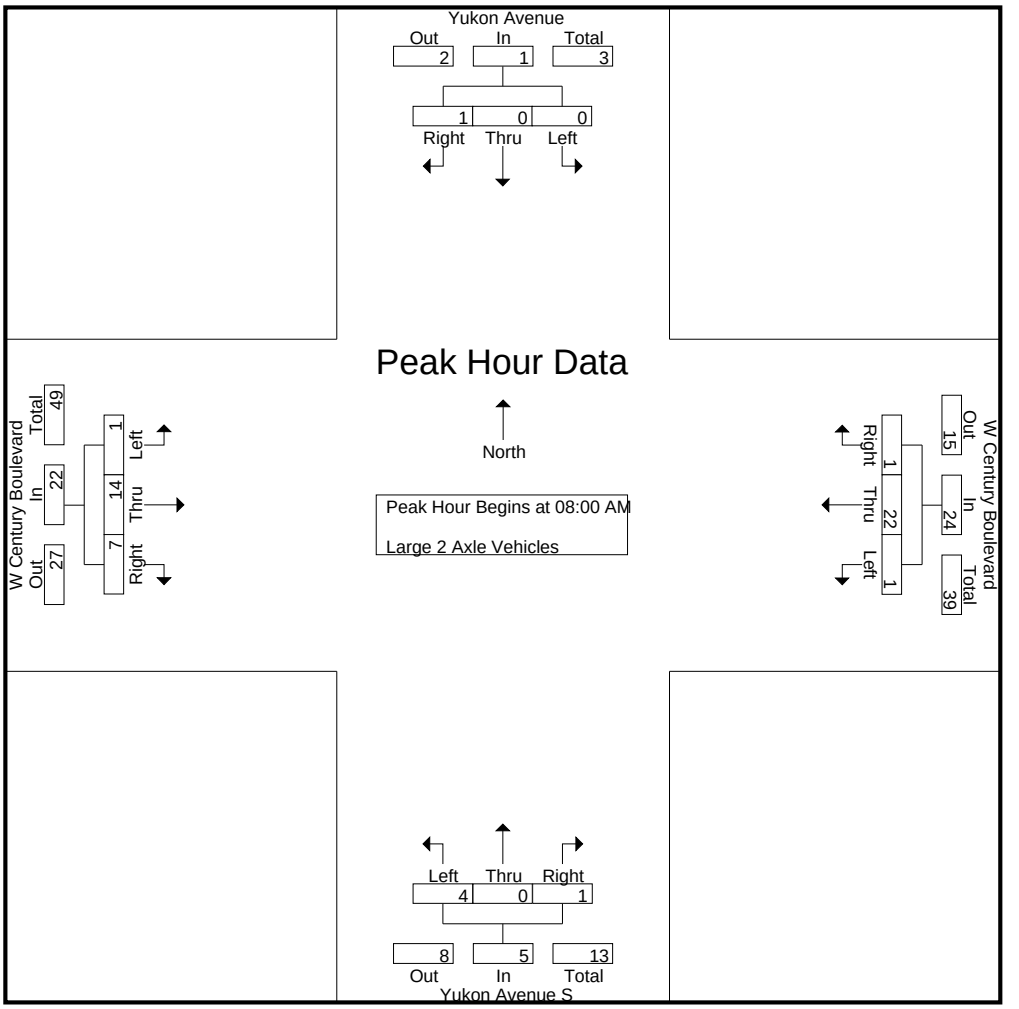
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	9	0	10	3	0	0	3	0	2	0	2	15
07:15 AM	0	0	0	0	0	11	1	12	1	0	0	1	0	5	1	6	19
07:30 AM	0	0	0	0	0	7	0	7	1	0	2	3	0	4	0	4	14
07:45 AM	0	0	0	0	0	2	0	2	2	0	1	3	0	3	1	4	9
Total	0	0	0	0	1	29	1	31	7	0	3	10	0	14	2	16	57
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2	6
08:15 AM	0	0	0	0	0	7	0	7	3	0	0	3	0	4	2	6	16
08:30 AM	0	0	1	1	0	4	0	4	1	0	0	1	0	2	4	6	12
08:45 AM	0	0	0	0	1	7	1	9	0	0	1	1	1	7	0	8	18
Total	0	0	1	1	1	22	1	24	4	0	1	5	1	14	7	22	52
Grand Total	0	0	1	1	2	51	2	55	11	0	4	15	1	28	9	38	109
Apprch %	0	0	100		3.6	92.7	3.6		73.3	0	26.7		2.6	73.7	23.7		
Total %	0	0	0.9	0.9	1.8	46.8	1.8	50.5	10.1	0	3.7	13.8	0.9	25.7	8.3	34.9	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2	6
08:15 AM	0	0	0	0	0	**7**	0	7	**3**	0	0	**3**	0	4	2	6	16
08:30 AM	0	0	**1**	**1**	0	4	0	4	1	0	0	1	0	2	**4**	6	12
08:45 AM	0	0	0	0	**1**	7	**1**	**9**	0	0	**1**	1	**1**	**7**	0	**8**	**18**
Total Volume	0	0	1	1	1	22	1	24	4	0	1	5	1	14	7	22	52
% App. Total	0	0	100		4.2	91.7	4.2		80	0	20		4.5	63.6	31.8		
PHF	.000	.000	.250	.250	.250	.786	.250	.667	.333	.000	.250	.417	.250	.500	.438	.688	.722

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2
+15 mins.	0	0	0	0	0	**7**	0	7	**3**	0	0	**3**	0	4	2	6
+30 mins.	0	0	**1**	**1**	0	4	0	4	1	0	0	1	0	2	**4**	6
+45 mins.	0	0	0	0	**1**	7	**1**	**9**	0	0	**1**	1	**1**	**7**	0	**8**
Total Volume	0	0	1	1	1	22	1	24	4	0	1	5	1	14	7	22
% App. Total	0	0	100		4.2	91.7	4.2		80	0	20		4.5	63.6	31.8	
PHF	.000	.000	.250	.250	.250	.786	.250	.667	.333	.000	.250	.417	.250	.500	.438	.688

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

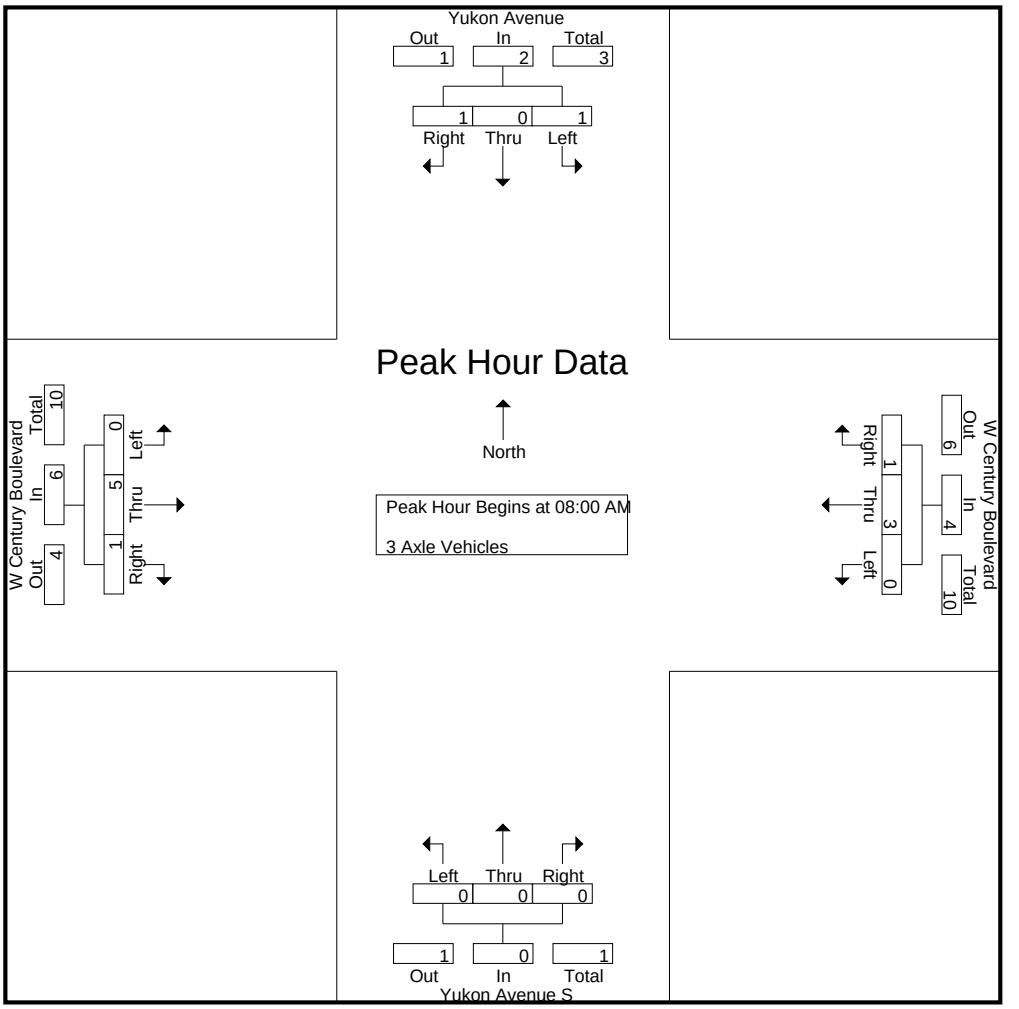
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	3	0	3	4
07:45 AM	0	0	0	0	0	1	3	4	0	0	0	0	0	1	0	1	5
Total	2	0	1	3	0	1	3	4	0	0	0	0	1	6	0	7	14
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	1	2	3
08:15 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
Total	1	0	1	2	0	3	1	4	0	0	0	0	0	5	1	6	12
Grand Total	3	0	2	5	0	4	4	8	0	0	0	0	1	11	1	13	26
Apprch %	60	0	40		0	50	50		0	0	0		7.7	84.6	7.7		
Total %	11.5	0	7.7	19.2	0	15.4	15.4	30.8	0	0	0	0	3.8	42.3	3.8	50	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	**1**	**2**	3
08:15 AM	0	0	**1**	1	0	**1**	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	**2**	0	2	**4**
Total Volume	1	0	1	2	0	3	1	4	0	0	0	0	0	5	1	6	12
% App. Total	50	0	50		0	75	25		0	0	0		0	83.3	16.7		
PHF	.250	.000	.250	.500	.000	.750	.250	.500	.000	.000	.000	.000	.000	.625	.250	.750	.750

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	1	**1**	**2**
+15 mins.	0	0	**1**	1	0	**1**	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	1	**1**	**2**	0	0	0	0	0	**2**	0	2
Total Volume	1	0	1	2	0	3	1	4	0	0	0	0	0	5	1	6
% App. Total	50	0	50		0	75	25		0	0	0		0	83.3	16.7	
PHF	.250	.000	.250	.500	.000	.750	.250	.500	.000	.000	.000	.000	.000	.625	.250	.750

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

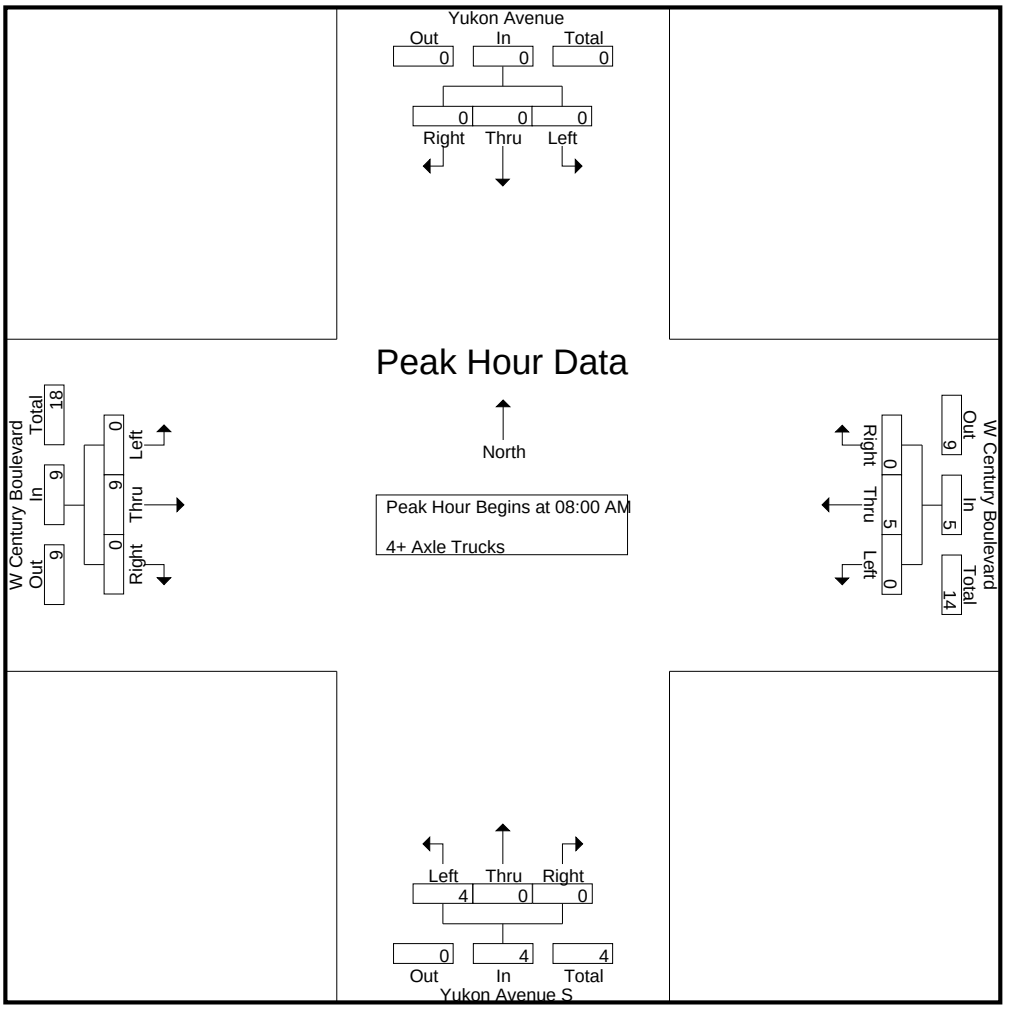
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	2	1	0	1	2	0	2	0	2	6
07:15 AM	0	0	1	1	0	3	0	3	0	0	0	0	0	1	0	1	5
07:30 AM	0	0	1	1	0	2	0	2	2	0	0	2	0	2	0	2	7
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
Total	0	0	2	2	0	8	1	9	3	0	2	5	0	6	0	6	22
08:00 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	2	0	2	6
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	0	4	5
08:45 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	0	0	0	0	0	5	0	5	4	0	0	4	0	9	0	9	18
Grand Total	0	0	2	2	0	13	1	14	7	0	2	9	0	15	0	15	40
Apprch %	0	0	100		0	92.9	7.1		77.8	0	22.2		0	100	0		
Total %	0	0	5	5	0	32.5	2.5	35	17.5	0	5	22.5	0	37.5	0	37.5	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**	0	2	0	2	**6**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**	5
08:45 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0	4
Total Volume	0	0	0	0	0	5	0	5	4	0	0	4	0	9	0	9	18
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500	.000	.563	.000	.563	.750

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	**2**	0	0	**2**	0	2	0	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**4**	0	**4**
+45 mins.	0	0	0	0	0	2	0	2	2	0	0	2	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	4	0	0	4	0	9	0	9
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.500	.000	.000	.500	.000	.563	.000	.563

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

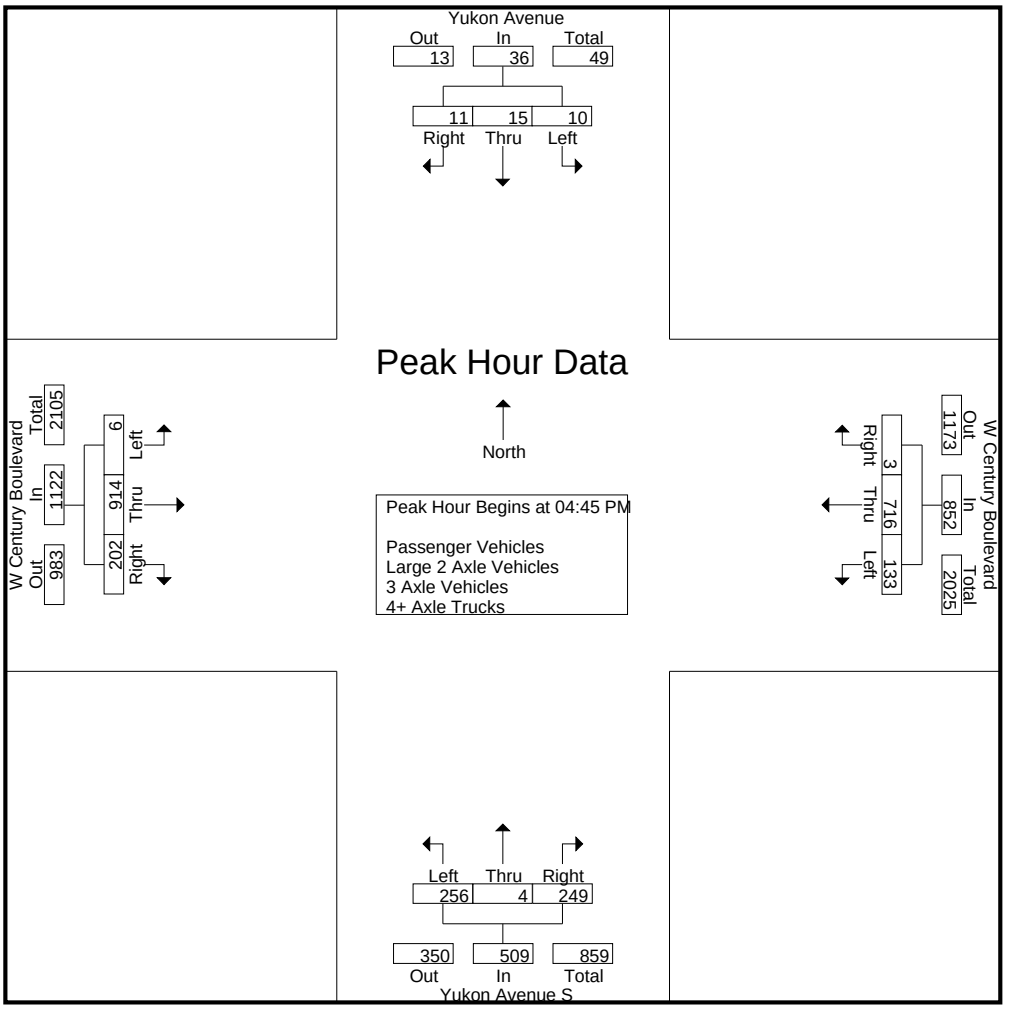
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	1	3	35	164	2	201	79	2	64	145	0	193	47	240	589
04:15 PM	1	1	1	3	40	161	1	202	55	1	77	133	0	220	57	277	615
04:30 PM	1	1	5	7	29	158	2	189	57	1	49	107	0	247	52	299	602
04:45 PM	0	2	1	3	38	170	0	208	65	0	60	125	0	239	60	299	635
Total	3	5	8	16	142	653	5	800	256	4	250	510	0	899	216	1115	2441
05:00 PM	3	1	3	7	29	175	0	204	77	2	60	139	3	237	47	287	637
05:15 PM	3	8	2	13	27	192	2	221	61	1	71	133	0	200	40	240	607
05:30 PM	4	4	5	13	39	179	1	219	53	1	58	112	3	238	55	296	640
05:45 PM	0	3	1	4	44	168	2	214	61	0	49	110	1	221	51	273	601
Total	10	16	11	37	139	714	5	858	252	4	238	494	7	896	193	1096	2485
Grand Total	13	21	19	53	281	1367	10	1658	508	8	488	1004	7	1795	409	2211	4926
Apprch %	24.5	39.6	35.8		16.9	82.4	0.6		50.6	0.8	48.6		0.3	81.2	18.5		
Total %	0.3	0.4	0.4	1.1	5.7	27.8	0.2	33.7	10.3	0.2	9.9	20.4	0.1	36.4	8.3	44.9	
Passenger Vehicles	13	21	18	52	273	1347	10	1630	504	8	482	994	7	1768	400	2175	4851
% Passenger Vehicles	100	100	94.7	98.1	97.2	98.5	100	98.3	99.2	100	98.8	99	100	98.5	97.8	98.4	98.5
Large 2 Axle Vehicles	0	0	1	1	6	19	0	25	3	0	4	7	0	25	7	32	65
% Large 2 Axle Vehicles	0	0	5.3	1.9	2.1	1.4	0	1.5	0.6	0	0.8	0.7	0	1.4	1.7	1.4	1.3
3 Axle Vehicles	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0	0	0	0.4	0.1	0	0.1	0.2	0	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	1	0	0	1	0	0	2	2	0	2	2	4	7
% 4+ Axle Trucks	0	0	0	0	0.4	0	0	0.1	0	0	0.4	0.2	0	0.1	0.5	0.2	0.1

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	1	3	38	170	0	208	65	0	60	125	0	**239**	**60**	**299**	635
05:00 PM	3	1	3	7	29	175	0	204	**77**	**2**	60	**139**	**3**	237	47	287	637
05:15 PM	3	**8**	2	**13**	27	**192**	**2**	**221**	61	1	**71**	133	0	200	40	240	607
05:30 PM	**4**	4	**5**	13	**39**	179	1	219	53	1	58	112	3	238	55	296	**640**
Total Volume	10	15	11	36	133	716	3	852	256	4	249	509	6	914	202	1122	2519
% App. Total	27.8	41.7	30.6		15.6	84	0.4		50.3	0.8	48.9		0.5	81.5	18		
PHF	.625	.469	.550	.692	.853	.932	.375	.964	.831	.500	.877	.915	.500	.956	.842	.938	.984

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:00 PM				04:15 PM			
+0 mins.	3	1	3	7	29	175	0	204	**79**	**2**	64	**145**	0	220	57	277
+15 mins.	3	**8**	2	**13**	27	**192**	**2**	**221**	55	1	**77**	133	0	**247**	52	**299**
+30 mins.	**4**	4	**5**	13	39	179	1	219	57	1	49	107	0	239	**60**	299
+45 mins.	0	3	1	4	**44**	168	2	214	65	0	60	125	**3**	237	47	287
Total Volume	10	16	11	37	139	714	5	858	256	4	250	510	3	943	216	1162
% App. Total	27	43.2	29.7		16.2	83.2	0.6		50.2	0.8	49		0.3	81.2	18.6	
PHF	.625	.500	.550	.712	.790	.930	.625	.971	.810	.500	.812	.879	.250	.954	.900	.972

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City of Inglewood
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File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

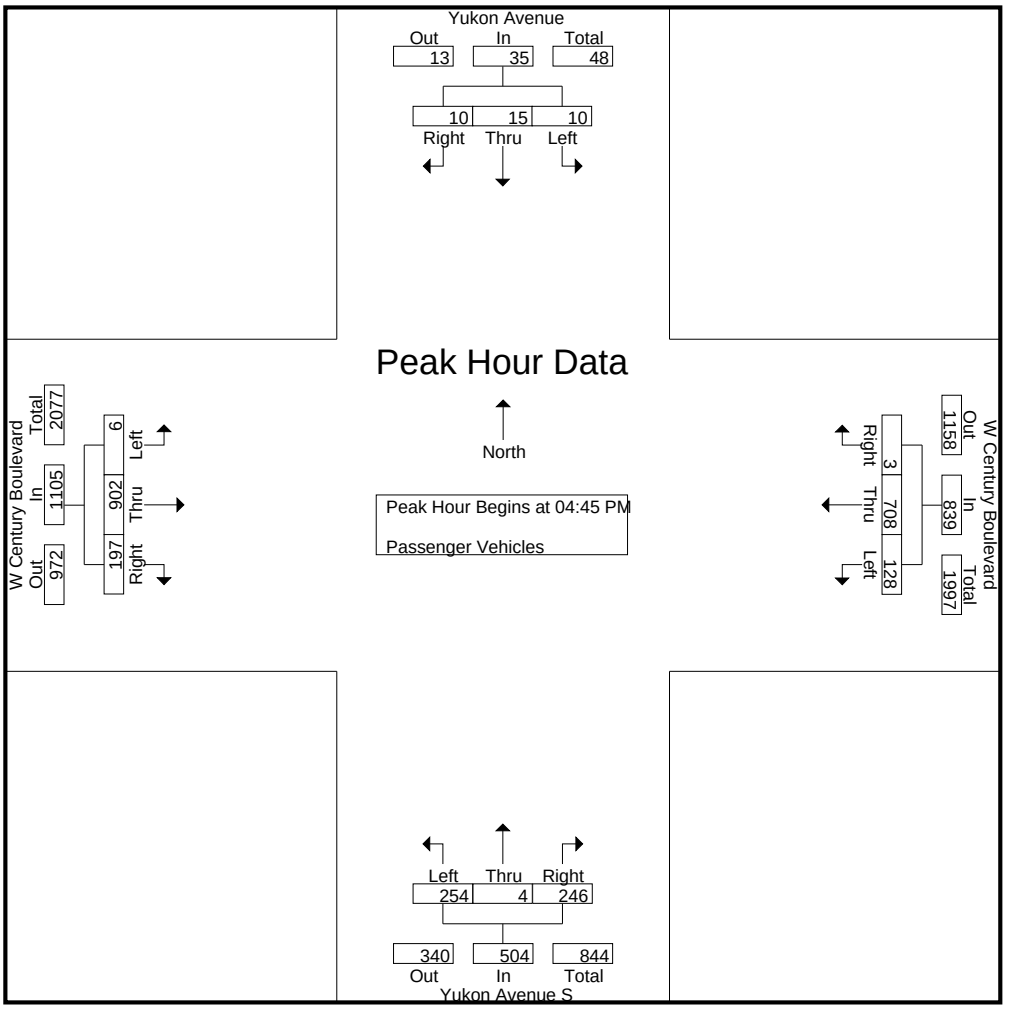
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	1	3	34	160	2	196	79	2	63	144	0	189	46	235	578
04:15 PM	1	1	1	3	38	156	1	195	54	1	76	131	0	215	56	271	600
04:30 PM	1	1	5	7	29	157	2	188	56	1	49	106	0	246	51	297	598
04:45 PM	0	2	1	3	38	168	0	206	64	0	60	124	0	236	59	295	628
Total	3	5	8	16	139	641	5	785	253	4	248	505	0	886	212	1098	2404
05:00 PM	3	1	2	6	26	173	0	199	77	2	59	138	3	234	46	283	626
05:15 PM	3	8	2	13	25	190	2	217	60	1	70	131	0	196	39	235	596
05:30 PM	4	4	5	13	39	177	1	217	53	1	57	111	3	236	53	292	633
05:45 PM	0	3	1	4	44	166	2	212	61	0	48	109	1	216	50	267	592
Total	10	16	10	36	134	706	5	845	251	4	234	489	7	882	188	1077	2447
Grand Total	13	21	18	52	273	1347	10	1630	504	8	482	994	7	1768	400	2175	4851
Apprch %	25	40.4	34.6		16.7	82.6	0.6		50.7	0.8	48.5		0.3	81.3	18.4		
Total %	0.3	0.4	0.4	1.1	5.6	27.8	0.2	33.6	10.4	0.2	9.9	20.5	0.1	36.4	8.2	44.8	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	1	3	38	168	0	206	64	0	60	124	0	**236**	**59**	**295**	628
05:00 PM	3	1	2	6	26	173	0	199	**77**	**2**	59	**138**	**3**	234	46	283	626
05:15 PM	3	**8**	2	**13**	25	**190**	**2**	**217**	60	1	**70**	131	0	196	39	235	596
05:30 PM	**4**	4	**5**	13	**39**	177	1	217	53	1	57	111	3	236	53	292	**633**
Total Volume	10	15	10	35	128	708	3	839	254	4	246	504	6	902	197	1105	2483
% App. Total	28.6	42.9	28.6		15.3	84.4	0.4		50.4	0.8	48.8		0.5	81.6	17.8		
PHF	.625	.469	.500	.673	.821	.932	.375	.967	.825	.500	.879	.913	.500	.956	.835	.936	.981

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	2	1	3	38	168	0	206	64	0	60	124	0	**236**	**59**	**295**
+15 mins.	3	1	2	6	26	173	0	199	**77**	**2**	59	**138**	**3**	234	46	283
+30 mins.	3	**8**	2	**13**	25	**190**	**2**	**217**	60	1	**70**	131	0	196	39	235
+45 mins.	**4**	4	**5**	13	**39**	177	1	217	53	1	57	111	3	236	53	292
Total Volume	10	15	10	35	128	708	3	839	254	4	246	504	6	902	197	1105
% App. Total	28.6	42.9	28.6		15.3	84.4	0.4		50.4	0.8	48.8		0.5	81.6	17.8	
PHF	.625	.469	.500	.673	.821	.932	.375	.967	.825	.500	.879	.913	.500	.956	.835	.936

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City of Inglewood
N/S: Yukon Avenue S
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File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

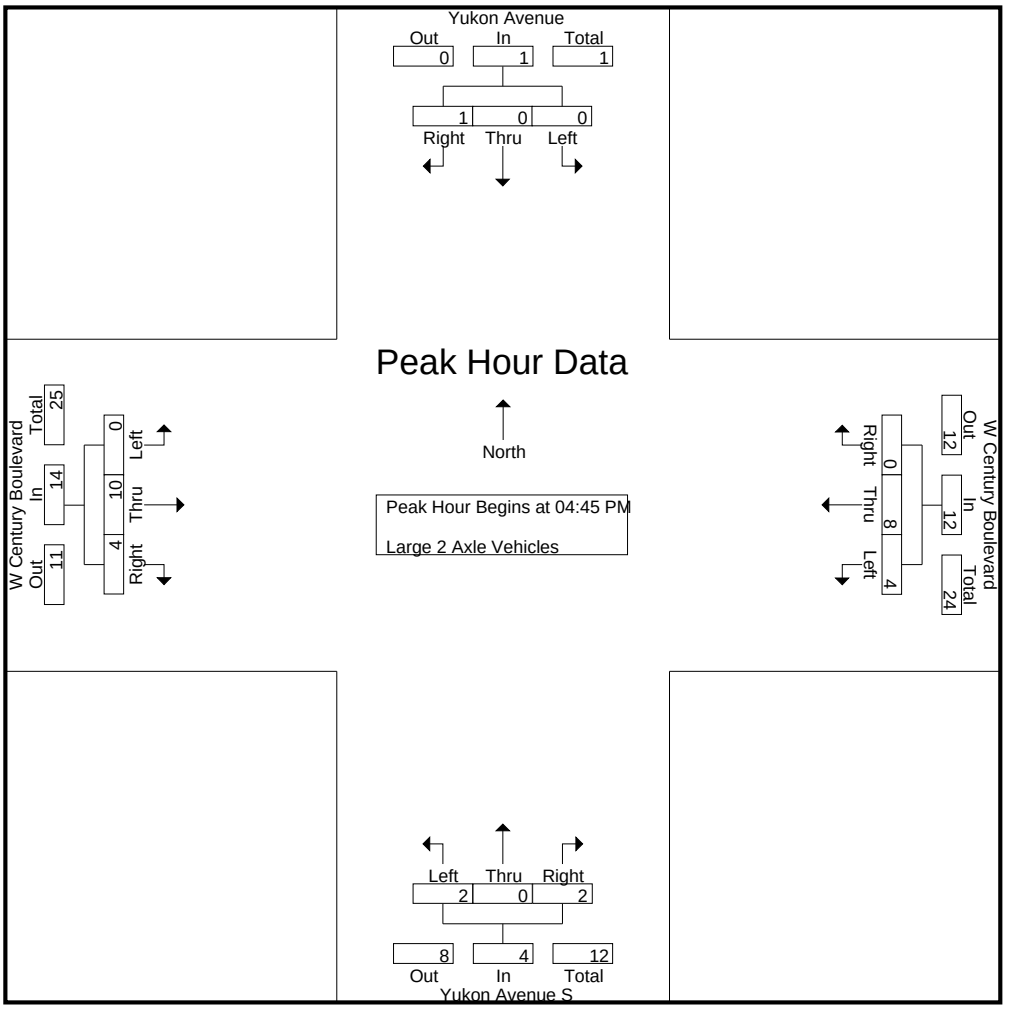
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	4	0	5	0	0	1	1	0	4	1	5	11
04:15 PM	0	0	0	0	1	4	0	5	1	0	1	2	0	5	1	6	13
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	2	3
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	3	1	4	7
Total	0	0	0	0	2	11	0	13	2	0	2	4	0	13	4	17	34
05:00 PM	0	0	1	1	2	2	0	4	0	0	1	1	0	2	0	2	8
05:15 PM	0	0	0	0	2	2	0	4	1	0	0	1	0	3	1	4	9
05:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	2	4	7
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
Total	0	0	1	1	4	8	0	12	1	0	2	3	0	12	3	15	31
Grand Total	0	0	1	1	6	19	0	25	3	0	4	7	0	25	7	32	65
Apprch %	0	0	100		24	76	0		42.9	0	57.1		0	78.1	21.9		
Total %	0	0	1.5	1.5	9.2	29.2	0	38.5	4.6	0	6.2	10.8	0	38.5	10.8	49.2	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**2**	0	2	**1**	0	0	**1**	0	**3**	1	**4**	7
05:00 PM	0	0	**1**	**1**	**2**	2	0	**4**	0	0	**1**	1	0	2	0	2	8
05:15 PM	0	0	0	0	2	2	0	4	1	0	0	1	0	3	1	4	**9**
05:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	2	**2**	4	7
Total Volume	0	0	1	1	4	8	0	12	2	0	2	4	0	10	4	14	31
% App. Total	0	0	100		33.3	66.7	0		50	0	50		0	71.4	28.6		
PHF	.000	.000	.250	.250	.500	1.00	.000	.750	.500	.000	.500	1.00	.000	.833	.500	.875	.861

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City of Inglewood
N/S: Yukon Avenue S
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File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**2**	0	2	**1**	0	0	**1**	0	**3**	1	**4**
+15 mins.	0	0	**1**	**1**	**2**	2	0	**4**	0	0	**1**	1	0	2	0	2
+30 mins.	0	0	0	0	2	2	0	4	1	0	0	1	0	3	1	4
+45 mins.	0	0	0	0	0	2	0	2	0	0	1	1	0	2	**2**	4
Total Volume	0	0	1	1	4	8	0	12	2	0	2	4	0	10	4	14
% App. Total	0	0	100		33.3	66.7	0		50	0	50		0	71.4	28.6	
PHF	.000	.000	.250	.250	.500	1.000	.000	.750	.500	.000	.500	1.000	.000	.833	.500	.875

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City of Inglewood
N/S: Yukon Avenue S
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File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

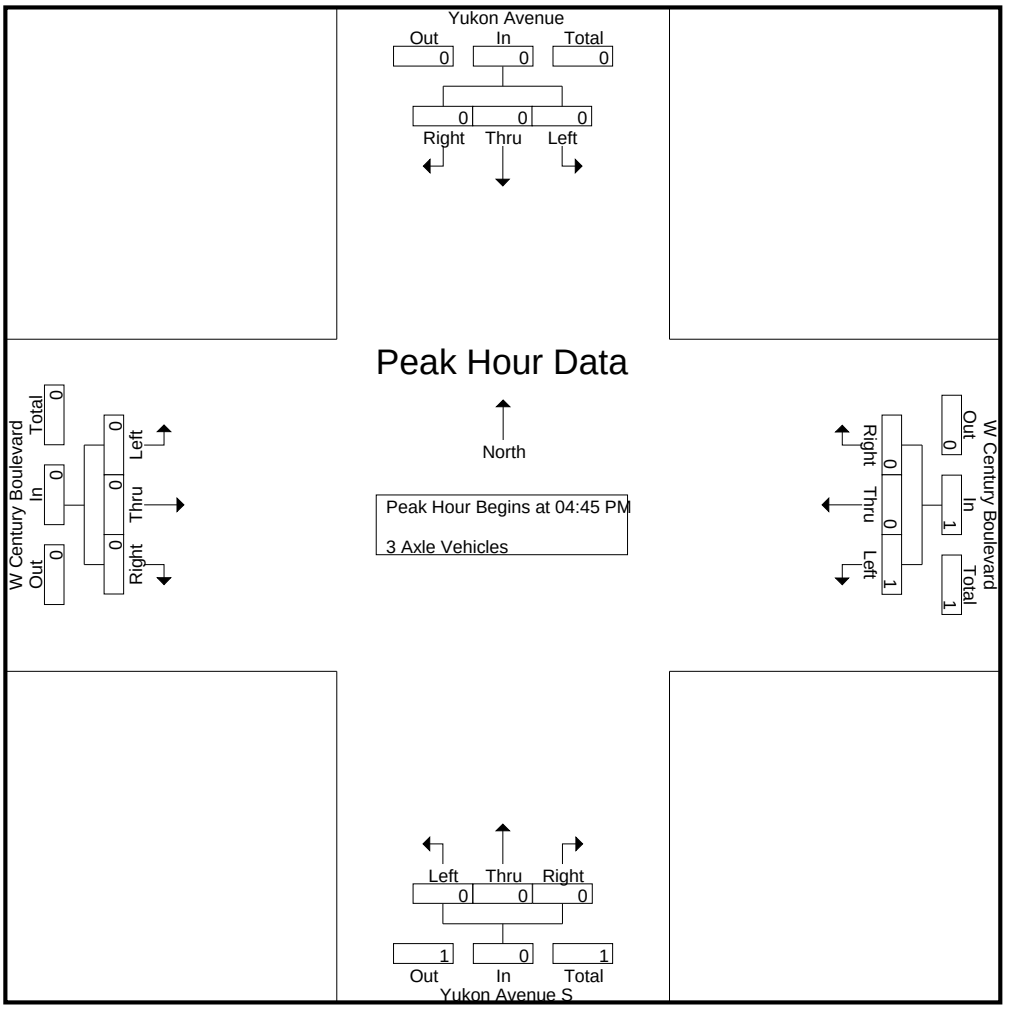
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	3
Apprch %	0	0	0		50	50	0		100	0	0		0	0	0		
Total %	0	0	0	0	33.3	33.3	0	66.7	33.3	0	0	33.3	0	0	0	0	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

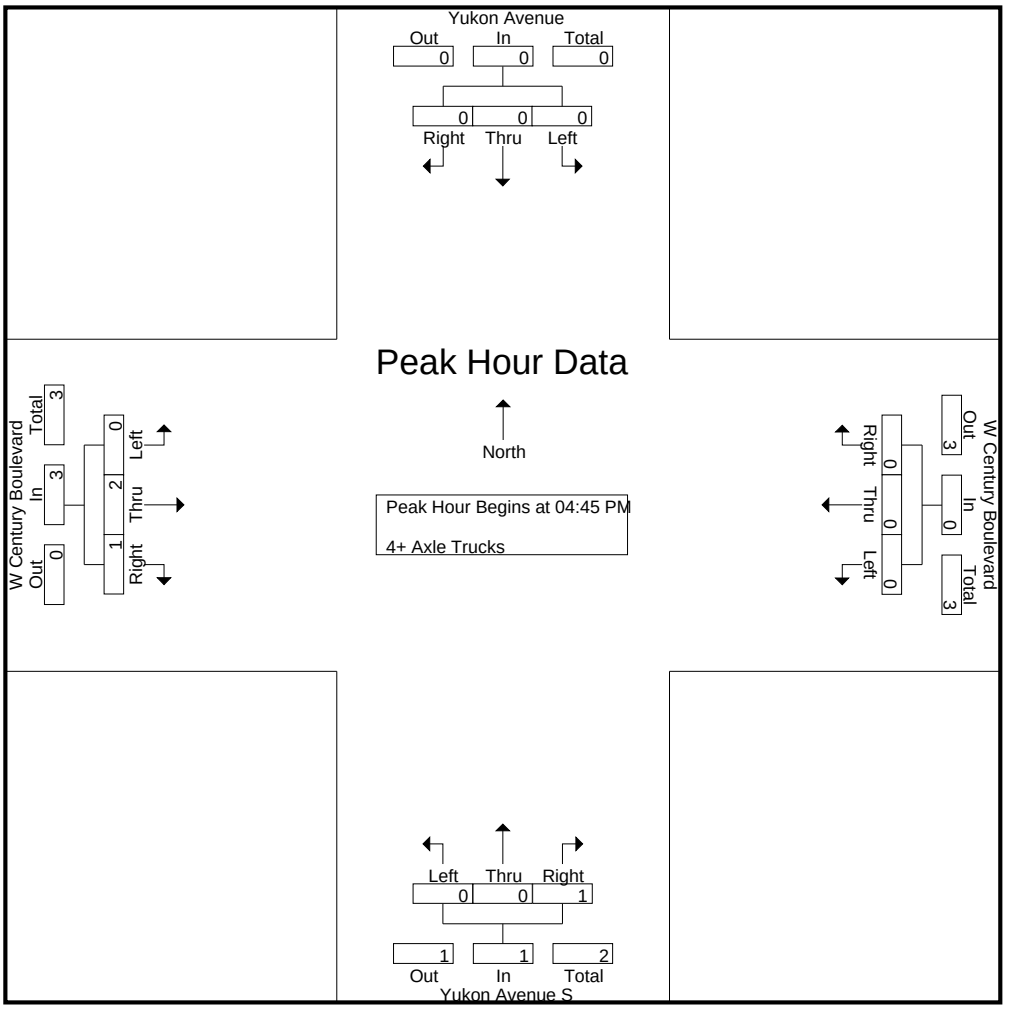
	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Total	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	4	6
Grand Total	0	0	0	0	1	0	0	1	0	0	2	2	0	2	2	4	7
Apprch %	0	0	0		100	0	0		0	0	100		0	50	50		
Total %	0	0	0	0	14.3	0	0	14.3	0	0	28.6	28.6	0	28.6	28.6	57.1	

	Yukon Avenue Southbound				W Century Boulevard Westbound				Yukon Avenue S Northbound				W Century Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	3	4
% App. Total	0	0	0		0	0	0		0	0	100		0	66.7	33.3		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.250	.375	.500

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City of Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard
Weather: Clear

File Name : 04_IWD_Yuk_Cen PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	2	1	3
% App. Total	0	0	0		0	0	0		0	0	100		0	66.7	33.3	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.250	.375

Location: Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Yukon Avenue S	East Leg W Century Boulevard	South Leg Yukon Avenue S	West Leg W Century Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	2	1	5
7:15 AM	6	2	0	0	8
7:30 AM	3	1	0	2	6
7:45 AM	2	0	0	0	2
8:00 AM	4	2	1	0	7
8:15 AM	1	6	4	2	13
8:30 AM	3	4	4	5	16
8:45 AM	10	3	2	4	19
TOTAL VOLUMES:	31	18	13	14	76

	North Leg Yukon Avenue S	East Leg W Century Boulevard	South Leg Yukon Avenue S	West Leg W Century Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	6	1	8	3	18
4:15 PM	12	3	1	3	19
4:30 PM	16	6	10	2	34
4:45 PM	7	2	4	2	15
5:00 PM	8	2	4	5	19
5:15 PM	9	4	0	3	16
5:30 PM	9	7	0	1	17
5:45 PM	6	5	2	2	15
TOTAL VOLUMES:	73	30	29	21	153

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Location: Inglewood
N/S: Yukon Avenue S
E/W: W Century Boulevard

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Yukon Avenue S			Westbound W Century Boulevard			Northbound Yukon Avenue S			Eastbound W Century Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	1	0	0	0	0	0	0	0	2

	Southbound Yukon Avenue S			Westbound W Century Boulevard			Northbound Yukon Avenue S			Eastbound W Century Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	1	1	0	0	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
4:45 PM	1	4	0	0	0	0	0	0	0	0	0	0	5
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	2	5	0	1	3	1	0	5	0	0	1	0	18

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

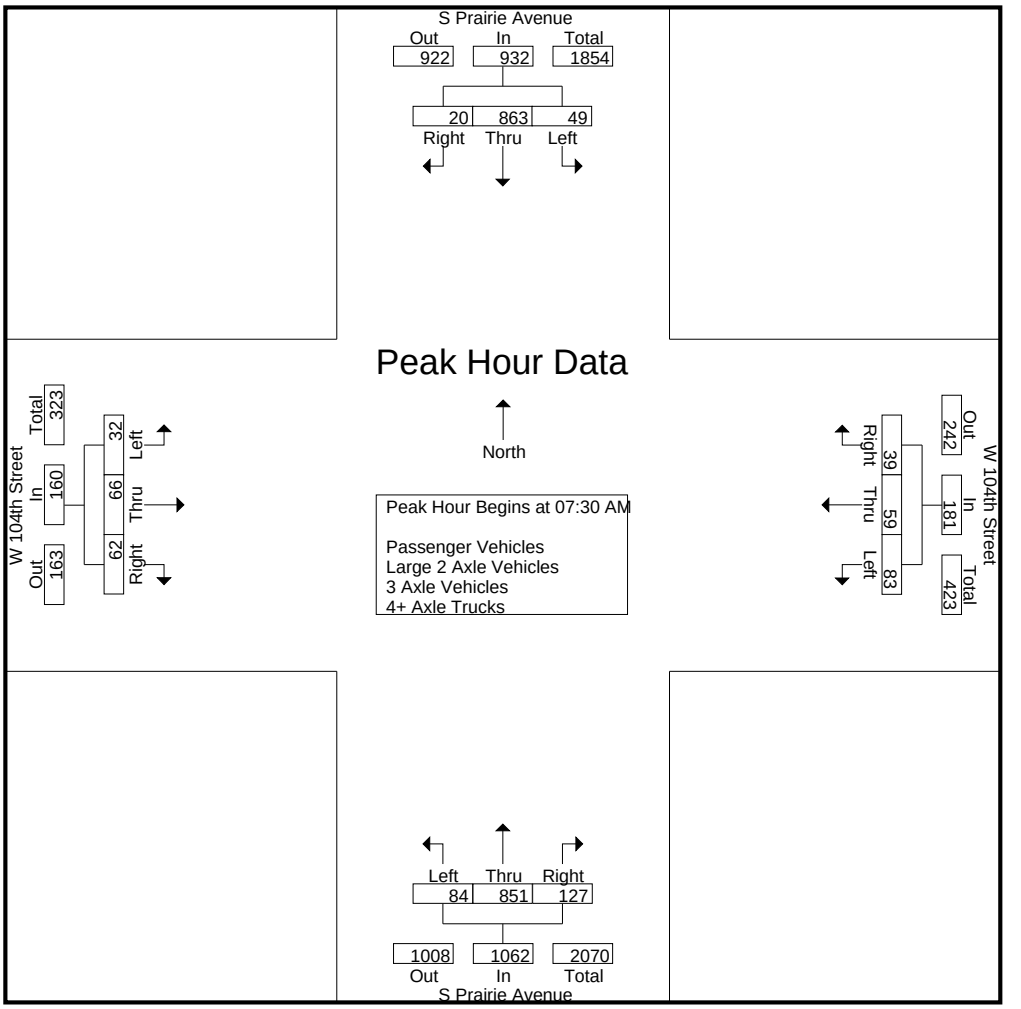
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	138	2	144	20	15	11	46	16	131	7	154	1	11	9	21	365
07:15 AM	8	162	5	175	20	19	4	43	18	198	14	230	2	6	5	13	461
07:30 AM	11	187	3	201	19	12	4	35	22	230	19	271	1	10	9	20	527
07:45 AM	9	248	5	262	24	18	9	51	26	210	29	265	5	16	20	41	619
Total	32	735	15	782	83	64	28	175	82	769	69	920	9	43	43	95	1972
08:00 AM	15	241	10	266	23	14	8	45	23	201	36	260	10	17	12	39	610
08:15 AM	14	187	2	203	17	15	18	50	13	210	43	266	16	23	21	60	579
08:30 AM	8	176	2	186	10	11	12	33	19	200	34	253	1	18	13	32	504
08:45 AM	13	174	3	190	19	16	10	45	14	235	24	273	2	18	6	26	534
Total	50	778	17	845	69	56	48	173	69	846	137	1052	29	76	52	157	2227
Grand Total	82	1513	32	1627	152	120	76	348	151	1615	206	1972	38	119	95	252	4199
Apprch %	5	93	2		43.7	34.5	21.8		7.7	81.9	10.4		15.1	47.2	37.7		
Total %	2	36	0.8	38.7	3.6	2.9	1.8	8.3	3.6	38.5	4.9	47	0.9	2.8	2.3	6	
Passenger Vehicles	81	1458	28	1567	149	114	66	329	148	1538	203	1889	38	116	93	247	4032
% Passenger Vehicles	98.8	96.4	87.5	96.3	98	95	86.8	94.5	98	95.2	98.5	95.8	100	97.5	97.9	98	96
Large 2 Axle Vehicles	1	35	4	40	2	4	6	12	3	46	3	52	0	3	2	5	109
% Large 2 Axle Vehicles	1.2	2.3	12.5	2.5	1.3	3.3	7.9	3.4	2	2.8	1.5	2.6	0	2.5	2.1	2	2.6
3 Axle Vehicles	0	4	0	4	0	0	3	3	0	5	0	5	0	0	0	0	12
% 3 Axle Vehicles	0	0.3	0	0.2	0	0	3.9	0.9	0	0.3	0	0.3	0	0	0	0	0.3
4+ Axle Trucks	0	16	0	16	1	2	1	4	0	26	0	26	0	0	0	0	46
% 4+ Axle Trucks	0	1.1	0	1	0.7	1.7	1.3	1.1	0	1.6	0	1.3	0	0	0	0	1.1

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	187	3	201	19	12	4	35	22	**230**	19	**271**	1	10	9	20	527
07:45 AM	9	**248**	5	262	**24**	**18**	9	**51**	**26**	210	29	265	5	16	20	41	**619**
08:00 AM	**15**	241	**10**	**266**	23	14	8	45	23	201	36	260	10	17	12	39	610
08:15 AM	14	187	2	203	17	15	**18**	50	13	210	**43**	266	**16**	**23**	**21**	**60**	579
Total Volume	49	863	20	932	83	59	39	181	84	851	127	1062	32	66	62	160	2335
% App. Total	5.3	92.6	2.1		45.9	32.6	21.5		7.9	80.1	12		20	41.2	38.8		
PHF	.817	.870	.500	.876	.865	.819	.542	.887	.808	.925	.738	.980	.500	.717	.738	.667	.943

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	11	187	3	201	19	12	4	35	22	**230**	19	**271**	5	16	20	41
+15 mins.	9	**248**	5	262	**24**	**18**	9	**51**	**26**	210	29	265	10	17	12	39
+30 mins.	**15**	241	**10**	**266**	23	14	8	45	23	201	36	260	**16**	**23**	**21**	**60**
+45 mins.	14	187	2	203	17	15	**18**	50	13	210	**43**	266	1	18	13	32
Total Volume	49	863	20	932	83	59	39	181	84	851	127	1062	32	74	66	172
% App. Total	5.3	92.6	2.1		45.9	32.6	21.5		7.9	80.1	12		18.6	43	38.4	
PHF	.817	.870	.500	.876	.865	.819	.542	.887	.808	.925	.738	.980	.500	.804	.786	.717

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

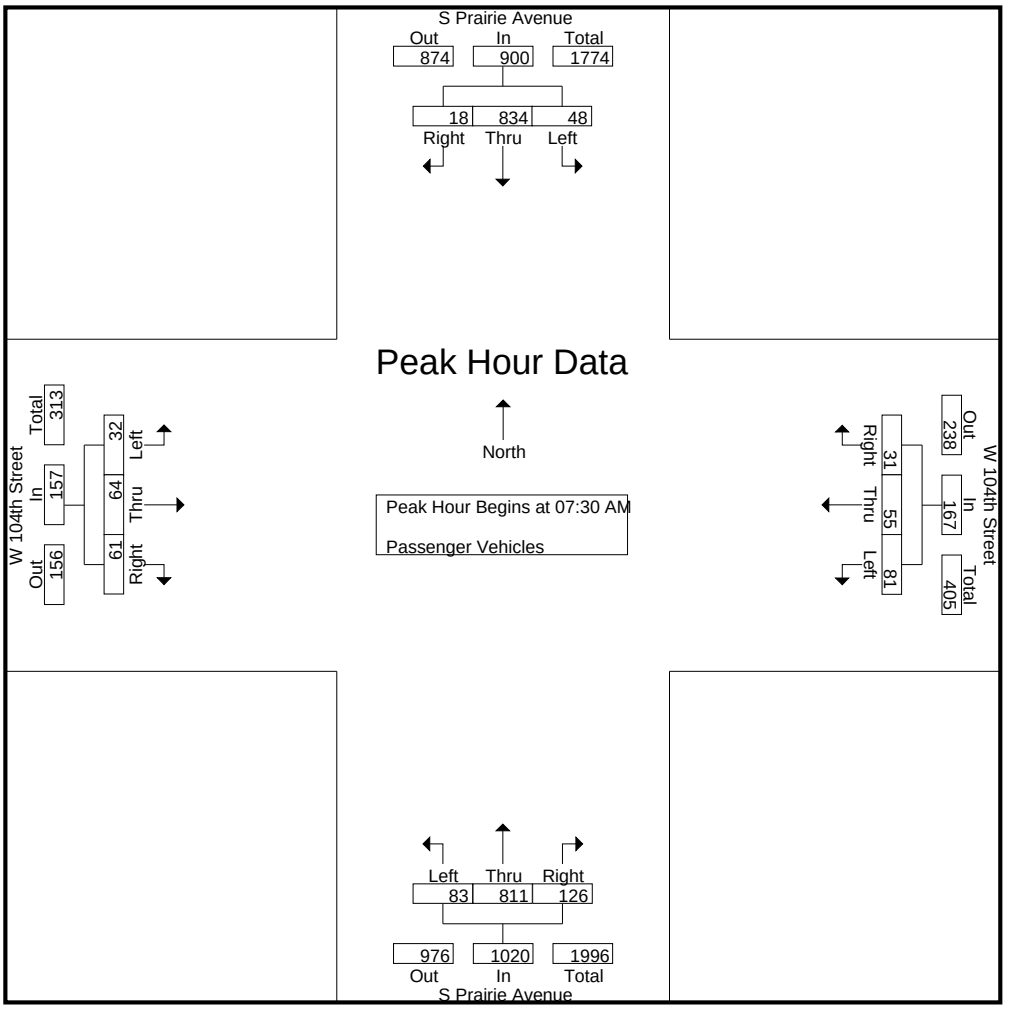
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	132	2	138	20	14	10	44	15	125	7	147	1	10	9	20	349
07:15 AM	8	159	3	170	19	19	4	42	17	186	14	217	2	6	4	12	441
07:30 AM	11	178	3	192	19	12	3	34	22	221	18	261	1	10	9	20	507
07:45 AM	9	239	5	253	22	15	6	43	25	196	29	250	5	15	20	40	586
Total	32	708	13	753	80	60	23	163	79	728	68	875	9	41	42	92	1883
08:00 AM	15	236	8	259	23	13	7	43	23	193	36	252	10	17	12	39	593
08:15 AM	13	181	2	196	17	15	15	47	13	201	43	257	16	22	20	58	558
08:30 AM	8	167	2	177	10	10	11	31	19	191	33	243	1	18	13	32	483
08:45 AM	13	166	3	182	19	16	10	45	14	225	23	262	2	18	6	26	515
Total	49	750	15	814	69	54	43	166	69	810	135	1014	29	75	51	155	2149
Grand Total	81	1458	28	1567	149	114	66	329	148	1538	203	1889	38	116	93	247	4032
Apprch %	5.2	93	1.8		45.3	34.7	20.1		7.8	81.4	10.7		15.4	47	37.7		
Total %	2	36.2	0.7	38.9	3.7	2.8	1.6	8.2	3.7	38.1	5	46.9	0.9	2.9	2.3	6.1	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	11	178	3	192	19	12	3	34	22	**221**	18	**261**	1	10	9	20	507
07:45 AM	9	**239**	5	253	22	**15**	6	43	**25**	196	29	250	5	15	**20**	40	586
08:00 AM	**15**	236	**8**	**259**	**23**	13	7	43	23	193	36	252	10	17	12	39	**593**
08:15 AM	13	181	2	196	17	15	**15**	**47**	13	201	**43**	257	**16**	**22**	20	**58**	558
Total Volume	48	834	18	900	81	55	31	167	83	811	126	1020	32	64	61	157	2244
% App. Total	5.3	92.7	2		48.5	32.9	18.6		8.1	79.5	12.4		20.4	40.8	38.9		
PHF	.800	.872	.563	.869	.880	.917	.517	.888	.830	.917	.733	.977	.500	.727	.763	.677	.946

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	11	178	3	192	19	12	3	34	22	**221**	18	**261**	1	10	9	20
+15 mins.	9	**239**	5	253	22	**15**	6	43	**25**	196	29	250	5	15	**20**	40
+30 mins.	**15**	236	**8**	**259**	**23**	13	7	43	23	193	36	252	10	17	12	39
+45 mins.	13	181	2	196	17	15	**15**	**47**	13	201	**43**	257	**16**	**22**	20	**58**
Total Volume	48	834	18	900	81	55	31	167	83	811	126	1020	32	64	61	157
% App. Total	5.3	92.7	2		48.5	32.9	18.6		8.1	79.5	12.4		20.4	40.8	38.9	
PHF	.800	.872	.563	.869	.880	.917	.517	.888	.830	.917	.733	.977	.500	.727	.763	.677

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

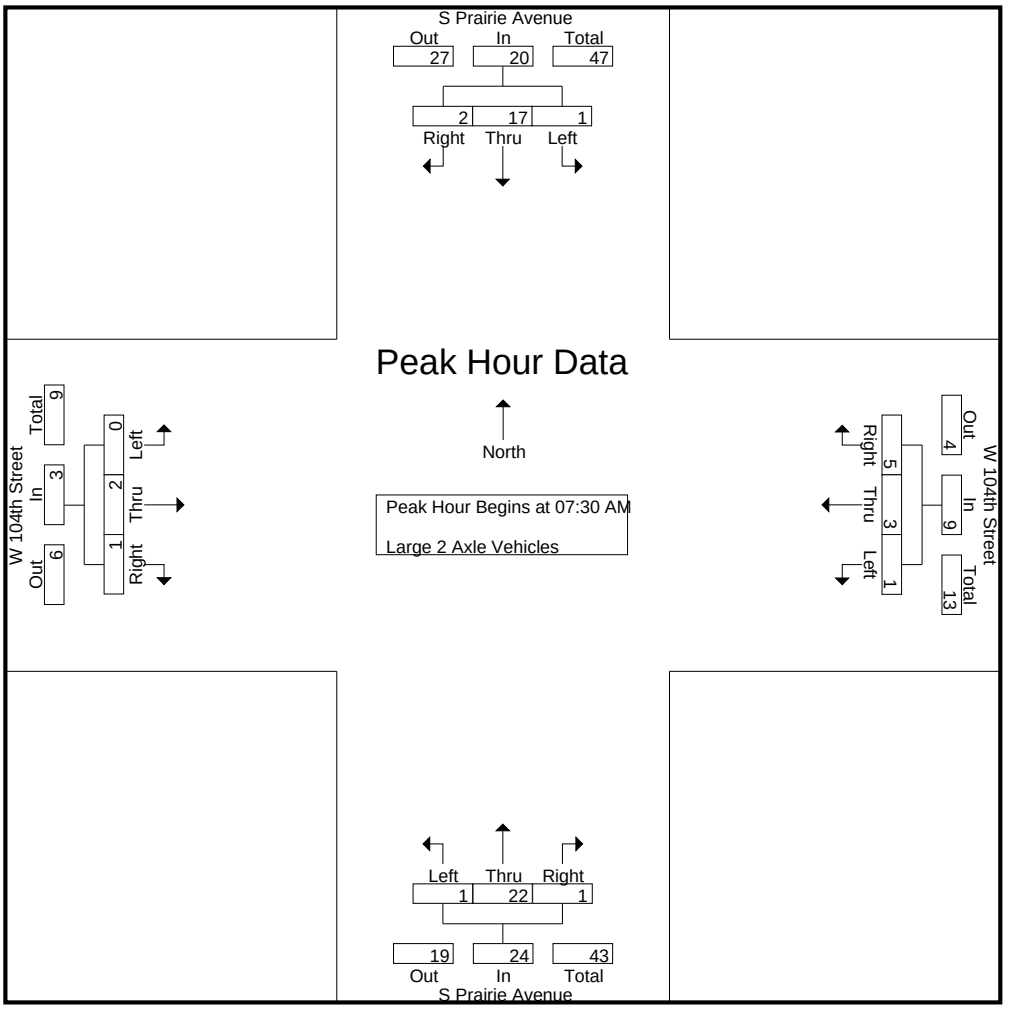
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	1	0	1	1	3	0	4	0	1	0	1	12
07:15 AM	0	3	2	5	1	0	0	1	1	7	0	8	0	0	1	1	15
07:30 AM	0	4	0	4	0	0	1	1	0	4	1	5	0	0	0	0	10
07:45 AM	0	6	0	6	1	2	2	5	1	8	0	9	0	1	0	1	21
Total	0	19	2	21	2	3	3	8	3	22	1	26	0	2	1	3	58
08:00 AM	0	3	2	5	0	1	0	1	0	5	0	5	0	0	0	0	11
08:15 AM	1	4	0	5	0	0	2	2	0	5	0	5	0	1	1	2	14
08:30 AM	0	5	0	5	0	0	1	1	0	7	1	8	0	0	0	0	14
08:45 AM	0	4	0	4	0	0	0	0	0	7	1	8	0	0	0	0	12
Total	1	16	2	19	0	1	3	4	0	24	2	26	0	1	1	2	51
Grand Total	1	35	4	40	2	4	6	12	3	46	3	52	0	3	2	5	109
Apprch %	2.5	87.5	10		16.7	33.3	50		5.8	88.5	5.8		0	60	40		
Total %	0.9	32.1	3.7	36.7	1.8	3.7	5.5	11	2.8	42.2	2.8	47.7	0	2.8	1.8	4.6	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	4	0	4	0	0	1	1	0	4	**1**	5	0	0	0	0	10
07:45 AM	0	**6**	0	**6**	**1**	**2**	**2**	**5**	**1**	**8**	0	**9**	0	**1**	0	1	**21**
08:00 AM	0	3	**2**	5	0	1	0	1	0	5	0	5	0	0	0	0	11
08:15 AM	**1**	4	0	5	0	0	2	2	0	5	0	5	0	1	**1**	**2**	14
Total Volume	1	17	2	20	1	3	5	9	1	22	1	24	0	2	1	3	56
% App. Total	5	85	10		11.1	33.3	55.6		4.2	91.7	4.2		0	66.7	33.3		
PHF	.250	.708	.250	.833	.250	.375	.625	.450	.250	.688	.250	.667	.000	.500	.250	.375	.667

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	4	0	4	0	0	1	1	0	4	**1**	5	0	0	0	0
+15 mins.	0	**6**	0	**6**	**1**	**2**	**2**	**5**	**1**	**8**	0	**9**	0	**1**	0	1
+30 mins.	0	3	**2**	5	0	1	0	1	0	5	0	5	0	0	0	0
+45 mins.	**1**	4	0	5	0	0	2	2	0	5	0	5	0	1	**1**	**2**
Total Volume	1	17	2	20	1	3	5	9	1	22	1	24	0	2	1	3
% App. Total	5	85	10		11.1	33.3	55.6		4.2	91.7	4.2		0	66.7	33.3	
PHF	.250	.708	.250	.833	.250	.375	.625	.450	.250	.688	.250	.667	.000	.500	.250	.375

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
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Page No : 1

Groups Printed- 3 Axle Vehicles

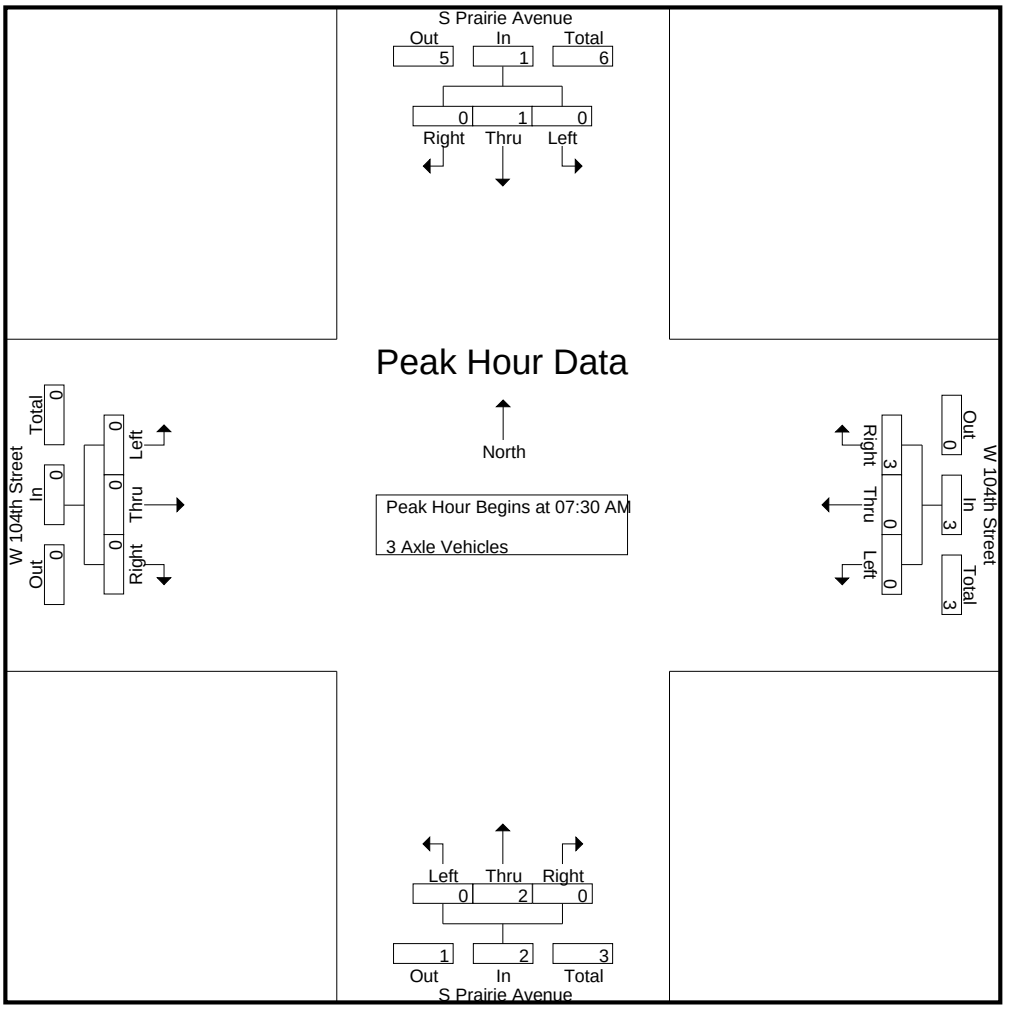
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
Total	0	1	0	1	0	0	1	1	0	3	0	3	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	2	2	0	2	0	2	0	0	0	0	7
Grand Total	0	4	0	4	0	0	3	3	0	5	0	5	0	0	0	0	12
Apprch %	0	100	0		0	0	100		0	100	0		0	0	0		
Total %	0	33.3	0	33.3	0	0	25	25	0	41.7	0	41.7	0	0	0	0	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
Total Volume	0	1	0	1	0	0	3	3	0	2	0	2	0	0	0	0	6
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.750	.750	.000	.500	.000	.500	.000	.000	.000	.000	.500

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City of Inglewood
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E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	3	3	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.750	.750	.000	.500	.000	.500	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

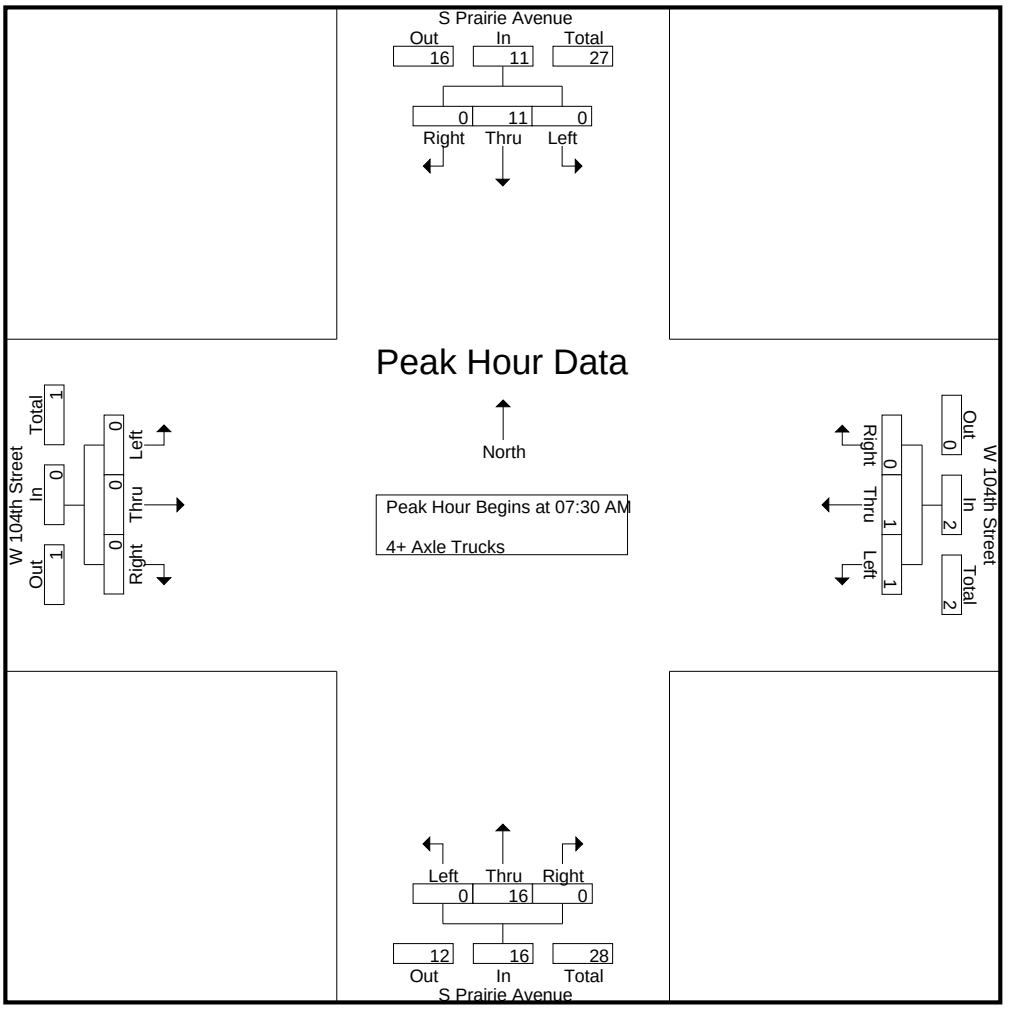
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
07:30 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
07:45 AM	0	2	0	2	1	1	0	2	0	5	0	5	0	0	0	0	9
Total	0	7	0	7	1	1	1	3	0	16	0	16	0	0	0	0	26
08:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:45 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
Total	0	9	0	9	0	1	0	1	0	10	0	10	0	0	0	0	20
Grand Total	0	16	0	16	1	2	1	4	0	26	0	26	0	0	0	0	46
Apprch %	0	100	0		25	50	25		0	100	0		0	0	0		
Total %	0	34.8	0	34.8	2.2	4.3	2.2	8.7	0	56.5	0	56.5	0	0	0	0	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**5**	0	**5**	0	0	0	0	0	**5**	0	**5**	0	0	0	0	**10**
07:45 AM	0	2	0	2	**1**	**1**	0	**2**	0	5	0	5	0	0	0	0	9
08:00 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	11	0	11	1	1	0	2	0	16	0	16	0	0	0	0	29
% App. Total	0	100	0		50	50	0		0	100	0		0	0	0		
PHF	.000	.550	.000	.550	.250	.250	.000	.250	.000	.800	.000	.800	.000	.000	.000	.000	.725

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City of Inglewood
N/S: S Prairie Avenue
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Weather: Clear

File Name : 05_IWD_Prai_104th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+15 mins.	0	2	0	2	**1**	**1**	0	**2**	0	5	0	5	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
Total Volume	0	11	0	11	1	1	0	2	0	16	0	16	0	0	0	0
% App. Total	0	100	0		50	50	0		0	100	0		0	0	0	
PHF	.000	.550	.000	.550	.250	.250	.000	.250	.000	.800	.000	.800	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

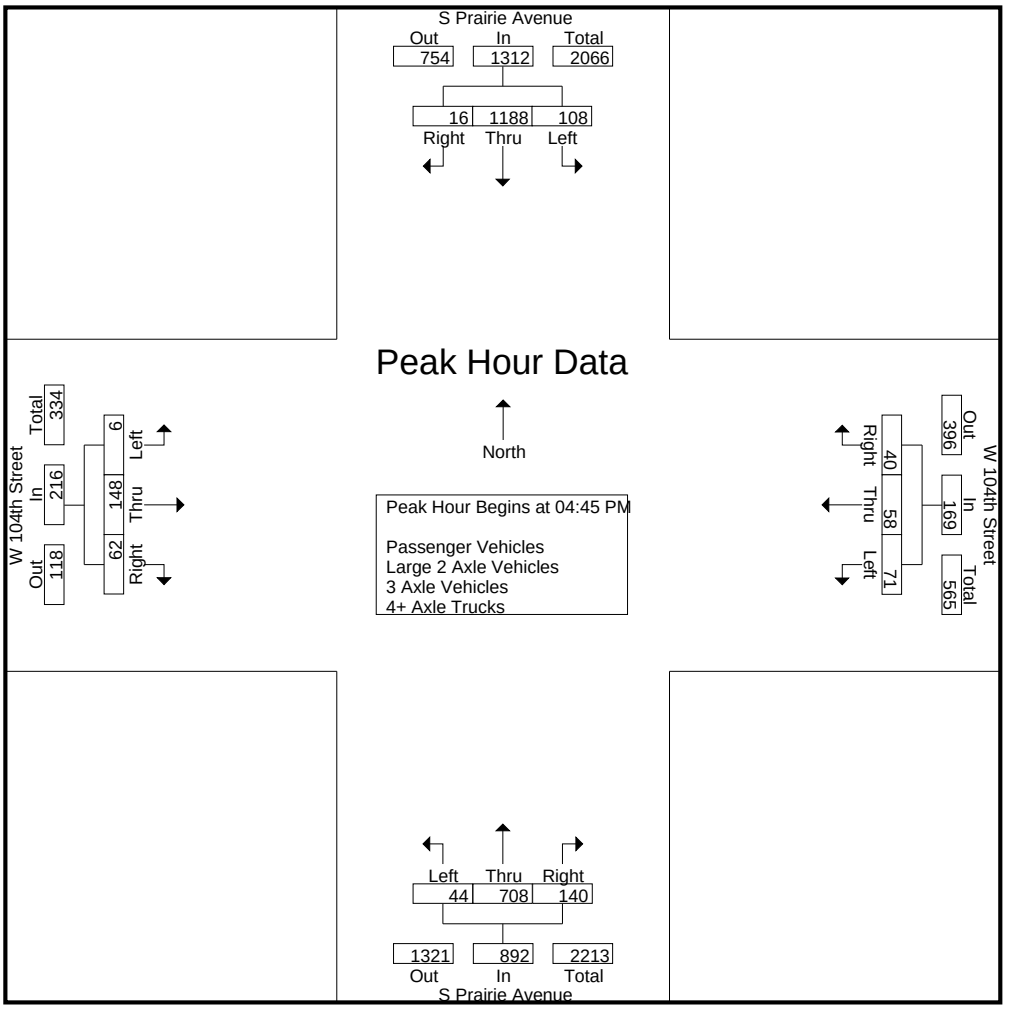
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	287	4	314	20	15	10	45	12	132	39	183	3	45	19	67	609
04:15 PM	29	313	4	346	16	17	6	39	10	183	29	222	3	42	14	59	666
04:30 PM	18	254	3	275	20	16	8	44	10	173	43	226	0	32	13	45	590
04:45 PM	29	280	1	310	18	11	10	39	8	164	32	204	4	37	16	57	610
Total	99	1134	12	1245	74	59	34	167	40	652	143	835	10	156	62	228	2475
05:00 PM	35	307	10	352	15	19	9	43	8	183	34	225	0	39	23	62	682
05:15 PM	27	311	3	341	21	13	12	46	9	177	39	225	0	42	16	58	670
05:30 PM	17	290	2	309	17	15	9	41	19	184	35	238	2	30	7	39	627
05:45 PM	14	225	3	242	16	15	10	41	8	188	36	232	6	36	17	59	574
Total	93	1133	18	1244	69	62	40	171	44	732	144	920	8	147	63	218	2553
Grand Total	192	2267	30	2489	143	121	74	338	84	1384	287	1755	18	303	125	446	5028
Apprch %	7.7	91.1	1.2		42.3	35.8	21.9		4.8	78.9	16.4		4	67.9	28		
Total %	3.8	45.1	0.6	49.5	2.8	2.4	1.5	6.7	1.7	27.5	5.7	34.9	0.4	6	2.5	8.9	
Passenger Vehicles	191	2233	27	2451	141	121	71	333	83	1354	284	1721	17	294	124	435	4940
% Passenger Vehicles	99.5	98.5	90	98.5	98.6	100	95.9	98.5	98.8	97.8	99	98.1	94.4	97	99.2	97.5	98.2
Large 2 Axle Vehicles	0	29	3	32	1	0	3	4	1	27	3	31	0	6	1	7	74
% Large 2 Axle Vehicles	0	1.3	10	1.3	0.7	0	4.1	1.2	1.2	2	1	1.8	0	2	0.8	1.6	1.5
3 Axle Vehicles	1	2	0	3	1	0	0	1	0	1	0	1	1	0	0	1	6
% 3 Axle Vehicles	0.5	0.1	0	0.1	0.7	0	0	0.3	0	0.1	0	0.1	5.6	0	0	0.2	0.1
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	2	0	2	0	3	0	3	8
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0.1	0	0.1	0	1	0	0.7	0.2

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	280	1	310	18	11	10	39	8	164	32	204	**4**	37	16	57	610
05:00 PM	**35**	307	**10**	**352**	15	**19**	9	43	8	183	34	225	0	39	**23**	**62**	**682**
05:15 PM	27	**311**	3	341	**21**	13	**12**	**46**	9	177	**39**	225	0	**42**	16	58	670
05:30 PM	17	290	2	309	17	15	9	41	**19**	**184**	35	**238**	2	30	7	39	627
Total Volume	108	1188	16	1312	71	58	40	169	44	708	140	892	6	148	62	216	2589
% App. Total	8.2	90.5	1.2		42	34.3	23.7		4.9	79.4	15.7		2.8	68.5	28.7		
PHF	.771	.955	.400	.932	.845	.763	.833	.918	.579	.962	.897	.937	.375	.881	.674	.871	.949

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City of Inglewood
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Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	29	280	1	310	20	16	8	44	8	183	34	225	3	**45**	**19**	**67**
+15 mins.	**35**	307	**10**	**352**	18	11	10	39	9	177	**39**	225	3	42	14	59
+30 mins.	27	**311**	3	341	15	**19**	9	43	**19**	184	35	**238**	0	32	13	45
+45 mins.	17	290	2	309	**21**	13	**12**	**46**	8	**188**	36	232	**4**	37	16	57
Total Volume	108	1188	16	1312	74	59	39	172	44	732	144	920	10	156	62	228
% App. Total	8.2	90.5	1.2		43	34.3	22.7		4.8	79.6	15.7		4.4	68.4	27.2	
PHF	.771	.955	.400	.932	.881	.776	.813	.935	.579	.973	.923	.966	.625	.867	.816	.851

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City of Inglewood
N/S: S Prairie Avenue
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Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
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Groups Printed- Passenger Vehicles

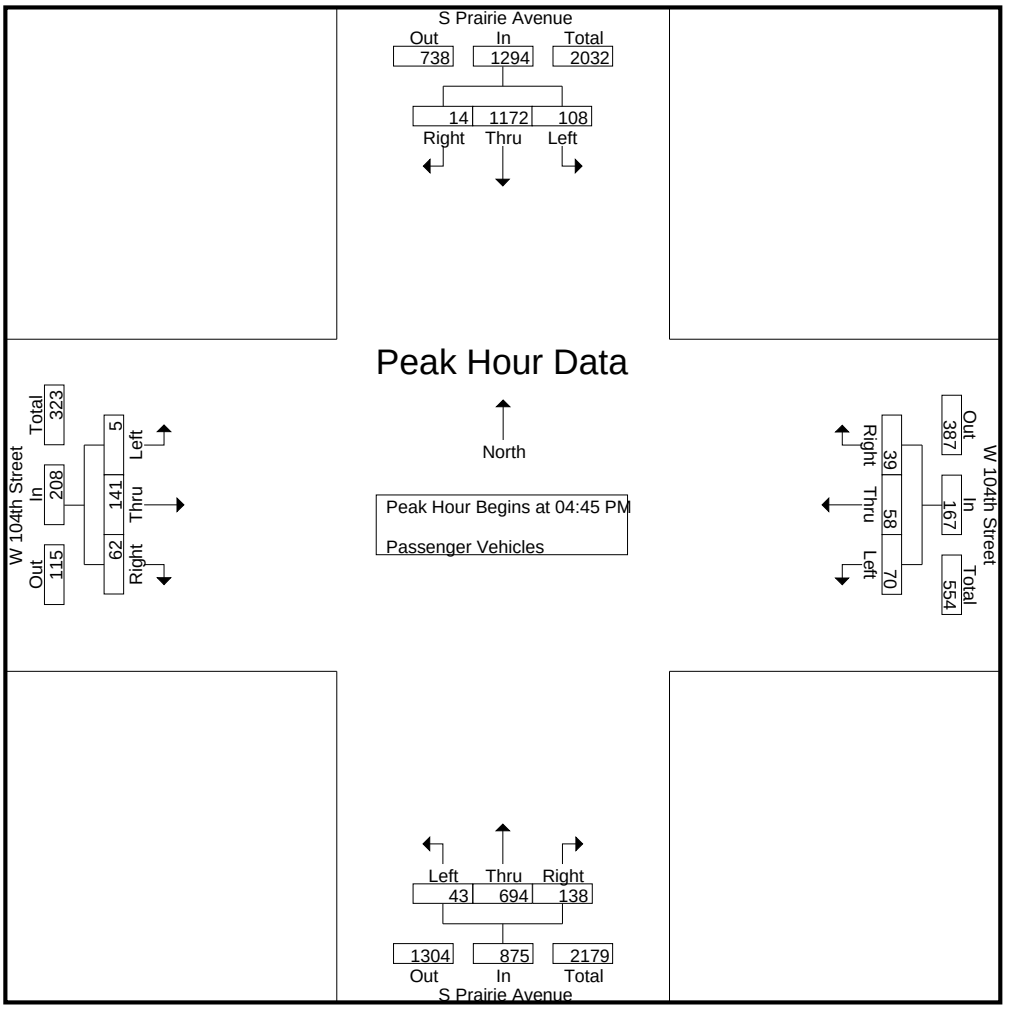
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	283	3	309	19	15	9	43	12	125	38	175	3	45	19	67	594
04:15 PM	28	307	4	339	16	17	5	38	10	178	29	217	3	41	14	58	652
04:30 PM	18	250	3	271	20	16	8	44	10	171	43	224	0	32	12	44	583
04:45 PM	29	275	1	305	18	11	10	39	8	160	32	200	3	33	16	52	596
Total	98	1115	11	1224	73	59	32	164	40	634	142	816	9	151	61	221	2425
05:00 PM	35	305	9	349	14	19	9	42	7	180	33	220	0	38	23	61	672
05:15 PM	27	304	2	333	21	13	11	45	9	176	38	223	0	40	16	56	657
05:30 PM	17	288	2	307	17	15	9	41	19	178	35	232	2	30	7	39	619
05:45 PM	14	221	3	238	16	15	10	41	8	186	36	230	6	35	17	58	567
Total	93	1118	16	1227	68	62	39	169	43	720	142	905	8	143	63	214	2515
Grand Total	191	2233	27	2451	141	121	71	333	83	1354	284	1721	17	294	124	435	4940
Apprch %	7.8	91.1	1.1		42.3	36.3	21.3		4.8	78.7	16.5		3.9	67.6	28.5		
Total %	3.9	45.2	0.5	49.6	2.9	2.4	1.4	6.7	1.7	27.4	5.7	34.8	0.3	6	2.5	8.8	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	275	1	305	18	11	10	39	8	160	32	200	**3**	33	16	52	596
05:00 PM	**35**	**305**	**9**	**349**	14	**19**	9	42	7	**180**	33	220	0	38	**23**	**61**	**672**
05:15 PM	27	304	2	333	**21**	13	**11**	**45**	9	176	**38**	223	0	**40**	16	56	657
05:30 PM	17	288	2	307	17	15	9	41	**19**	178	35	**232**	2	30	7	39	619
Total Volume	108	1172	14	1294	70	58	39	167	43	694	138	875	5	141	62	208	2544
% App. Total	8.3	90.6	1.1		41.9	34.7	23.4		4.9	79.3	15.8		2.4	67.8	29.8		
PHF	.771	.961	.389	.927	.833	.763	.886	.928	.566	.964	.908	.943	.417	.881	.674	.852	.946

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	29	275	1	305	18	11	10	39	8	160	32	200	**3**	33	16	52
+15 mins.	**35**	**305**	**9**	**349**	14	**19**	9	42	7	**180**	33	220	0	38	**23**	**61**
+30 mins.	27	304	2	333	**21**	13	**11**	**45**	9	176	**38**	223	0	**40**	16	56
+45 mins.	17	288	2	307	17	15	9	41	**19**	178	35	**232**	2	30	7	39
Total Volume	108	1172	14	1294	70	58	39	167	43	694	138	875	5	141	62	208
% App. Total	8.3	90.6	1.1		41.9	34.7	23.4		4.9	79.3	15.8		2.4	67.8	29.8	
PHF	.771	.961	.389	.927	.833	.763	.886	.928	.566	.964	.908	.943	.417	.881	.674	.852

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

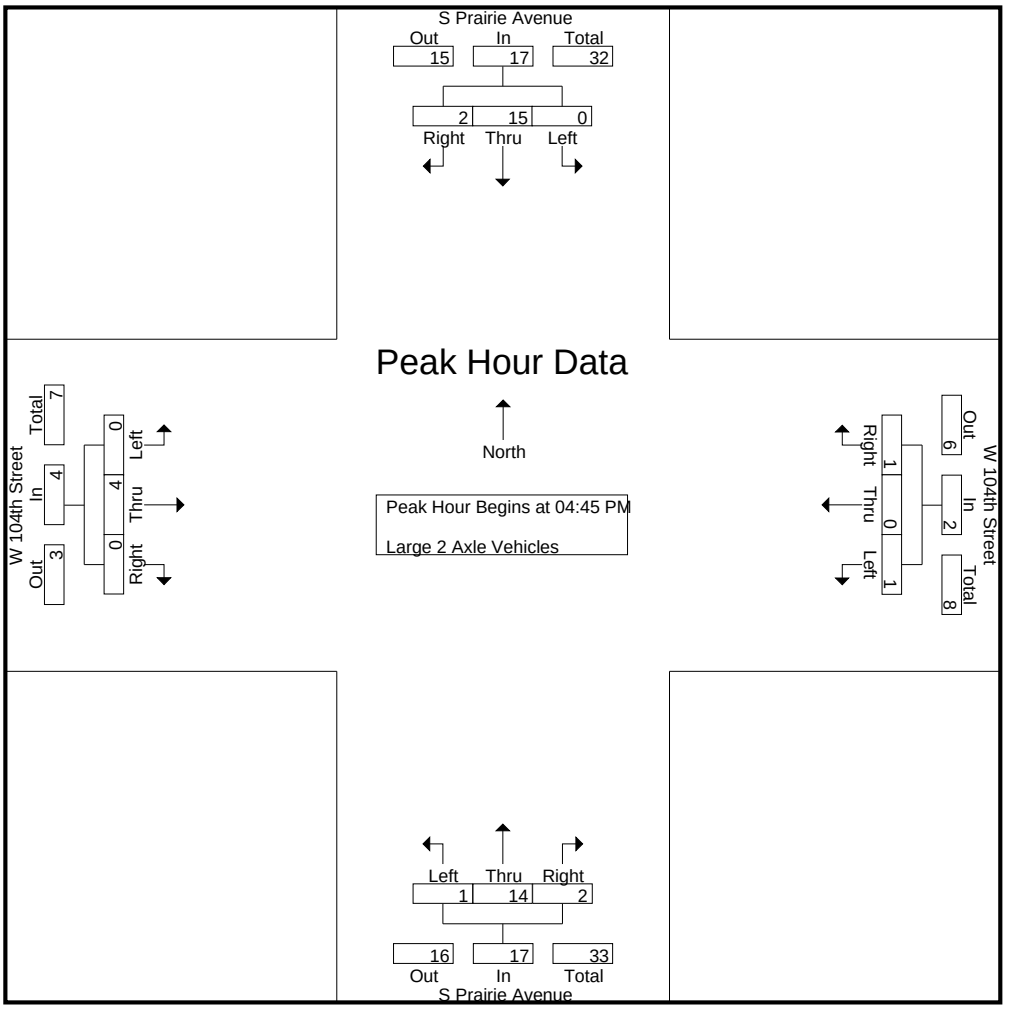
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	1	3	0	0	1	1	0	5	1	6	0	0	0	0	10
04:15 PM	0	4	0	4	0	0	1	1	0	5	0	5	0	1	0	1	11
04:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	1	1	7
04:45 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	3	0	3	12
Total	0	15	1	16	0	0	2	2	0	16	1	17	0	4	1	5	40
05:00 PM	0	2	1	3	1	0	0	1	1	3	1	5	0	0	0	0	9
05:15 PM	0	6	1	7	0	0	1	1	0	1	1	2	0	1	0	1	11
05:30 PM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
05:45 PM	0	4	0	4	0	0	0	0	0	1	0	1	0	1	0	1	6
Total	0	14	2	16	1	0	1	2	1	11	2	14	0	2	0	2	34
Grand Total	0	29	3	32	1	0	3	4	1	27	3	31	0	6	1	7	74
Apprch %	0	90.6	9.4		25	0	75		3.2	87.1	9.7		0	85.7	14.3		
Total %	0	39.2	4.1	43.2	1.4	0	4.1	5.4	1.4	36.5	4.1	41.9	0	8.1	1.4	9.5	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	**3**	0	**3**	**12**
05:00 PM	0	2	**1**	3	**1**	0	0	**1**	**1**	3	**1**	5	0	0	0	0	9
05:15 PM	0	**6**	1	**7**	0	0	**1**	1	0	1	1	2	0	1	0	1	11
05:30 PM	0	2	0	2	0	0	0	0	0	**6**	0	**6**	0	0	0	0	8
Total Volume	0	15	2	17	1	0	1	2	1	14	2	17	0	4	0	4	40
% App. Total	0	88.2	11.8		50	0	50		5.9	82.4	11.8		0	100	0		
PHF	.000	.625	.500	.607	.250	.000	.250	.500	.250	.583	.500	.708	.000	.333	.000	.333	.833

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	**3**	0	**3**
+15 mins.	0	2	**1**	3	**1**	0	0	**1**	**1**	3	**1**	5	0	0	0	0
+30 mins.	0	**6**	1	**7**	0	0	**1**	1	0	1	1	2	0	1	0	1
+45 mins.	0	2	0	2	0	0	0	0	0	**6**	0	**6**	0	0	0	0
Total Volume	0	15	2	17	1	0	1	2	1	14	2	17	0	4	0	4
% App. Total	0	88.2	11.8		50	0	50		5.9	82.4	11.8		0	100	0	
PHF	.000	.625	.500	.607	.250	.000	.250	.500	.250	.583	.500	.708	.000	.333	.000	.333

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

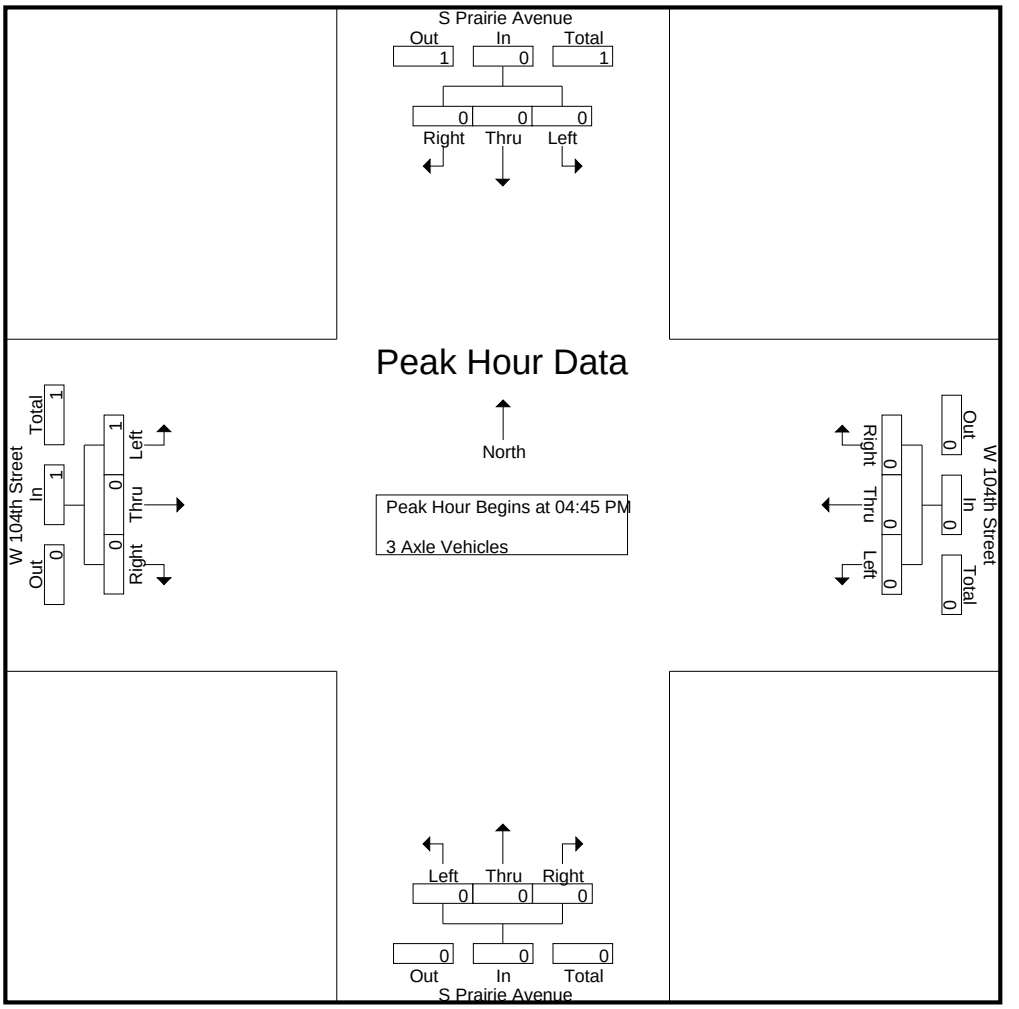
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	0	0	0	3
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	2	0	3	1	0	0	1	0	1	0	1	1	0	0	1	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	2	0	3	1	0	0	1	0	1	0	1	1	0	0	1	6
Apprch %	33.3	66.7	0		100	0	0		0	100	0		100	0	0		
Total %	16.7	33.3	0	50	16.7	0	0	16.7	0	16.7	0	16.7	16.7	0	0	16.7	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.250

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	0		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

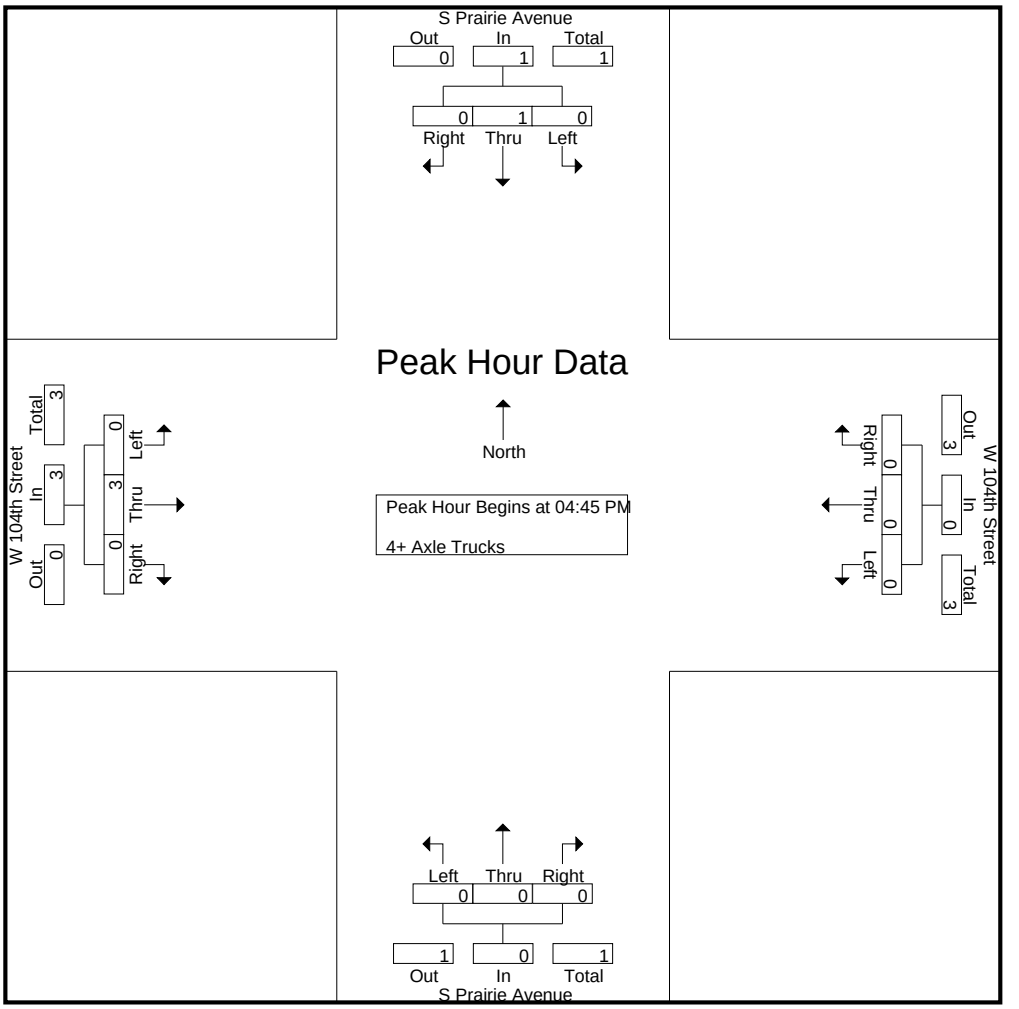
	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	1	0	1	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	2	0	2	4
Grand Total	0	3	0	3	0	0	0	0	0	2	0	2	0	3	0	3	8
Apprch %	0	100	0		0	0	0		0	100	0		0	100	0		
Total %	0	37.5	0	37.5	0	0	0	0	0	25	0	25	0	37.5	0	37.5	

	S Prairie Avenue Southbound				W 104th Street Westbound				S Prairie Avenue Northbound				W 104th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1	**2**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	3	4
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750	.500

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street
Weather: Clear

File Name : 05_IWD_Prai_104th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	3
% App. Total	0	100	0		0	0	0		0	0	0		0	100	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.750

Location: Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg S Prairie Avenue	East Leg W 104th Street	South Leg S Prairie Avenue	West Leg W 104th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	3	3	7
7:15 AM	1	4	5	2	12
7:30 AM	1	2	5	7	15
7:45 AM	4	6	16	5	31
8:00 AM	1	3	16	5	25
8:15 AM	1	2	4	3	10
8:30 AM	1	1	14	6	22
8:45 AM	1	2	7	7	17
TOTAL VOLUMES:	11	20	70	38	139

	North Leg S Prairie Avenue	East Leg W 104th Street	South Leg S Prairie Avenue	West Leg W 104th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	8	6	16
4:15 PM	0	0	3	2	5
4:30 PM	3	1	4	9	17
4:45 PM	2	4	6	11	23
5:00 PM	6	3	13	3	25
5:15 PM	1	5	9	6	21
5:30 PM	1	3	5	3	12
5:45 PM	2	1	18	17	38
TOTAL VOLUMES:	17	17	66	57	157

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Location: Inglewood
N/S: S Prairie Avenue
E/W: W 104th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound S Prairie Avenue			Westbound W 104th Street			Northbound S Prairie Avenue			Eastbound W 104th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	1	0	0	0	1	0	0	0	0	3

	Southbound S Prairie Avenue			Westbound W 104th Street			Northbound S Prairie Avenue			Eastbound W 104th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	0	1	0	0	3	0	6

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

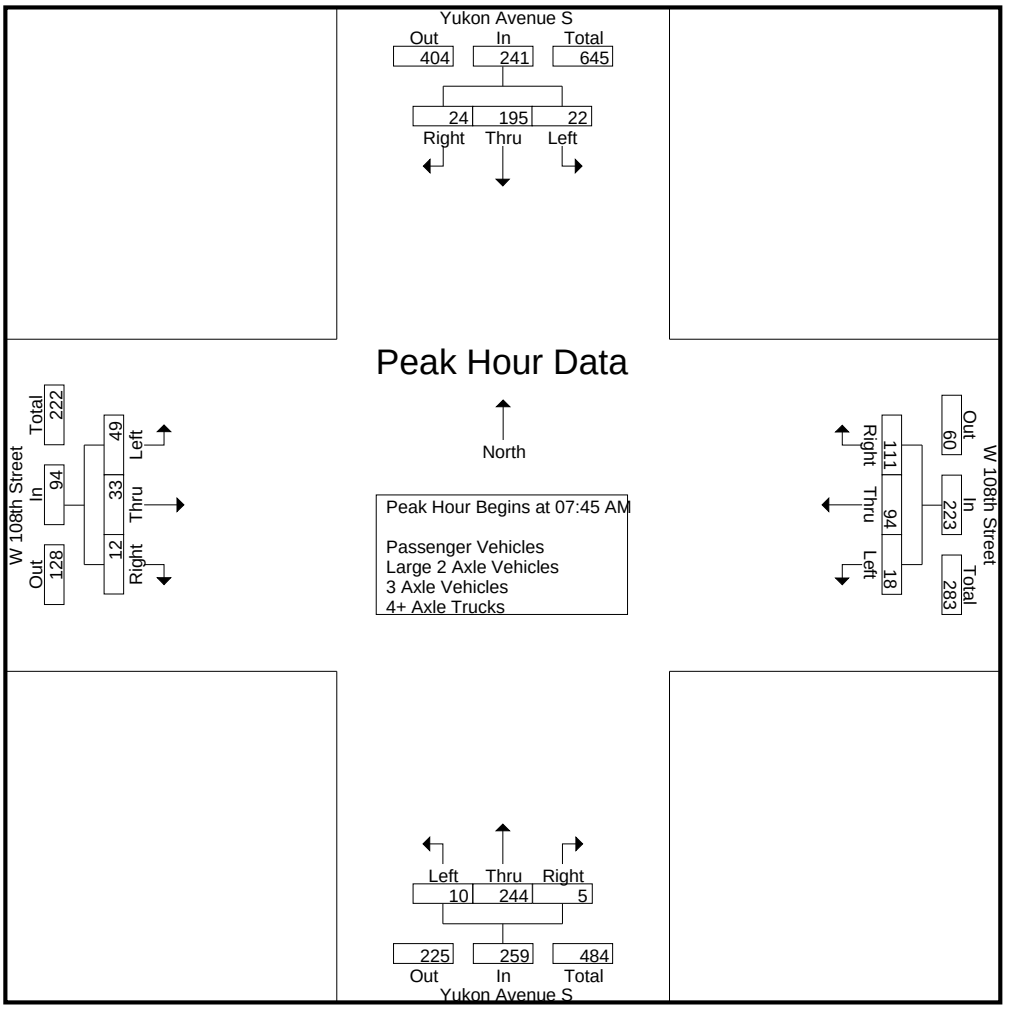
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	30	4	35	2	9	13	24	0	31	1	32	7	7	1	15	106
07:15 AM	6	29	3	38	5	8	17	30	1	30	1	32	5	6	1	12	112
07:30 AM	3	36	6	45	3	22	17	42	2	57	1	60	7	7	1	15	162
07:45 AM	7	43	3	53	7	35	27	69	2	63	0	65	12	11	6	29	216
Total	17	138	16	171	17	74	74	165	5	181	3	189	31	31	9	71	596
08:00 AM	7	48	4	59	3	24	36	63	4	73	1	78	12	11	2	25	225
08:15 AM	3	54	11	68	5	17	31	53	3	67	3	73	10	5	3	18	212
08:30 AM	5	50	6	61	3	18	17	38	1	41	1	43	15	6	1	22	164
08:45 AM	3	42	9	54	3	12	8	23	2	37	3	42	7	7	3	17	136
Total	18	194	30	242	14	71	92	177	10	218	8	236	44	29	9	82	737
Grand Total	35	332	46	413	31	145	166	342	15	399	11	425	75	60	18	153	1333
Apprch %	8.5	80.4	11.1		9.1	42.4	48.5		3.5	93.9	2.6		49	39.2	11.8		
Total %	2.6	24.9	3.5	31	2.3	10.9	12.5	25.7	1.1	29.9	0.8	31.9	5.6	4.5	1.4	11.5	
Passenger Vehicles	35	326	46	407	30	143	163	336	15	394	11	420	73	59	18	150	1313
% Passenger Vehicles	100	98.2	100	98.5	96.8	98.6	98.2	98.2	100	98.7	100	98.8	97.3	98.3	100	98	98.5
Large 2 Axle Vehicles	0	6	0	6	1	2	3	6	0	4	0	4	2	1	0	3	19
% Large 2 Axle Vehicles	0	1.8	0	1.5	3.2	1.4	1.8	1.8	0	1	0	0.9	2.7	1.7	0	2	1.4
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**7**	43	3	53	**7**	**35**	27	**69**	2	63	0	65	12	**11**	**6**	**29**	216
08:00 AM	7	48	4	59	3	24	**36**	63	**4**	**73**	1	**78**	12	11	2	25	**225**
08:15 AM	3	**54**	**11**	**68**	5	17	31	53	3	67	**3**	73	10	5	3	18	212
08:30 AM	5	50	6	61	3	18	17	38	1	41	1	43	**15**	6	1	22	164
Total Volume	22	195	24	241	18	94	111	223	10	244	5	259	49	33	12	94	817
% App. Total	9.1	80.9	10		8.1	42.2	49.8		3.9	94.2	1.9		52.1	35.1	12.8		
PHF	.786	.903	.545	.886	.643	.671	.771	.808	.625	.836	.417	.830	.817	.750	.500	.810	.908

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:30 AM				07:30 AM				07:45 AM			
+0 mins.	**7**	48	4	59	3	22	17	42	2	57	1	60	12	**11**	**6**	**29**
+15 mins.	3	**54**	**11**	**68**	**7**	**35**	27	**69**	2	63	0	65	12	11	2	25
+30 mins.	5	50	6	61	3	24	**36**	63	**4**	**73**	1	**78**	10	5	3	18
+45 mins.	3	42	9	54	5	17	31	53	3	67	**3**	73	**15**	6	1	22
Total Volume	18	194	30	242	18	98	111	227	11	260	5	276	49	33	12	94
% App. Total	7.4	80.2	12.4		7.9	43.2	48.9		4	94.2	1.8		52.1	35.1	12.8	
PHF	.643	.898	.682	.890	.643	.700	.771	.822	.688	.890	.417	.885	.817	.750	.500	.810

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City of Inglewood
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File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

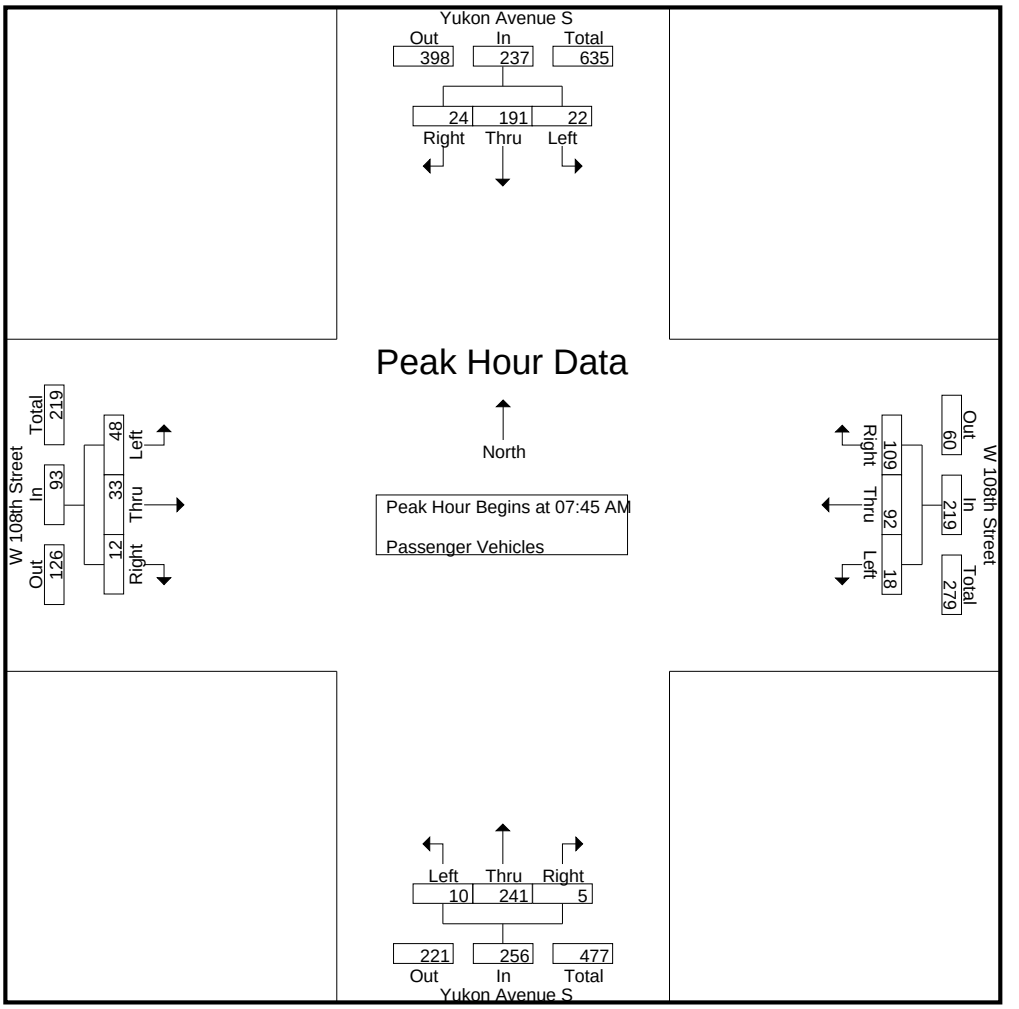
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	30	4	35	2	9	13	24	0	31	1	32	7	7	1	15	106
07:15 AM	6	29	3	38	4	8	17	29	1	30	1	32	4	6	1	11	110
07:30 AM	3	35	6	44	3	22	16	41	2	55	1	58	7	6	1	14	157
07:45 AM	7	42	3	52	7	34	27	68	2	63	0	65	11	11	6	28	213
Total	17	136	16	169	16	73	73	162	5	179	3	187	29	30	9	68	586
08:00 AM	7	48	4	59	3	23	35	61	4	72	1	77	12	11	2	25	222
08:15 AM	3	54	11	68	5	17	30	52	3	67	3	73	10	5	3	18	211
08:30 AM	5	47	6	58	3	18	17	38	1	39	1	41	15	6	1	22	159
08:45 AM	3	41	9	53	3	12	8	23	2	37	3	42	7	7	3	17	135
Total	18	190	30	238	14	70	90	174	10	215	8	233	44	29	9	82	727
Grand Total	35	326	46	407	30	143	163	336	15	394	11	420	73	59	18	150	1313
Apprch %	8.6	80.1	11.3		8.9	42.6	48.5		3.6	93.8	2.6		48.7	39.3	12		
Total %	2.7	24.8	3.5	31	2.3	10.9	12.4	25.6	1.1	30	0.8	32	5.6	4.5	1.4	11.4	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**7**	42	3	52	**7**	**34**	27	**68**	2	63	0	65	11	**11**	**6**	**28**	213
08:00 AM	7	48	4	59	3	23	**35**	61	**4**	**72**	1	**77**	12	11	2	25	**222**
08:15 AM	3	**54**	**11**	**68**	5	17	30	52	3	67	**3**	73	10	5	3	18	211
08:30 AM	5	47	6	58	3	18	17	38	1	39	1	41	**15**	6	1	22	159
Total Volume	22	191	24	237	18	92	109	219	10	241	5	256	48	33	12	93	805
% App. Total	9.3	80.6	10.1		8.2	42	49.8		3.9	94.1	2		51.6	35.5	12.9		
PHF	.786	.884	.545	.871	.643	.676	.779	.805	.625	.837	.417	.831	.800	.750	.500	.830	.907

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City of Inglewood
N/S: Yukon Avenue S
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Weather: Clear

File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	**7**	42	3	52	**7**	**34**	27	**68**	2	63	0	65	11	**11**	**6**	**28**
+15 mins.	7	48	4	59	3	23	**35**	61	**4**	**72**	1	**77**	12	11	2	25
+30 mins.	3	**54**	**11**	**68**	5	17	30	52	3	67	**3**	73	10	5	3	18
+45 mins.	5	47	6	58	3	18	17	38	1	39	1	41	**15**	6	1	22
Total Volume	22	191	24	237	18	92	109	219	10	241	5	256	48	33	12	93
% App. Total	9.3	80.6	10.1		8.2	42	49.8		3.9	94.1	2		51.6	35.5	12.9	
PHF	.786	.884	.545	.871	.643	.676	.779	.805	.625	.837	.417	.831	.800	.750	.500	.830

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File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

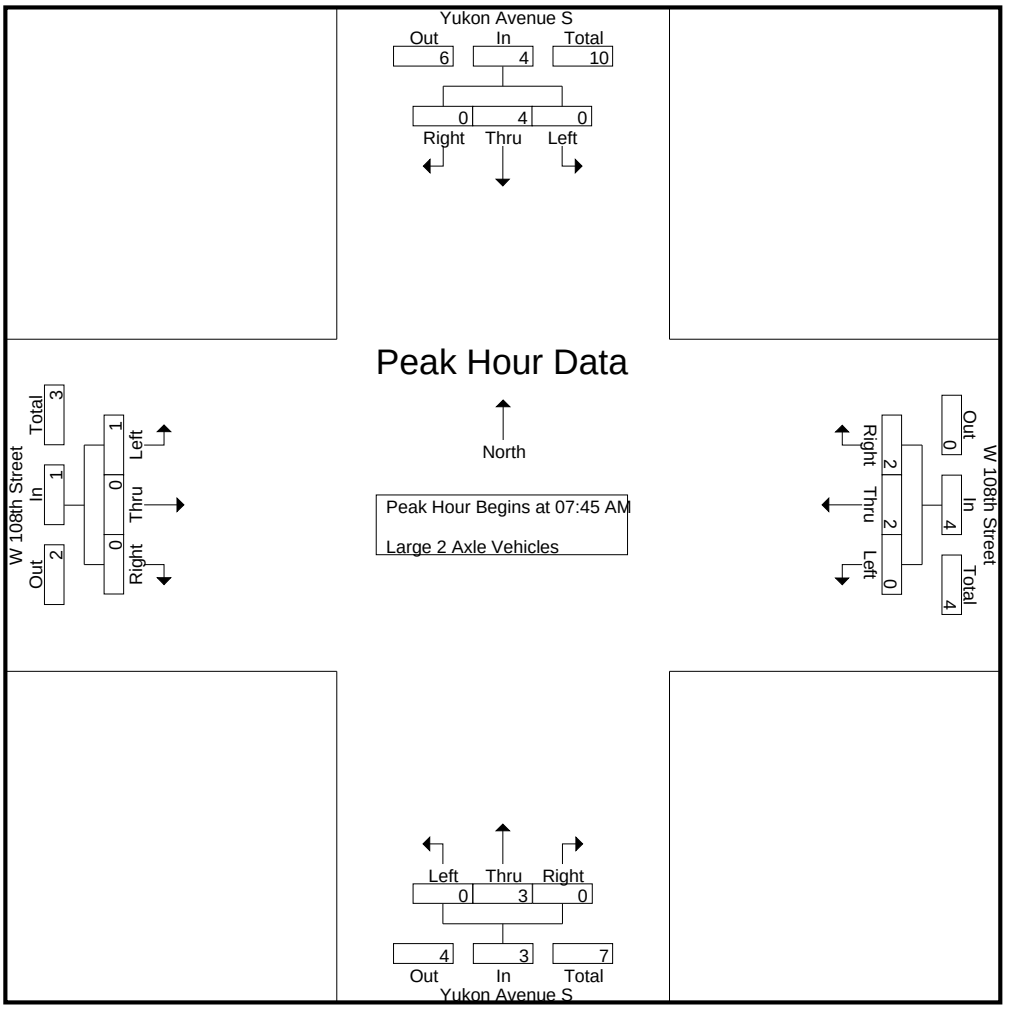
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
07:30 AM	0	1	0	1	0	0	1	1	0	1	0	1	0	1	0	1	4
07:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	1	0	0	1	3
Total	0	2	0	2	1	1	1	3	0	1	0	1	2	1	0	3	9
08:00 AM	0	0	0	0	0	1	1	2	0	1	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	1	2	3	0	3	0	3	0	0	0	0	10
Grand Total	0	6	0	6	1	2	3	6	0	4	0	4	2	1	0	3	19
Apprch %	0	100	0		16.7	33.3	50		0	100	0		66.7	33.3	0		
Total %	0	31.6	0	31.6	5.3	10.5	15.8	31.6	0	21.1	0	21.1	10.5	5.3	0	15.8	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	1	0	1	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**	3
08:00 AM	0	0	0	0	0	1	**1**	**2**	0	1	0	1	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**5**
Total Volume	0	4	0	4	0	2	2	4	0	3	0	3	1	0	0	1	12
% App. Total	0	100	0		0	50	50		0	100	0		100	0	0		
PHF	.000	.333	.000	.333	.000	.500	.500	.500	.000	.375	.000	.375	.250	.000	.000	.250	.600

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City of Inglewood
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File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	1	0	1	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**
+15 mins.	0	0	0	0	0	1	**1**	**2**	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	4	0	4	0	2	2	4	0	3	0	3	1	0	0	1
% App. Total	0	100	0		0	50	50		0	100	0		100	0	0	
PHF	.000	.333	.000	.333	.000	.500	.500	.500	.000	.375	.000	.375	.250	.000	.000	.250

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

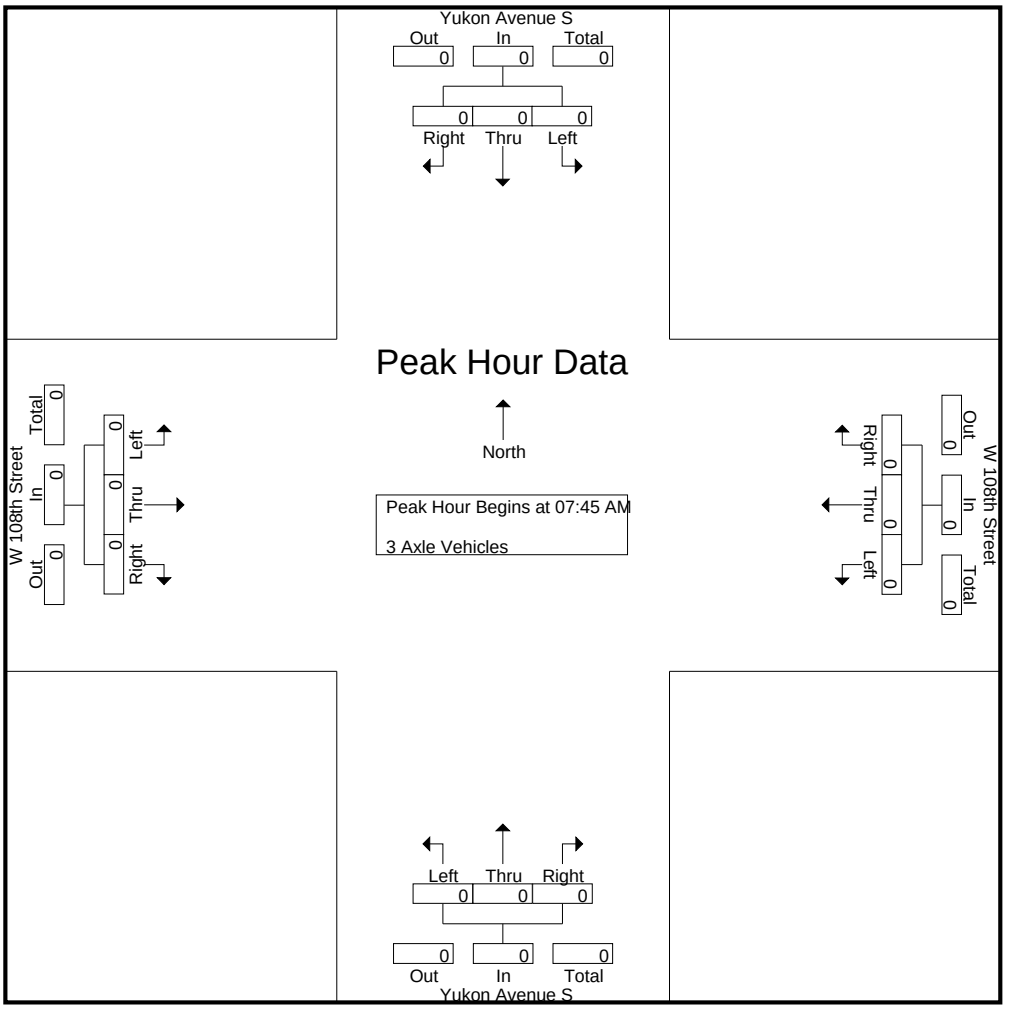
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Apprch %	0	0	0		0	0	0		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	0	100	0	100	0	0	0	0	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
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File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

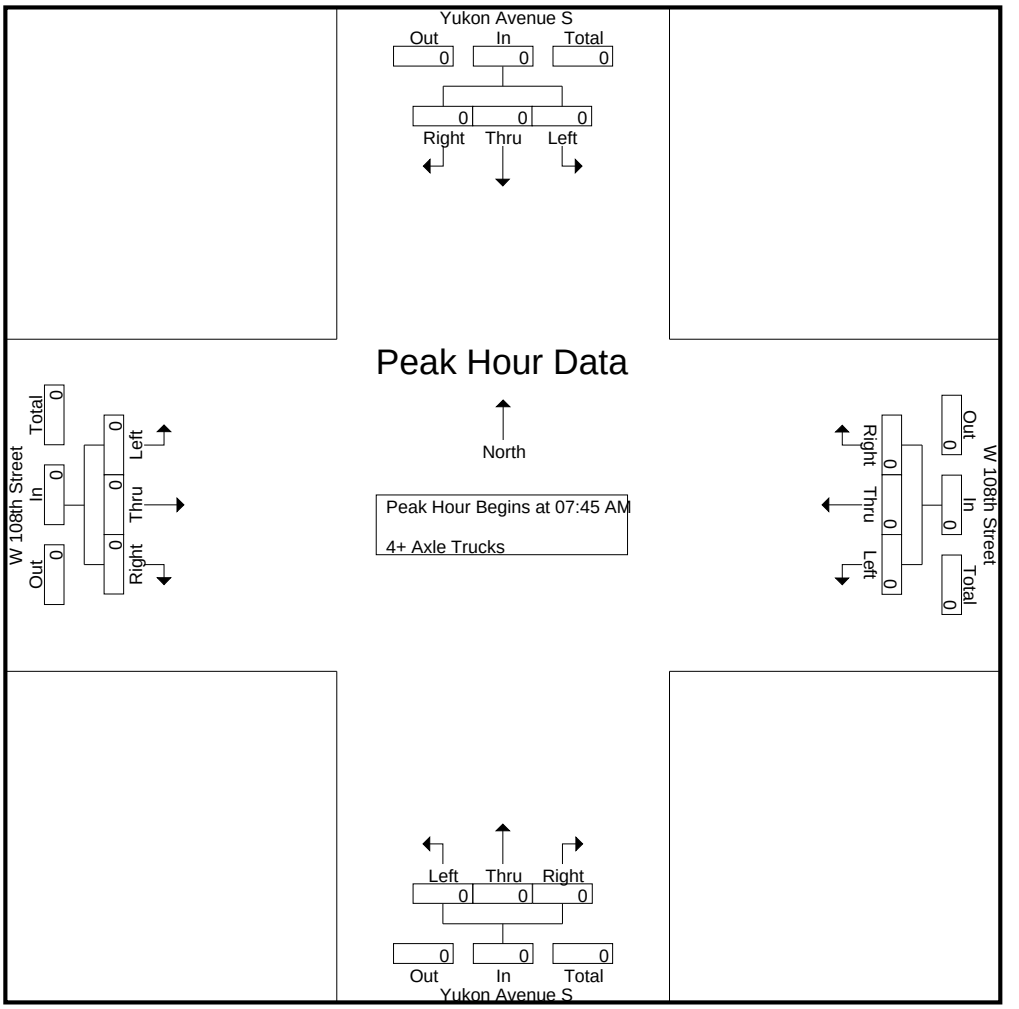
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:45 AM				07:45 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Yukon Avenue S
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Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

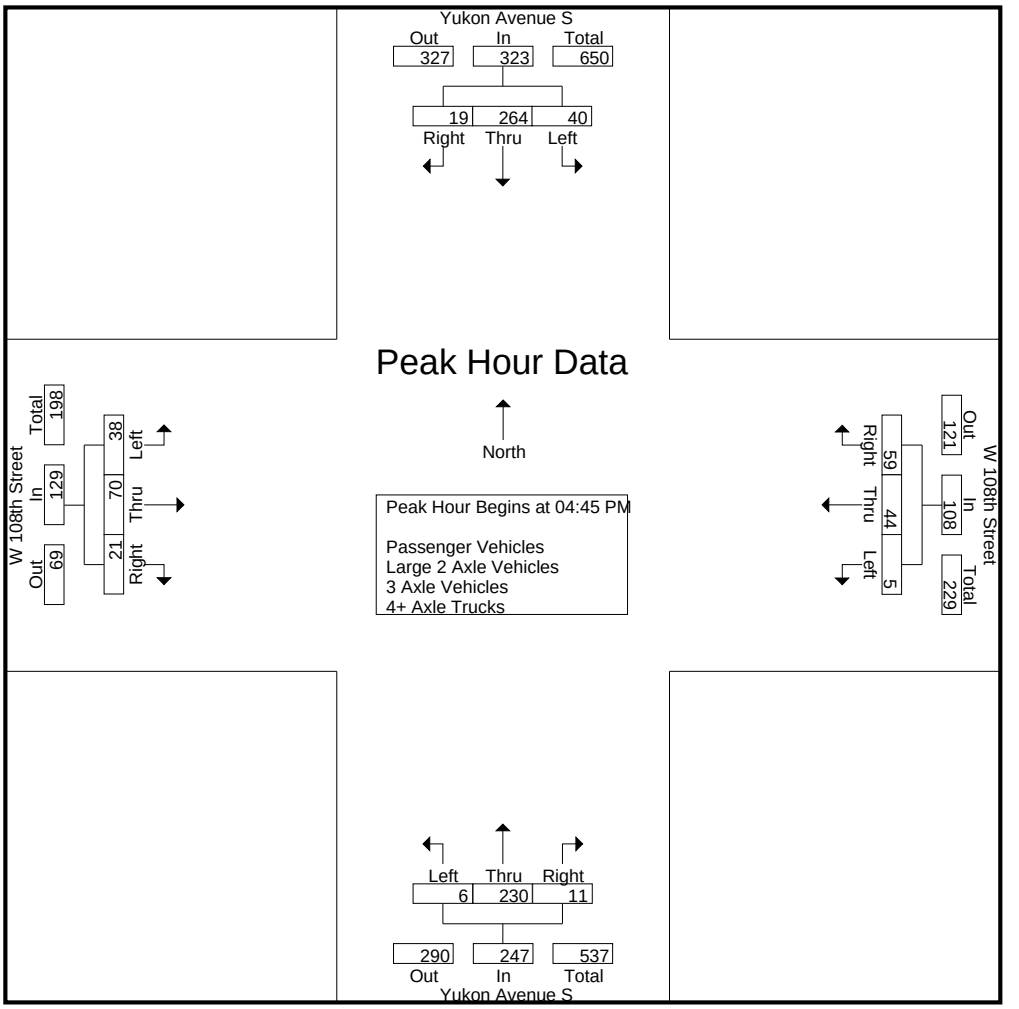
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	55	7	74	0	13	19	32	4	42	2	48	6	11	7	24	178
04:15 PM	10	75	3	88	1	15	14	30	1	59	5	65	13	10	1	24	207
04:30 PM	6	63	3	72	1	12	18	31	3	52	1	56	11	11	5	27	186
04:45 PM	11	66	1	78	0	12	15	27	1	58	0	59	10	18	5	33	197
Total	39	259	14	312	2	52	66	120	9	211	8	228	40	50	18	108	768
05:00 PM	6	70	8	84	0	14	16	30	0	51	4	55	11	13	5	29	198
05:15 PM	10	66	8	84	3	7	14	24	3	70	3	76	7	20	6	33	217
05:30 PM	13	62	2	77	2	11	14	27	2	51	4	57	10	19	5	34	195
05:45 PM	11	69	6	86	6	9	10	25	2	44	4	50	6	22	4	32	193
Total	40	267	24	331	11	41	54	106	7	216	15	238	34	74	20	128	803
Grand Total	79	526	38	643	13	93	120	226	16	427	23	466	74	124	38	236	1571
Apprch %	12.3	81.8	5.9		5.8	41.2	53.1		3.4	91.6	4.9		31.4	52.5	16.1		
Total %	5	33.5	2.4	40.9	0.8	5.9	7.6	14.4	1	27.2	1.5	29.7	4.7	7.9	2.4	15	
Passenger Vehicles	78	522	37	637	13	91	120	224	16	422	23	461	74	121	36	231	1553
% Passenger Vehicles	98.7	99.2	97.4	99.1	100	97.8	100	99.1	100	98.8	100	98.9	100	97.6	94.7	97.9	98.9
Large 2 Axle Vehicles	1	4	1	6	0	2	0	2	0	5	0	5	0	3	2	5	18
% Large 2 Axle Vehicles	1.3	0.8	2.6	0.9	0	2.2	0	0.9	0	1.2	0	1.1	0	2.4	5.3	2.1	1.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	66	1	78	0	12	15	27	1	58	0	59	10	18	5	33	197
05:00 PM	6	**70**	**8**	**84**	0	**14**	**16**	**30**	0	51	**4**	55	**11**	13	5	29	198
05:15 PM	10	66	8	84	**3**	7	14	24	**3**	**70**	3	**76**	7	**20**	**6**	33	**217**
05:30 PM	**13**	62	2	77	2	11	14	27	2	51	4	57	10	19	5	**34**	195
Total Volume	40	264	19	323	5	44	59	108	6	230	11	247	38	70	21	129	807
% App. Total	12.4	81.7	5.9		4.6	40.7	54.6		2.4	93.1	4.5		29.5	54.3	16.3		
PHF	.769	.943	.594	.961	.417	.786	.922	.900	.500	.821	.688	.813	.864	.875	.875	.949	.930

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	6	**70**	**8**	84	0	13	**19**	**32**	1	58	0	59	10	18	5	33
+15 mins.	10	66	8	84	**1**	**15**	14	30	0	51	**4**	55	**11**	13	5	29
+30 mins.	**13**	62	2	77	1	12	18	31	**3**	**70**	3	**76**	7	**20**	**6**	33
+45 mins.	11	69	6	**86**	0	12	15	27	2	51	4	57	10	19	5	**34**
Total Volume	40	267	24	331	2	52	66	120	6	230	11	247	38	70	21	129
% App. Total	12.1	80.7	7.3		1.7	43.3	55		2.4	93.1	4.5		29.5	54.3	16.3	
PHF	.769	.954	.750	.962	.500	.867	.868	.938	.500	.821	.688	.813	.864	.875	.875	.949

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City of Inglewood
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File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
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Groups Printed- Passenger Vehicles

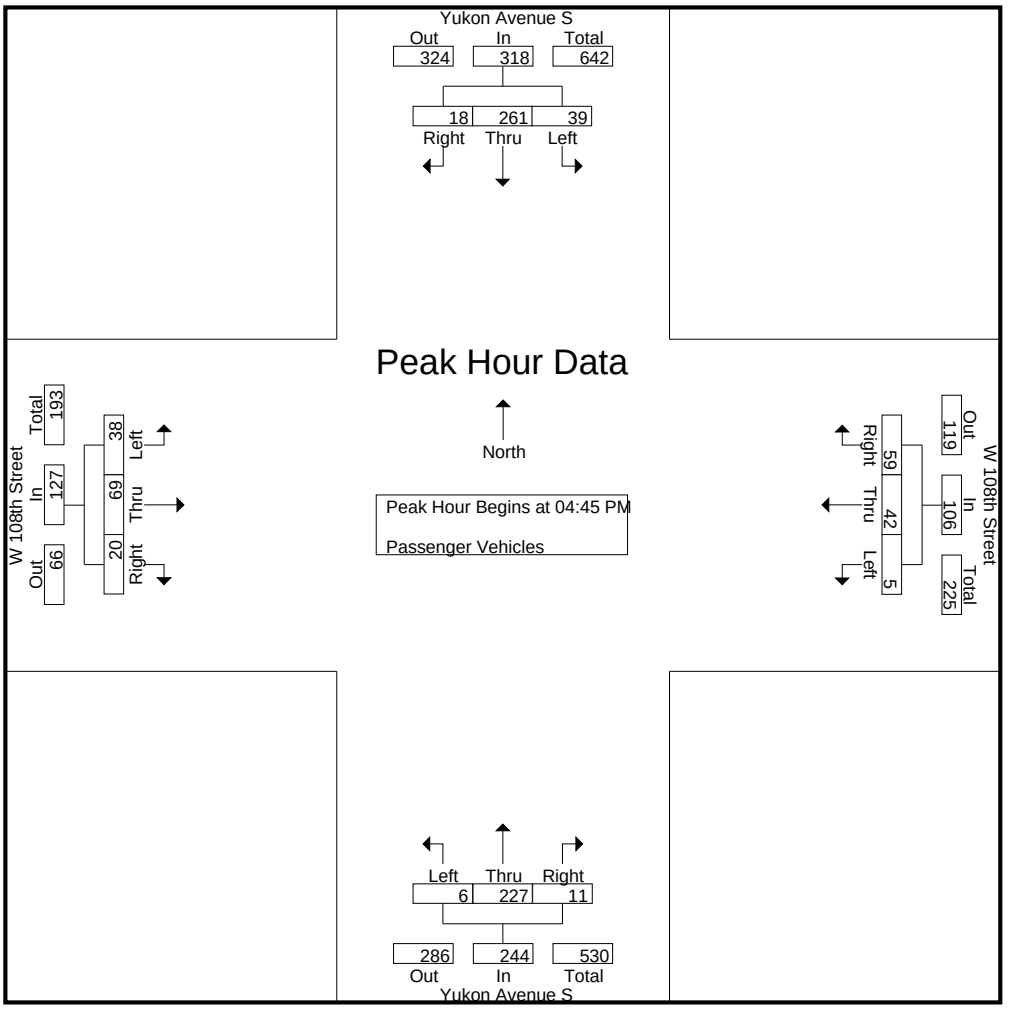
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	54	7	73	0	13	19	32	4	41	2	47	6	11	6	23	175
04:15 PM	10	75	3	88	1	15	14	30	1	58	5	64	13	10	1	24	206
04:30 PM	6	63	3	72	1	12	18	31	3	52	1	56	11	10	5	26	185
04:45 PM	11	66	1	78	0	11	15	26	1	58	0	59	10	18	5	33	196
Total	39	258	14	311	2	51	66	119	9	209	8	226	40	49	17	106	762
05:00 PM	6	68	8	82	0	13	16	29	0	49	4	53	11	13	5	29	193
05:15 PM	9	65	7	81	3	7	14	24	3	70	3	76	7	20	6	33	214
05:30 PM	13	62	2	77	2	11	14	27	2	50	4	56	10	18	4	32	192
05:45 PM	11	69	6	86	6	9	10	25	2	44	4	50	6	21	4	31	192
Total	39	264	23	326	11	40	54	105	7	213	15	235	34	72	19	125	791
Grand Total	78	522	37	637	13	91	120	224	16	422	23	461	74	121	36	231	1553
Apprch %	12.2	81.9	5.8		5.8	40.6	53.6		3.5	91.5	5		32	52.4	15.6		
Total %	5	33.6	2.4	41	0.8	5.9	7.7	14.4	1	27.2	1.5	29.7	4.8	7.8	2.3	14.9	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	11	66	1	78	0	11	15	26	1	58	0	59	10	18	5	**33**	196
05:00 PM	6	**68**	**8**	**82**	0	**13**	**16**	**29**	0	49	**4**	53	**11**	13	5	29	193
05:15 PM	9	65	7	81	**3**	7	14	24	**3**	**70**	3	**76**	7	**20**	**6**	33	**214**
05:30 PM	**13**	62	2	77	2	11	14	27	2	50	4	56	10	18	4	32	192
Total Volume	39	261	18	318	5	42	59	106	6	227	11	244	38	69	20	127	795
% App. Total	12.3	82.1	5.7		4.7	39.6	55.7		2.5	93	4.5		29.9	54.3	15.7		
PHF	.750	.960	.563	.970	.417	.808	.922	.914	.500	.811	.688	.803	.864	.863	.833	.962	.929

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City of Inglewood
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Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	11	66	1	78	0	11	15	26	1	58	0	59	10	18	5	**33**
+15 mins.	6	**68**	**8**	**82**	0	**13**	**16**	**29**	0	49	**4**	53	**11**	13	5	29
+30 mins.	9	65	7	81	**3**	7	14	24	**3**	**70**	3	**76**	7	**20**	**6**	33
+45 mins.	**13**	62	2	77	2	11	14	27	2	50	4	56	10	18	4	32
Total Volume	39	261	18	318	5	42	59	106	6	227	11	244	38	69	20	127
% App. Total	12.3	82.1	5.7		4.7	39.6	55.7		2.5	93	4.5		29.9	54.3	15.7	
PHF	.750	.960	.563	.970	.417	.808	.922	.914	.500	.811	.688	.803	.864	.863	.833	.962

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City of Inglewood
N/S: Yukon Avenue S
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Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

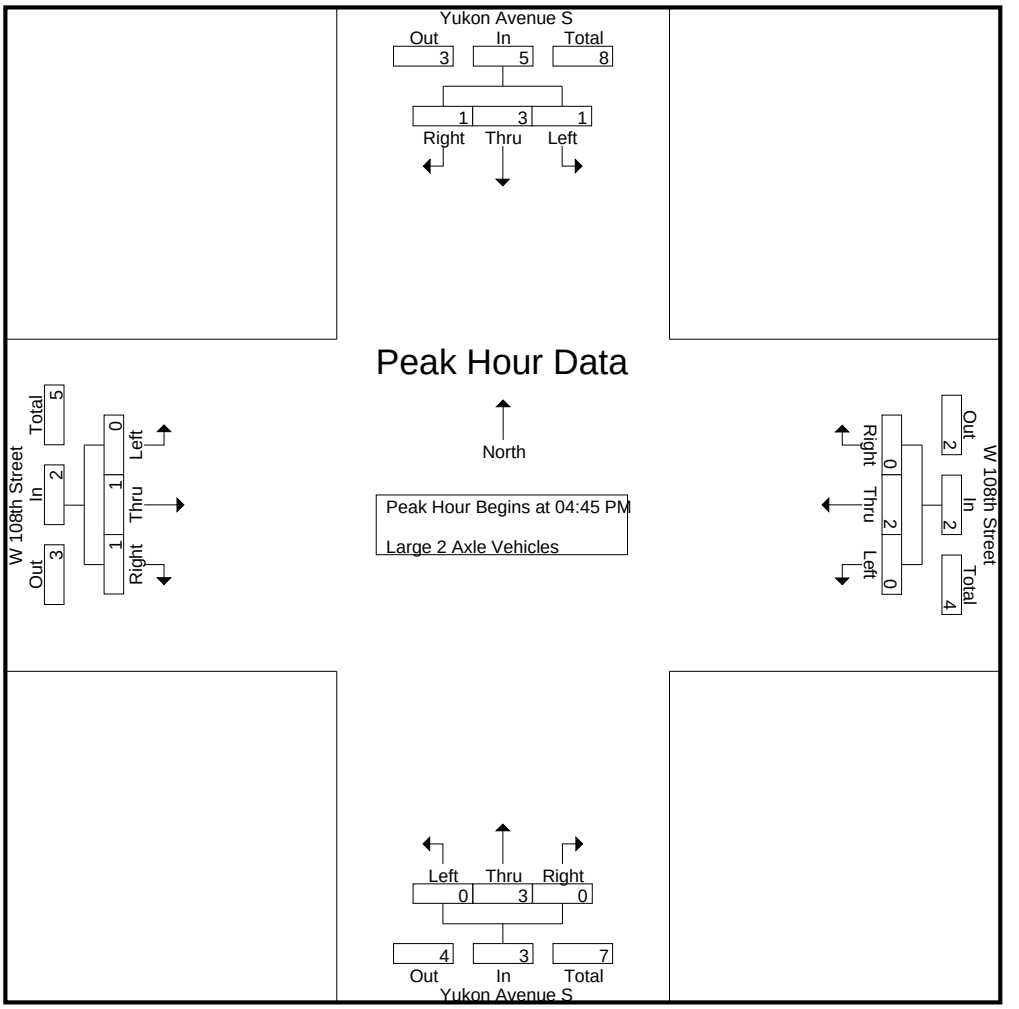
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	0	2	0	2	0	1	1	2	6
05:00 PM	0	2	0	2	0	1	0	1	0	2	0	2	0	0	0	0	5
05:15 PM	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	3	1	5	0	1	0	1	0	3	0	3	0	2	1	3	12
Grand Total	1	4	1	6	0	2	0	2	0	5	0	5	0	3	2	5	18
Apprch %	16.7	66.7	16.7		0	100	0		0	100	0		0	60	40		
Total %	5.6	22.2	5.6	33.3	0	11.1	0	11.1	0	27.8	0	27.8	0	16.7	11.1	27.8	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	**2**	0	2	0	1	0	1	0	**2**	0	**2**	0	0	0	0	**5**
05:15 PM	**1**	1	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	**1**	**2**	3
Total Volume	1	3	1	5	0	2	0	2	0	3	0	3	0	1	1	2	12
% App. Total	20	60	20		0	100	0		0	100	0		0	50	50		
PHF	.250	.375	.250	.417	.000	.500	.000	.500	.000	.375	.000	.375	.000	.250	.250	.250	.600

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File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	2	0	1	0	1	0	**2**	0	**2**	0	0	0	0
+30 mins.	**1**	1	**1**	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**1**	**1**	**2**
Total Volume	1	3	1	5	0	2	0	2	0	3	0	3	0	1	1	2
% App. Total	20	60	20		0	100	0		0	100	0		0	50	50	
PHF	.250	.375	.250	.417	.000	.500	.000	.500	.000	.375	.000	.375	.000	.250	.250	.250

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City of Inglewood
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Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
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Groups Printed- 3 Axle Vehicles

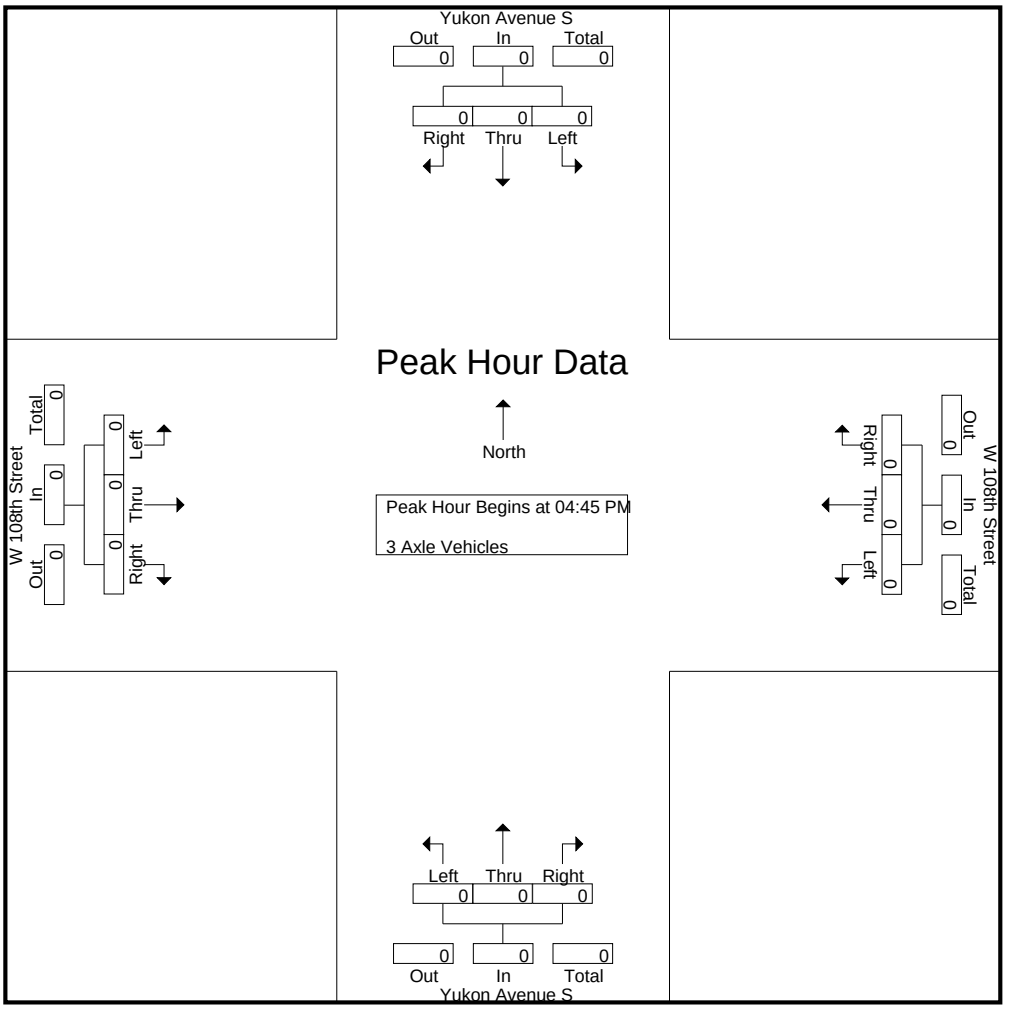
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(951) 268-6268

City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

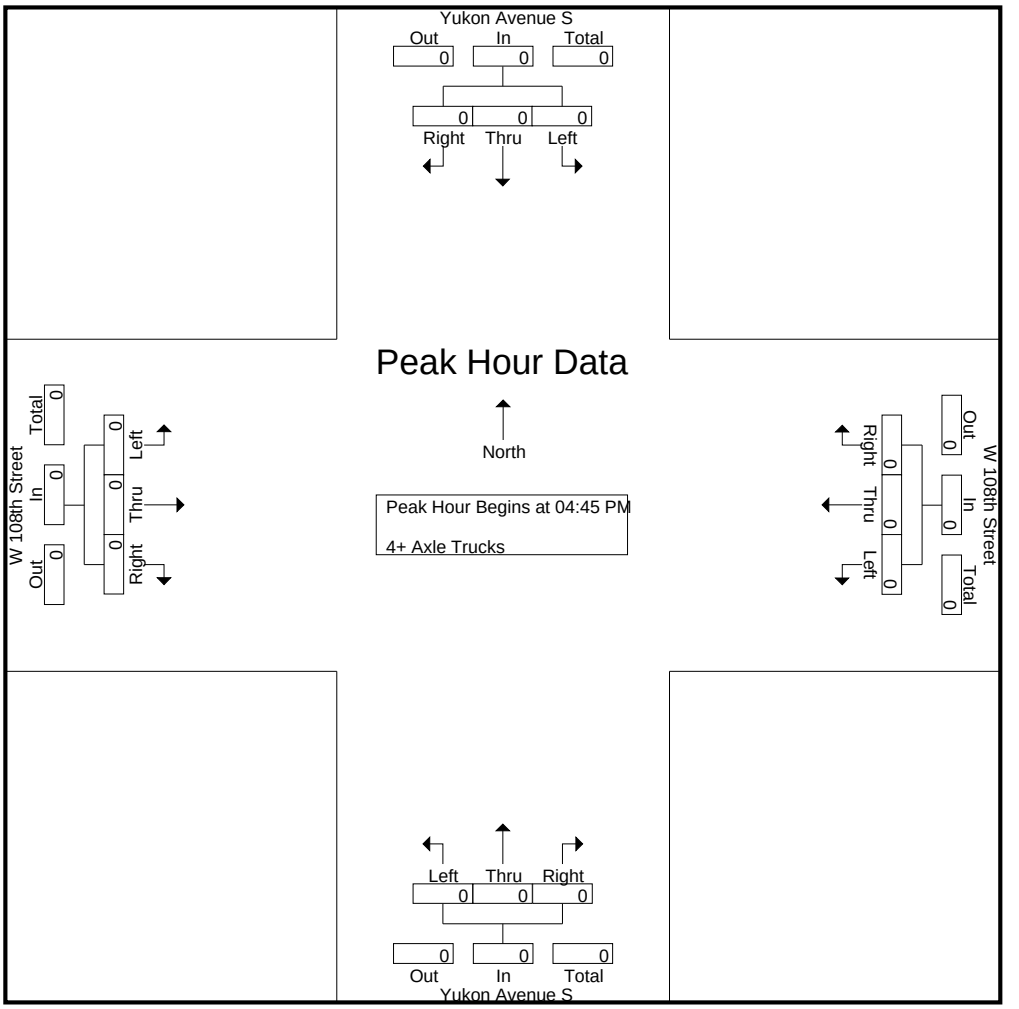
	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Yukon Avenue S Southbound				W 108th Street Westbound				Yukon Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 06_IWD_Yuk_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Yukon Avenue S	East Leg W 108th Street	South Leg Yukon Avenue S	West Leg W 108th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	3	1	0	5
7:15 AM	2	1	2	0	5
7:30 AM	3	1	0	1	5
7:45 AM	4	3	0	3	10
8:00 AM	0	4	5	4	13
8:15 AM	6	12	3	4	25
8:30 AM	4	2	3	3	12
8:45 AM	1	2	2	2	7
TOTAL VOLUMES:	21	28	16	17	82

	North Leg Yukon Avenue S	East Leg W 108th Street	South Leg Yukon Avenue S	West Leg W 108th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	1	3	5	11
4:15 PM	7	4	0	0	11
4:30 PM	0	1	1	12	14
4:45 PM	1	1	2	5	9
5:00 PM	2	0	0	4	6
5:15 PM	0	1	0	2	3
5:30 PM	1	0	0	0	1
5:45 PM	1	2	4	0	7
TOTAL VOLUMES:	14	10	10	28	62

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Location: Inglewood
N/S: Yukon Avenue S
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Yukon Avenue S			Westbound W 108th Street			Northbound Yukon Avenue S			Eastbound W 108th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
7:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	0	1	2	0	0	2	0	7

	Southbound Yukon Avenue S			Westbound W 108th Street			Northbound Yukon Avenue S			Eastbound W 108th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	4	0	0	0	0	5
4:45 PM	0	5	0	0	0	0	0	0	0	0	1	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	6	0	0	0	2	0	6	0	0	2	0	16

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

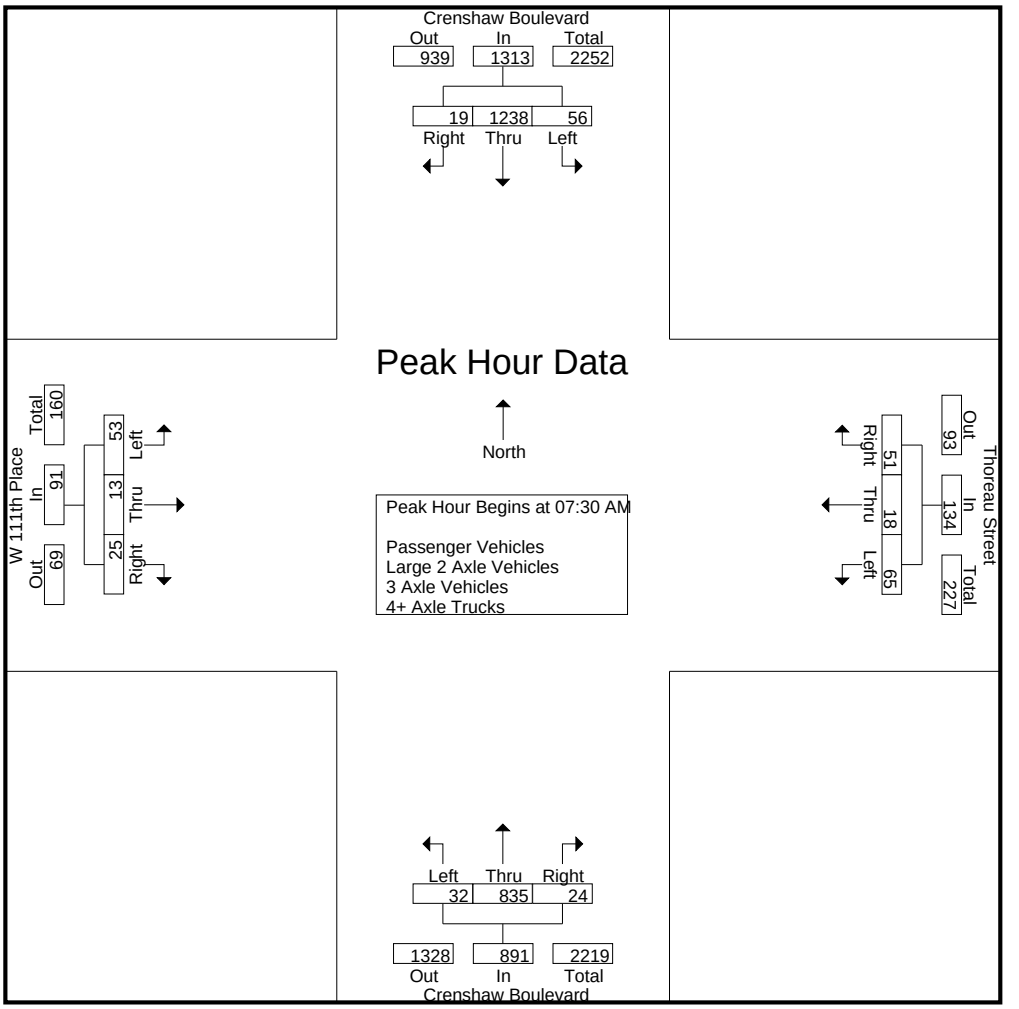
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	208	2	217	11	0	8	19	2	168	4	174	6	3	7	16	426
07:15 AM	8	203	2	213	15	0	6	21	1	245	2	248	5	5	1	11	493
07:30 AM	10	311	3	324	18	4	8	30	3	231	5	239	7	5	6	18	611
07:45 AM	15	305	5	325	22	5	18	45	14	206	3	223	17	1	6	24	617
Total	40	1027	12	1079	66	9	40	115	20	850	14	884	35	14	20	69	2147
08:00 AM	16	335	7	358	11	5	15	31	6	215	6	227	15	2	6	23	639
08:15 AM	15	287	4	306	14	4	10	28	9	183	10	202	14	5	7	26	562
08:30 AM	9	301	7	317	15	4	11	30	3	224	12	239	7	9	6	22	608
08:45 AM	7	230	4	241	13	5	4	22	4	198	3	205	11	4	2	17	485
Total	47	1153	22	1222	53	18	40	111	22	820	31	873	47	20	21	88	2294
Grand Total	87	2180	34	2301	119	27	80	226	42	1670	45	1757	82	34	41	157	4441
Apprch %	3.8	94.7	1.5		52.7	11.9	35.4		2.4	95	2.6		52.2	21.7	26.1		
Total %	2	49.1	0.8	51.8	2.7	0.6	1.8	5.1	0.9	37.6	1	39.6	1.8	0.8	0.9	3.5	
Passenger Vehicles	85	2111	33	2229	119	27	77	223	40	1600	45	1685	79	33	39	151	4288
% Passenger Vehicles	97.7	96.8	97.1	96.9	100	100	96.2	98.7	95.2	95.8	100	95.9	96.3	97.1	95.1	96.2	96.6
Large 2 Axle Vehicles	1	37	1	39	0	0	3	3	2	41	0	43	3	1	2	6	91
% Large 2 Axle Vehicles	1.1	1.7	2.9	1.7	0	0	3.8	1.3	4.8	2.5	0	2.4	3.7	2.9	4.9	3.8	2
3 Axle Vehicles	1	11	0	12	0	0	0	0	0	6	0	6	0	0	0	0	18
% 3 Axle Vehicles	1.1	0.5	0	0.5	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.4
4+ Axle Trucks	0	21	0	21	0	0	0	0	0	23	0	23	0	0	0	0	44
% 4+ Axle Trucks	0	1	0	0.9	0	0	0	0	0	1.4	0	1.3	0	0	0	0	1

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	311	3	324	18	4	8	30	3	**231**	5	**239**	7	**5**	6	18	611
07:45 AM	15	305	5	325	**22**	**5**	**18**	**45**	**14**	206	3	223	**17**	1	6	24	617
08:00 AM	**16**	**335**	**7**	**358**	11	5	15	31	6	215	6	227	15	2	6	23	**639**
08:15 AM	15	287	4	306	14	4	10	28	9	183	**10**	202	14	5	**7**	**26**	562
Total Volume	56	1238	19	1313	65	18	51	134	32	835	24	891	53	13	25	91	2429
% App. Total	4.3	94.3	1.4		48.5	13.4	38.1		3.6	93.7	2.7		58.2	14.3	27.5		
PHF	.875	.924	.679	.917	.739	.900	.708	.744	.571	.904	.600	.932	.779	.650	.893	.875	.950

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:45 AM			
+0 mins.	10	311	3	324	18	4	8	30	1	**245**	2	**248**	**17**	1	6	24
+15 mins.	15	305	5	325	**22**	**5**	**18**	**45**	3	231	5	239	15	2	6	23
+30 mins.	**16**	**335**	**7**	**358**	11	5	15	31	**14**	206	3	223	14	5	**7**	**26**
+45 mins.	15	287	4	306	14	4	10	28	6	215	**6**	227	7	**9**	6	22
Total Volume	56	1238	19	1313	65	18	51	134	24	897	16	937	53	17	25	95
% App. Total	4.3	94.3	1.4		48.5	13.4	38.1		2.6	95.7	1.7		55.8	17.9	26.3	
PHF	.875	.924	.679	.917	.739	.900	.708	.744	.429	.915	.667	.945	.779	.472	.893	.913

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City of Inglewood
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Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

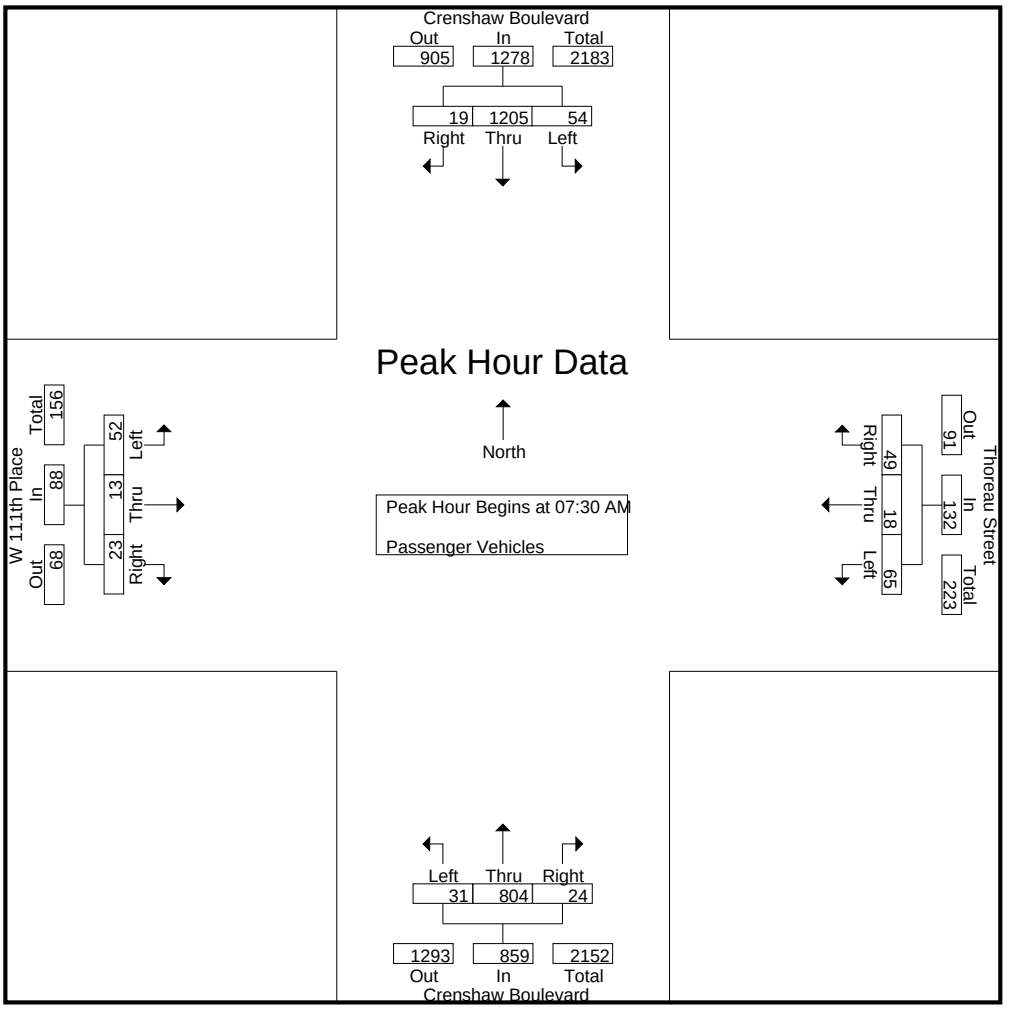
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	197	2	206	11	0	8	19	1	151	4	156	5	3	7	15	396
07:15 AM	8	201	1	210	15	0	5	20	1	236	2	239	5	5	1	11	480
07:30 AM	10	305	3	318	18	4	7	29	3	226	5	234	7	5	5	17	598
07:45 AM	13	292	5	310	22	5	17	44	13	199	3	215	17	1	6	24	593
Total	38	995	11	1044	66	9	37	112	18	812	14	844	34	14	19	67	2067
08:00 AM	16	329	7	352	11	5	15	31	6	208	6	220	15	2	5	22	625
08:15 AM	15	279	4	298	14	4	10	28	9	171	10	190	13	5	7	25	541
08:30 AM	9	292	7	308	15	4	11	30	3	220	12	235	7	8	6	21	594
08:45 AM	7	216	4	227	13	5	4	22	4	189	3	196	10	4	2	16	461
Total	47	1116	22	1185	53	18	40	111	22	788	31	841	45	19	20	84	2221
Grand Total	85	2111	33	2229	119	27	77	223	40	1600	45	1685	79	33	39	151	4288
Apprch %	3.8	94.7	1.5		53.4	12.1	34.5		2.4	95	2.7		52.3	21.9	25.8		
Total %	2	49.2	0.8	52	2.8	0.6	1.8	5.2	0.9	37.3	1	39.3	1.8	0.8	0.9	3.5	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	10	305	3	318	18	4	7	29	3	**226**	5	**234**	7	**5**	5	17	598
07:45 AM	13	292	5	310	**22**	**5**	**17**	**44**	**13**	199	3	215	**17**	1	6	24	593
08:00 AM	**16**	**329**	**7**	**352**	11	5	15	31	6	208	6	220	15	2	5	22	**625**
08:15 AM	15	279	4	298	14	4	10	28	9	171	**10**	190	13	5	**7**	**25**	541
Total Volume	54	1205	19	1278	65	18	49	132	31	804	24	859	52	13	23	88	2357
% App. Total	4.2	94.3	1.5		49.2	13.6	37.1		3.6	93.6	2.8		59.1	14.8	26.1		
PHF	.844	.916	.679	.908	.739	.900	.721	.750	.596	.889	.600	.918	.765	.650	.821	.880	.943

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	10	305	3	318	18	4	7	29	3	**226**	5	**234**	7	**5**	5	17
+15 mins.	13	292	5	310	**22**	**5**	**17**	**44**	**13**	199	3	215	**17**	1	6	24
+30 mins.	**16**	**329**	**7**	**352**	11	5	15	31	6	208	6	220	15	2	5	22
+45 mins.	15	279	4	298	14	4	10	28	9	171	**10**	190	13	5	**7**	**25**
Total Volume	54	1205	19	1278	65	18	49	132	31	804	24	859	52	13	23	88
% App. Total	4.2	94.3	1.5		49.2	13.6	37.1		3.6	93.6	2.8		59.1	14.8	26.1	
PHF	.844	.916	.679	.908	.739	.900	.721	.750	.596	.889	.600	.918	.765	.650	.821	.880

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

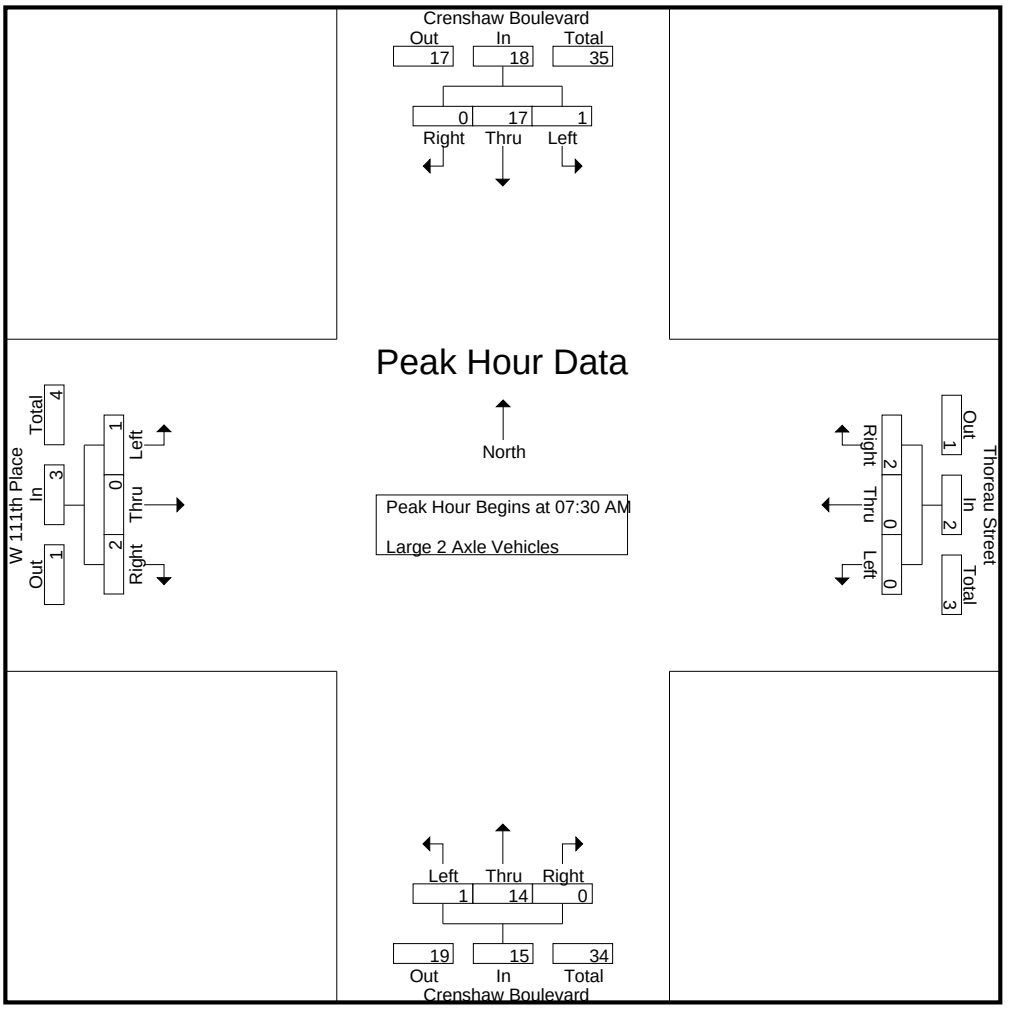
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	1	10	0	11	1	0	0	1	18
07:15 AM	0	1	1	2	0	0	1	1	0	7	0	7	0	0	0	0	10
07:30 AM	0	3	0	3	0	0	1	1	0	1	0	1	0	0	1	1	6
07:45 AM	1	6	0	7	0	0	1	1	1	5	0	6	0	0	0	0	14
Total	1	16	1	18	0	0	3	3	2	23	0	25	1	0	1	2	48
08:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1	7
08:15 AM	0	5	0	5	0	0	0	0	0	5	0	5	1	0	0	1	11
08:30 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	1	0	1	9
08:45 AM	0	7	0	7	0	0	0	0	0	8	0	8	1	0	0	1	16
Total	0	21	0	21	0	0	0	0	0	18	0	18	2	1	1	4	43
Grand Total	1	37	1	39	0	0	3	3	2	41	0	43	3	1	2	6	91
Apprch %	2.6	94.9	2.6		0	0	100		4.7	95.3	0		50	16.7	33.3		
Total %	1.1	40.7	1.1	42.9	0	0	3.3	3.3	2.2	45.1	0	47.3	3.3	1.1	2.2	6.6	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	3	0	3	0	0	**1**	**1**	0	1	0	1	0	0	**1**	**1**	6
07:45 AM	**1**	**6**	0	**7**	0	0	1	1	**1**	**5**	0	**6**	0	0	0	0	**14**
08:00 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1	7
08:15 AM	0	5	0	5	0	0	0	0	0	5	0	5	**1**	0	0	1	11
Total Volume	1	17	0	18	0	0	2	2	1	14	0	15	1	0	2	3	38
% App. Total	5.6	94.4	0		0	0	100		6.7	93.3	0		33.3	0	66.7		
PHF	.250	.708	.000	.643	.000	.000	.500	.500	.250	.700	.000	.625	.250	.000	.500	.750	.679

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	3	0	3	0	0	**1**	**1**	0	1	0	1	0	0	**1**	**1**
+15 mins.	**1**	**6**	0	**7**	0	0	1	1	**1**	**5**	0	**6**	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1
+45 mins.	0	5	0	5	0	0	0	0	0	5	0	5	**1**	0	0	1
Total Volume	1	17	0	18	0	0	2	2	1	14	0	15	1	0	2	3
% App. Total	5.6	94.4	0		0	0	100		6.7	93.3	0		33.3	0	66.7	
PHF	.250	.708	.000	.643	.000	.000	.500	.500	.250	.700	.000	.625	.250	.000	.500	.750

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City of Inglewood
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Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
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Groups Printed- 3 Axle Vehicles

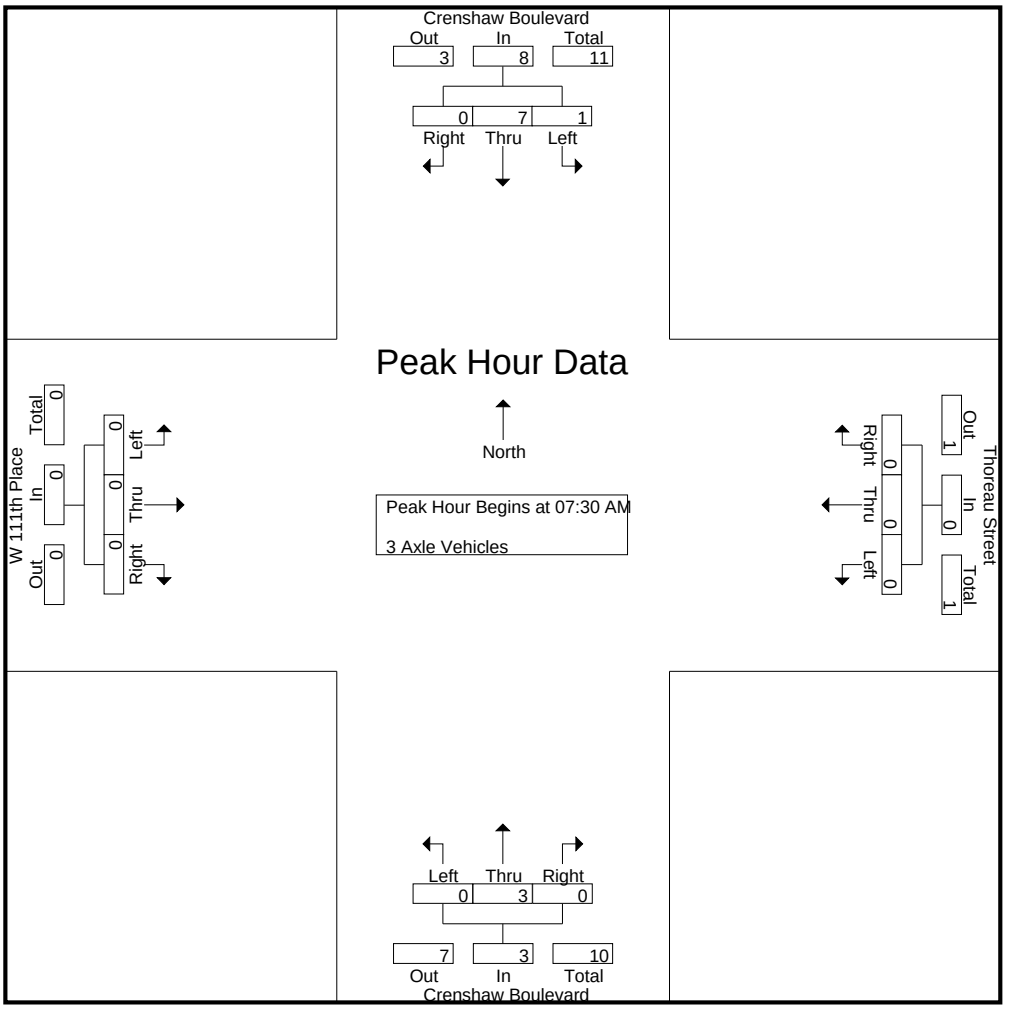
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	1	4	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	1	6	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Total	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Grand Total	1	11	0	12	0	0	0	0	0	6	0	6	0	0	0	0	18
Apprch %	8.3	91.7	0		0	0	0		0	100	0		0	0	0		
Total %	5.6	61.1	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	**1**	**4**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0	**5**
08:00 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	7	0	8	0	0	0	0	0	3	0	3	0	0	0	0	11
% App. Total	12.5	87.5	0		0	0	0		0	100	0		0	0	0		
PHF	.250	.438	.000	.400	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.550

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City of Inglewood
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Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	**1**	**4**	0	**5**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	7	0	8	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	12.5	87.5	0		0	0	0		0	100	0		0	0	0	
PHF	.250	.438	.000	.400	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000

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City of Inglewood
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Weather: Clear

File Name : 07_IWD_Cren_111th AM
Site Code : 10824407
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Groups Printed- 4+ Axle Trucks

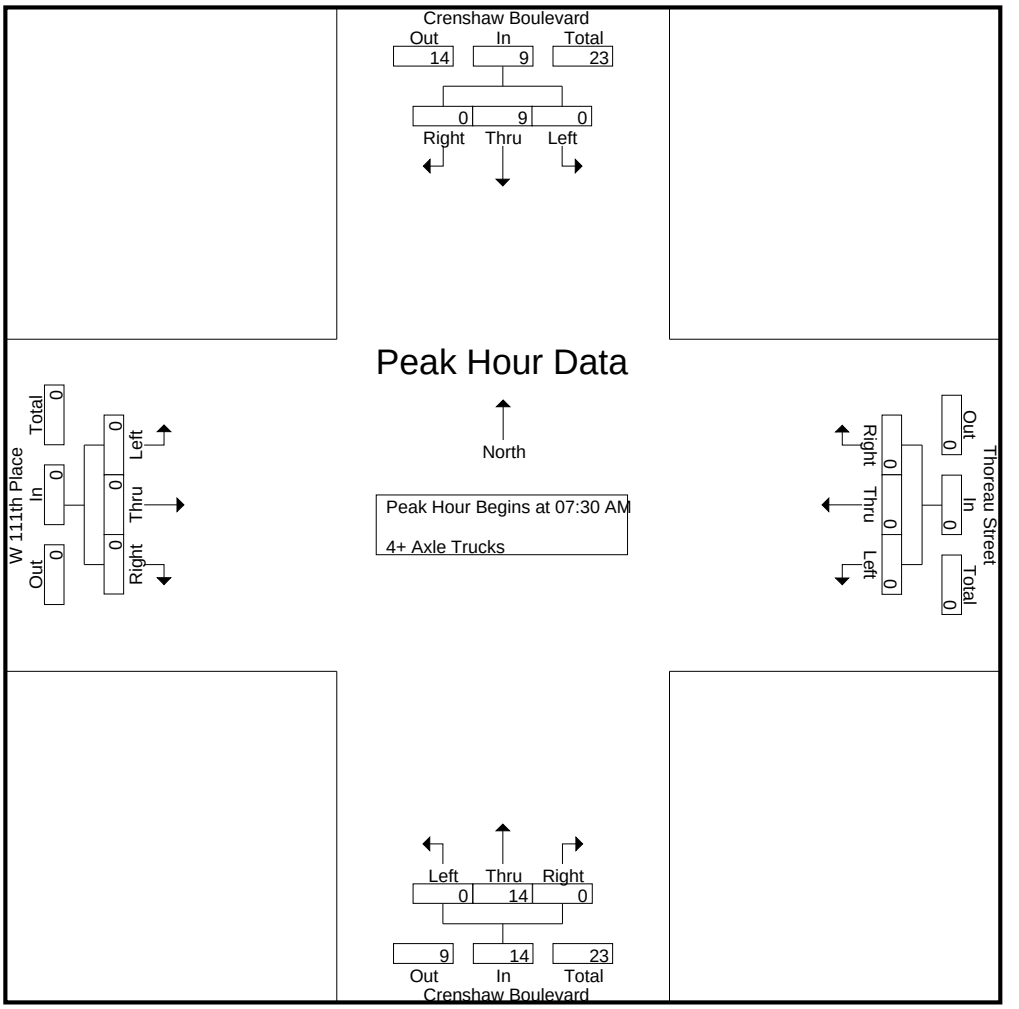
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	0	10	0	10	0	0	0	0	0	12	0	12	0	0	0	0	22
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
08:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:45 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	11	0	11	0	0	0	0	0	11	0	11	0	0	0	0	22
Grand Total	0	21	0	21	0	0	0	0	0	23	0	23	0	0	0	0	44
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	47.7	0	47.7	0	0	0	0	0	52.3	0	52.3	0	0	0	0	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:45 AM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	5
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	**7**	0	**7**	0	0	0	0	**9**
Total Volume	0	9	0	9	0	0	0	0	0	14	0	14	0	0	0	0	23
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.639

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City of Inglewood
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Weather: Clear

File Name : 07_IWD_Cren_111th AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	**7**	0	**7**	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	14	0	14	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

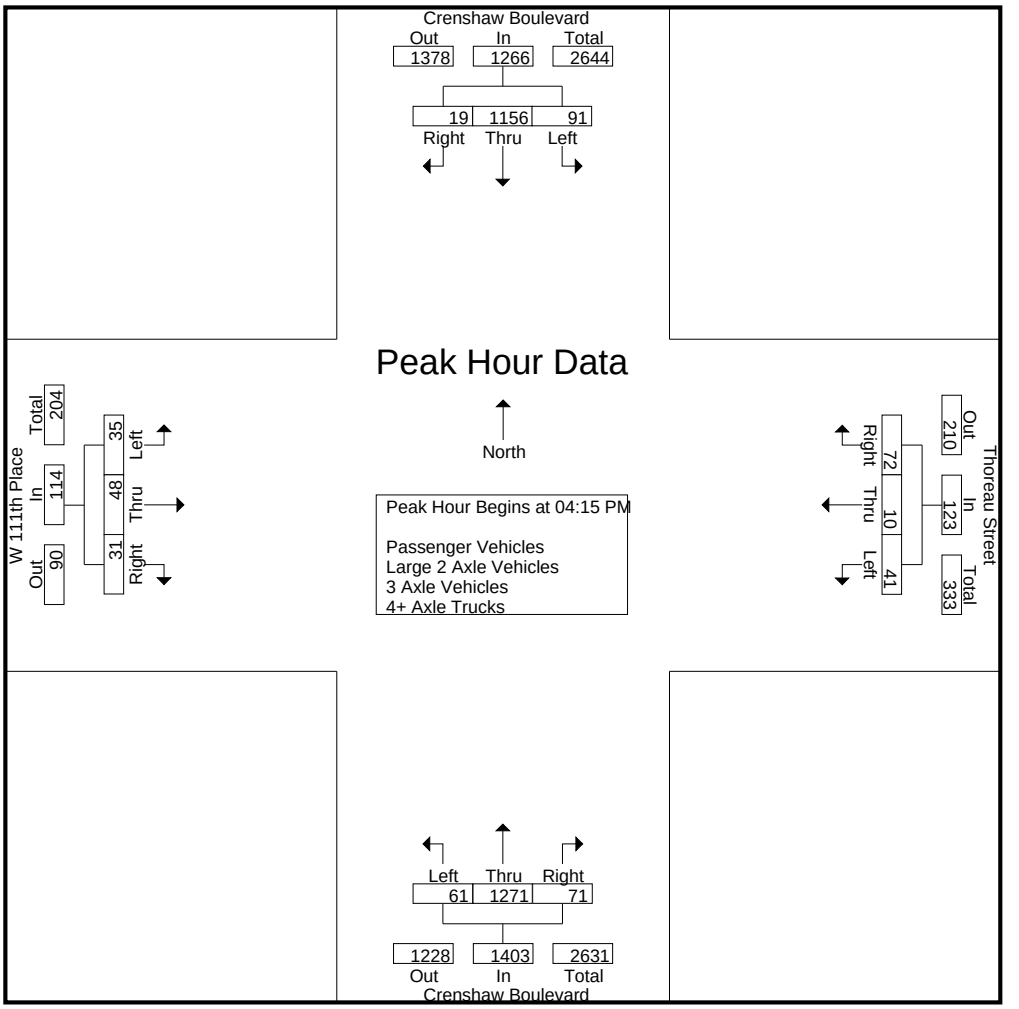
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	276	6	302	11	3	13	27	12	325	19	356	6	8	12	26	711
04:15 PM	17	301	3	321	13	4	23	40	15	305	17	337	11	13	7	31	729
04:30 PM	19	314	5	338	11	2	21	34	16	325	17	358	7	10	7	24	754
04:45 PM	25	250	6	281	7	3	11	21	17	328	15	360	11	11	12	34	696
Total	81	1141	20	1242	42	12	68	122	60	1283	68	1411	35	42	38	115	2890
05:00 PM	30	291	5	326	10	1	17	28	13	313	22	348	6	14	5	25	727
05:15 PM	30	275	3	308	4	5	20	29	9	313	24	346	8	14	6	28	711
05:30 PM	23	330	7	360	9	5	9	23	5	324	18	347	8	11	7	26	756
05:45 PM	11	273	3	287	9	6	14	29	6	296	15	317	6	10	10	26	659
Total	94	1169	18	1281	32	17	60	109	33	1246	79	1358	28	49	28	105	2853
Grand Total	175	2310	38	2523	74	29	128	231	93	2529	147	2769	63	91	66	220	5743
Apprch %	6.9	91.6	1.5		32	12.6	55.4		3.4	91.3	5.3		28.6	41.4	30		
Total %	3	40.2	0.7	43.9	1.3	0.5	2.2	4	1.6	44	2.6	48.2	1.1	1.6	1.1	3.8	
Passenger Vehicles	173	2263	37	2473	74	29	128	231	92	2494	146	2732	63	91	65	219	5655
% Passenger Vehicles	98.9	98	97.4	98	100	100	100	100	98.9	98.6	99.3	98.7	100	100	98.5	99.5	98.5
Large 2 Axle Vehicles	2	36	1	39	0	0	0	0	1	29	1	31	0	0	1	1	71
% Large 2 Axle Vehicles	1.1	1.6	2.6	1.5	0	0	0	0	1.1	1.1	0.7	1.1	0	0	1.5	0.5	1.2
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
% 4+ Axle Trucks	0	0.4	0	0.4	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.2

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	17	301	3	321	**13**	**4**	**23**	**40**	15	305	17	337	**11**	13	7	31	729
04:30 PM	19	**314**	5	**338**	11	2	21	34	16	325	17	358	7	10	7	24	**754**
04:45 PM	25	250	**6**	281	7	3	11	21	**17**	**328**	15	**360**	11	11	**12**	**34**	696
05:00 PM	**30**	291	5	326	10	1	17	28	13	313	**22**	348	6	**14**	5	25	727
Total Volume	91	1156	19	1266	41	10	72	123	61	1271	71	1403	35	48	31	114	2906
% App. Total	7.2	91.3	1.5		33.3	8.1	58.5		4.3	90.6	5.1		30.7	42.1	27.2		
PHF	.758	.920	.792	.936	.788	.625	.783	.769	.897	.969	.807	.974	.795	.857	.646	.838	.964

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	**30**	291	5	326	**13**	**4**	**23**	**40**	16	325	17	358	6	8	**12**	26
+15 mins.	30	275	3	308	11	2	21	34	**17**	**328**	15	**360**	**11**	**13**	7	31
+30 mins.	23	**330**	**7**	**360**	7	3	11	21	13	313	22	348	7	10	7	24
+45 mins.	11	273	3	287	10	1	17	28	9	313	**24**	346	11	11	12	**34**
Total Volume	94	1169	18	1281	41	10	72	123	55	1279	78	1412	35	42	38	115
% App. Total	7.3	91.3	1.4		33.3	8.1	58.5		3.9	90.6	5.5		30.4	36.5	33	
PHF	.783	.886	.643	.890	.788	.625	.783	.769	.809	.975	.813	.981	.795	.808	.792	.846

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Weather: Clear

File Name : 07_IWD_Cren_111th PM
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Groups Printed- Passenger Vehicles

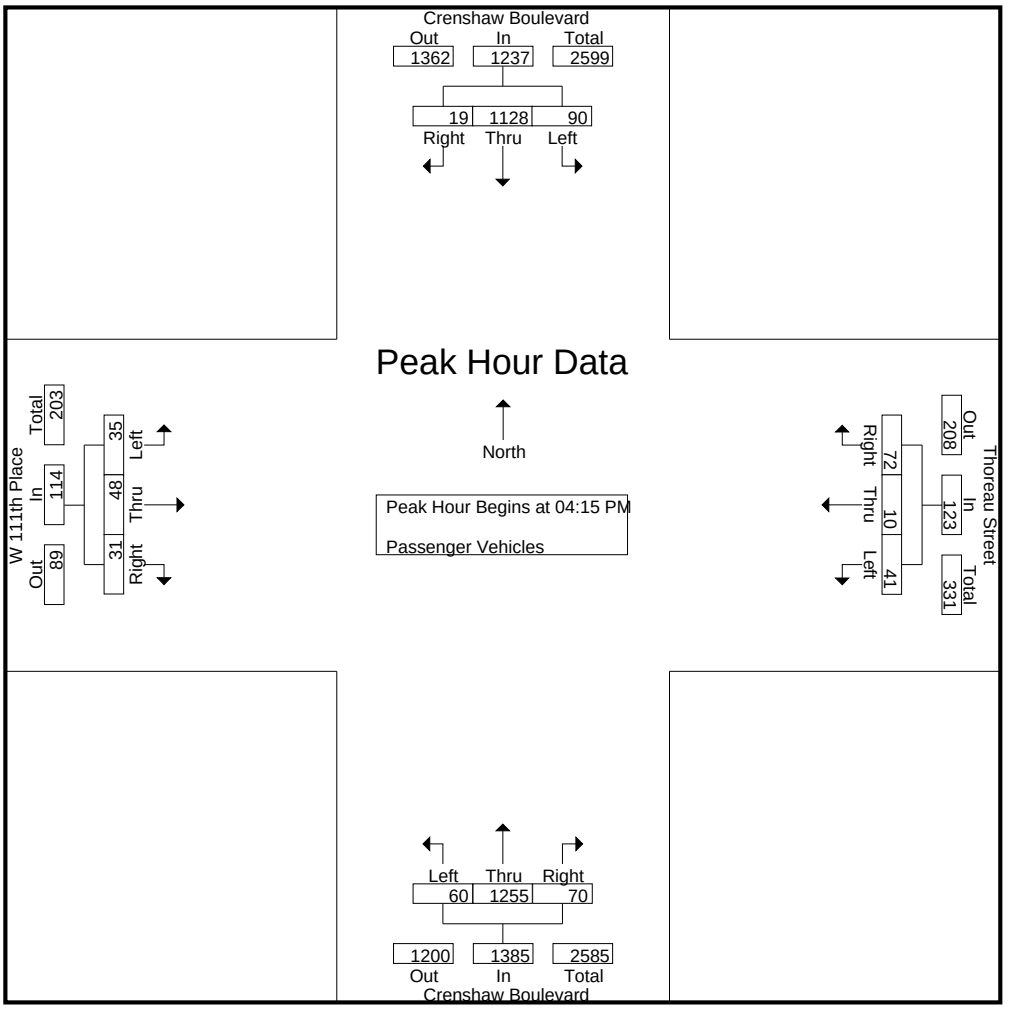
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	271	6	297	11	3	13	27	12	317	19	348	6	8	11	25	697
04:15 PM	16	294	3	313	13	4	23	40	15	301	17	333	11	13	7	31	717
04:30 PM	19	308	5	332	11	2	21	34	16	320	17	353	7	10	7	24	743
04:45 PM	25	244	6	275	7	3	11	21	16	324	14	354	11	11	12	34	684
Total	80	1117	20	1217	42	12	68	122	59	1262	67	1388	35	42	37	114	2841
05:00 PM	30	282	5	317	10	1	17	28	13	310	22	345	6	14	5	25	715
05:15 PM	30	268	3	301	4	5	20	29	9	306	24	339	8	14	6	28	697
05:30 PM	22	330	6	358	9	5	9	23	5	320	18	343	8	11	7	26	750
05:45 PM	11	266	3	280	9	6	14	29	6	296	15	317	6	10	10	26	652
Total	93	1146	17	1256	32	17	60	109	33	1232	79	1344	28	49	28	105	2814
Grand Total	173	2263	37	2473	74	29	128	231	92	2494	146	2732	63	91	65	219	5655
Apprch %	7	91.5	1.5		32	12.6	55.4		3.4	91.3	5.3		28.8	41.6	29.7		
Total %	3.1	40	0.7	43.7	1.3	0.5	2.3	4.1	1.6	44.1	2.6	48.3	1.1	1.6	1.1	3.9	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	16	294	3	313	**13**	**4**	**23**	**40**	15	301	17	333	**11**	13	7	31	717
04:30 PM	19	**308**	5	**332**	11	2	21	34	**16**	320	17	353	7	10	7	24	**743**
04:45 PM	25	244	**6**	275	7	3	11	21	16	**324**	14	**354**	11	11	**12**	**34**	684
05:00 PM	**30**	282	5	317	10	1	17	28	13	310	**22**	345	6	**14**	5	25	715
Total Volume	90	1128	19	1237	41	10	72	123	60	1255	70	1385	35	48	31	114	2859
% App. Total	7.3	91.2	1.5		33.3	8.1	58.5		4.3	90.6	5.1		30.7	42.1	27.2		
PHF	.750	.916	.792	.931	.788	.625	.783	.769	.938	.968	.795	.978	.795	.857	.646	.838	.962

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	16	294	3	313	**13**	**4**	**23**	**40**	15	301	17	333	**11**	13	7	31
+15 mins.	19	**308**	5	**332**	11	2	21	34	**16**	320	17	353	7	10	7	24
+30 mins.	25	244	**6**	275	7	3	11	21	16	**324**	14	**354**	11	11	**12**	**34**
+45 mins.	**30**	282	5	317	10	1	17	28	13	310	**22**	345	6	**14**	5	25
Total Volume	90	1128	19	1237	41	10	72	123	60	1255	70	1385	35	48	31	114
% App. Total	7.3	91.2	1.5		33.3	8.1	58.5		4.3	90.6	5.1		30.7	42.1	27.2	
PHF	.750	.916	.792	.931	.788	.625	.783	.769	.938	.968	.795	.978	.795	.857	.646	.838

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

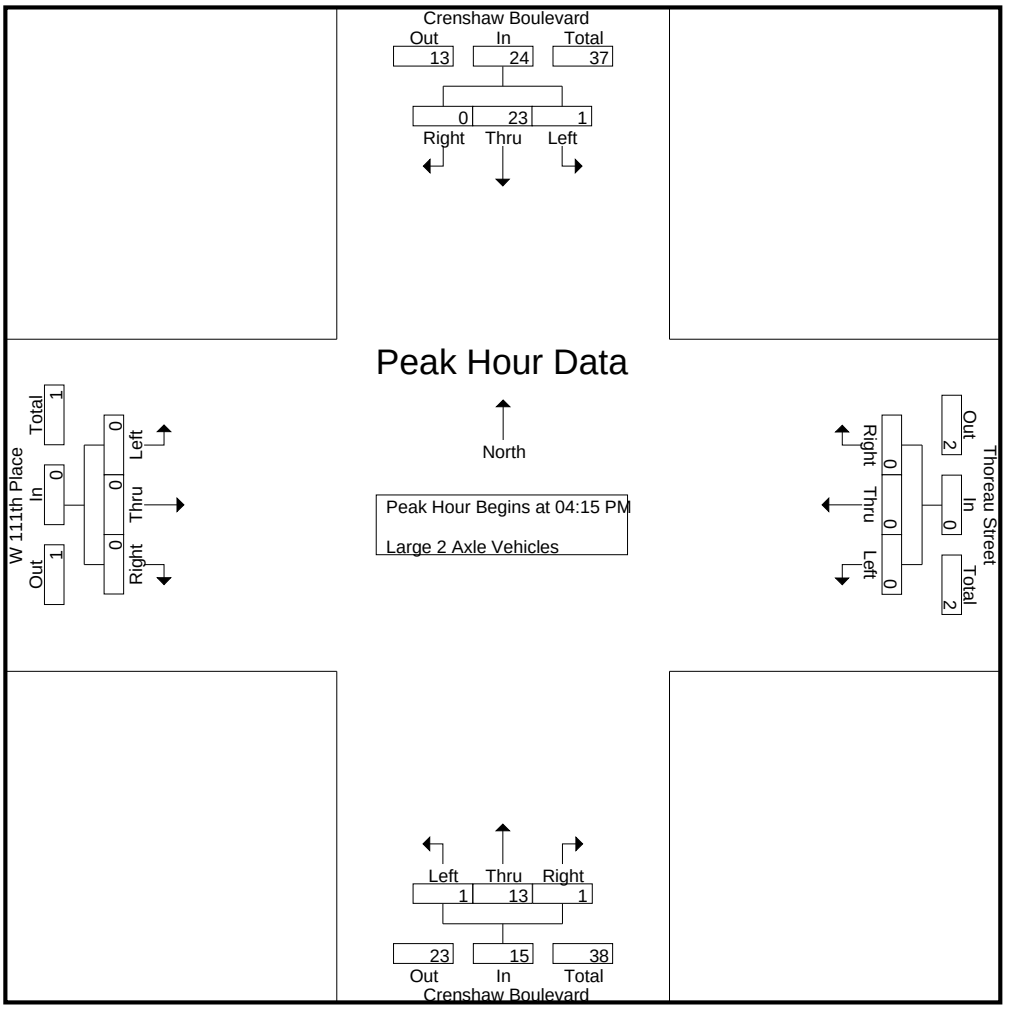
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	1	1	10
04:15 PM	1	6	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
04:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
04:45 PM	0	4	0	4	0	0	0	0	1	3	1	5	0	0	0	0	9
Total	1	18	0	19	0	0	0	0	1	17	1	19	0	0	1	1	39
05:00 PM	0	8	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
05:15 PM	0	4	0	4	0	0	0	0	0	7	0	7	0	0	0	0	11
05:30 PM	1	0	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:45 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	1	18	1	20	0	0	0	0	0	12	0	12	0	0	0	0	32
Grand Total	2	36	1	39	0	0	0	0	1	29	1	31	0	0	1	1	71
Apprch %	5.1	92.3	2.6		0	0	0		3.2	93.5	3.2		0	0	100		
Total %	2.8	50.7	1.4	54.9	0	0	0	0	1.4	40.8	1.4	43.7	0	0	1.4	1.4	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**1**	6	0	7	0	0	0	0	0	3	0	3	0	0	0	0	**10**
04:30 PM	0	5	0	5	0	0	0	0	0	**5**	0	**5**	0	0	0	0	10
04:45 PM	0	4	0	4	0	0	0	0	**1**	3	**1**	5	0	0	0	0	9
05:00 PM	0	**8**	0	**8**	0	0	0	0	0	2	0	2	0	0	0	0	10
Total Volume	1	23	0	24	0	0	0	0	1	13	1	15	0	0	0	0	39
% App. Total	4.2	95.8	0		0	0	0		6.7	86.7	6.7		0	0	0		
PHF	.250	.719	.000	.750	.000	.000	.000	.000	.250	.650	.250	.750	.000	.000	.000	.000	.975

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	**1**	6	0	7	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	**1**	3	**1**	5	0	0	0	0
+45 mins.	0	**8**	0	**8**	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	1	23	0	24	0	0	0	0	1	13	1	15	0	0	0	0
% App. Total	4.2	95.8	0		0	0	0		6.7	86.7	6.7		0	0	0	
PHF	.250	.719	.000	.750	.000	.000	.000	.000	.250	.650	.250	.750	.000	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

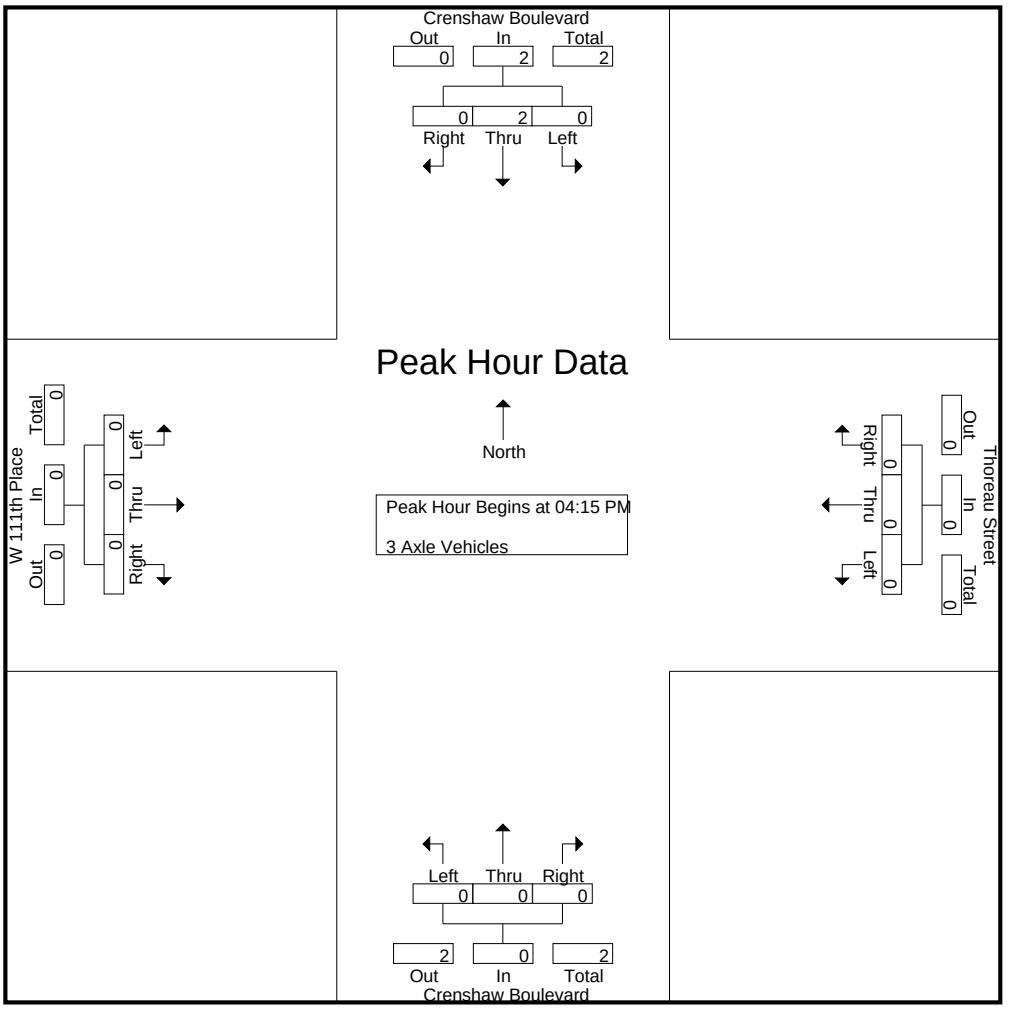
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

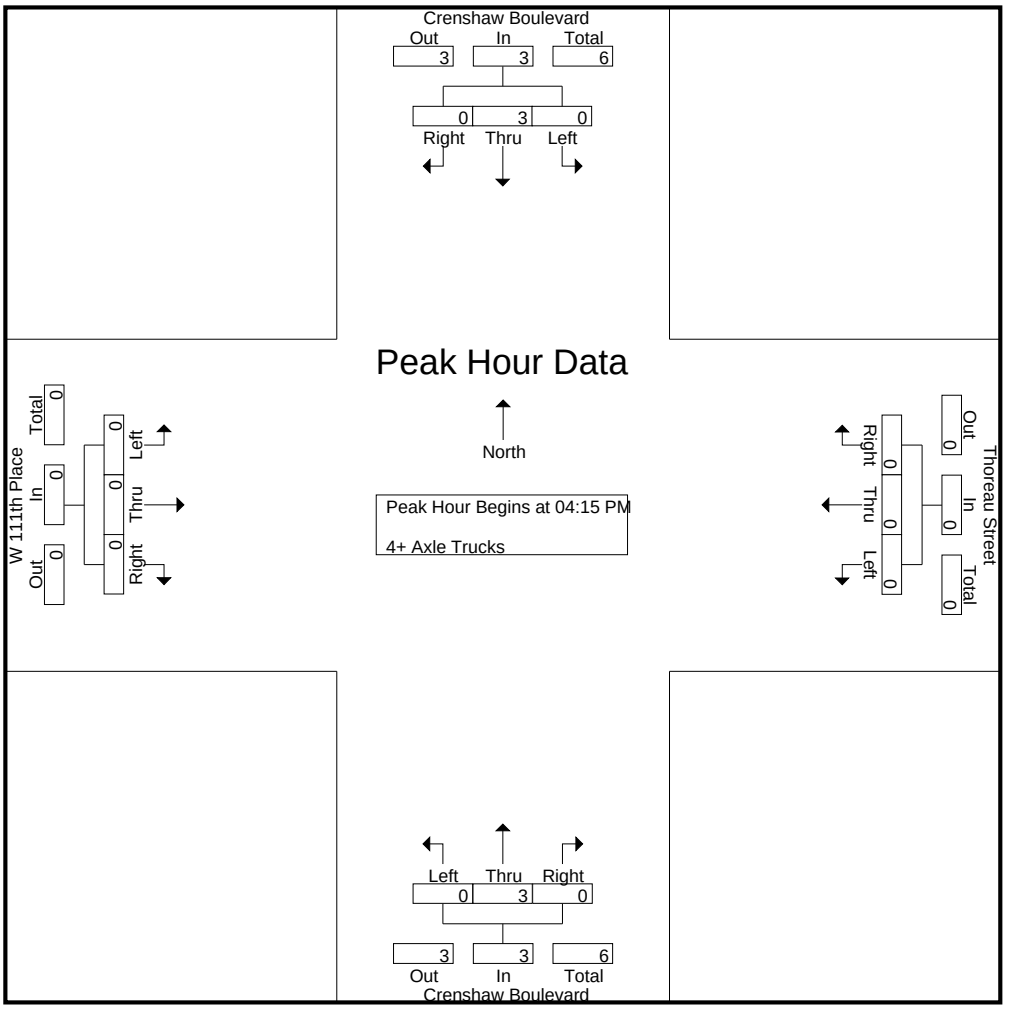
	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Grand Total	0	9	0	9	0	0	0	0	0	5	0	5	0	0	0	0	14
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	64.3	0	64.3	0	0	0	0	0	35.7	0	35.7	0	0	0	0	

	Crenshaw Boulevard Southbound				Thoreau Street Westbound				Crenshaw Boulevard Northbound				W 111th Place Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.500

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street
Weather: Clear

File Name : 07_IWD_Cren_111th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street



Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Crenshaw Boulevard	East Leg Thoreau Street	South Leg Crenshaw Boulevard	West Leg W 111th Place	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	7	3	0	0	10
7:30 AM	1	0	0	2	3
7:45 AM	0	1	1	1	3
8:00 AM	2	1	0	3	6
8:15 AM	2	5	0	3	10
8:30 AM	3	4	0	1	8
8:45 AM	1	3	0	5	9
TOTAL VOLUMES:	16	17	1	15	49

	North Leg Crenshaw Boulevard	East Leg Thoreau Street	South Leg Crenshaw Boulevard	West Leg W 111th Place	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	5	0	0	5
4:15 PM	2	4	0	2	8
4:30 PM	1	4	0	1	6
4:45 PM	6	7	0	2	15
5:00 PM	5	7	0	3	15
5:15 PM	12	9	1	8	30
5:30 PM	4	9	0	2	15
5:45 PM	7	7	0	4	18
TOTAL VOLUMES:	37	52	1	22	112

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Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 111th Place/Thoreau Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Crenshaw Boulevard			Westbound Thoreau Street			Northbound Crenshaw Boulevard			Eastbound W 111th Place			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Crenshaw Boulevard			Westbound Thoreau Street			Northbound Crenshaw Boulevard			Eastbound W 111th Place			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	0	0	0	0	2

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

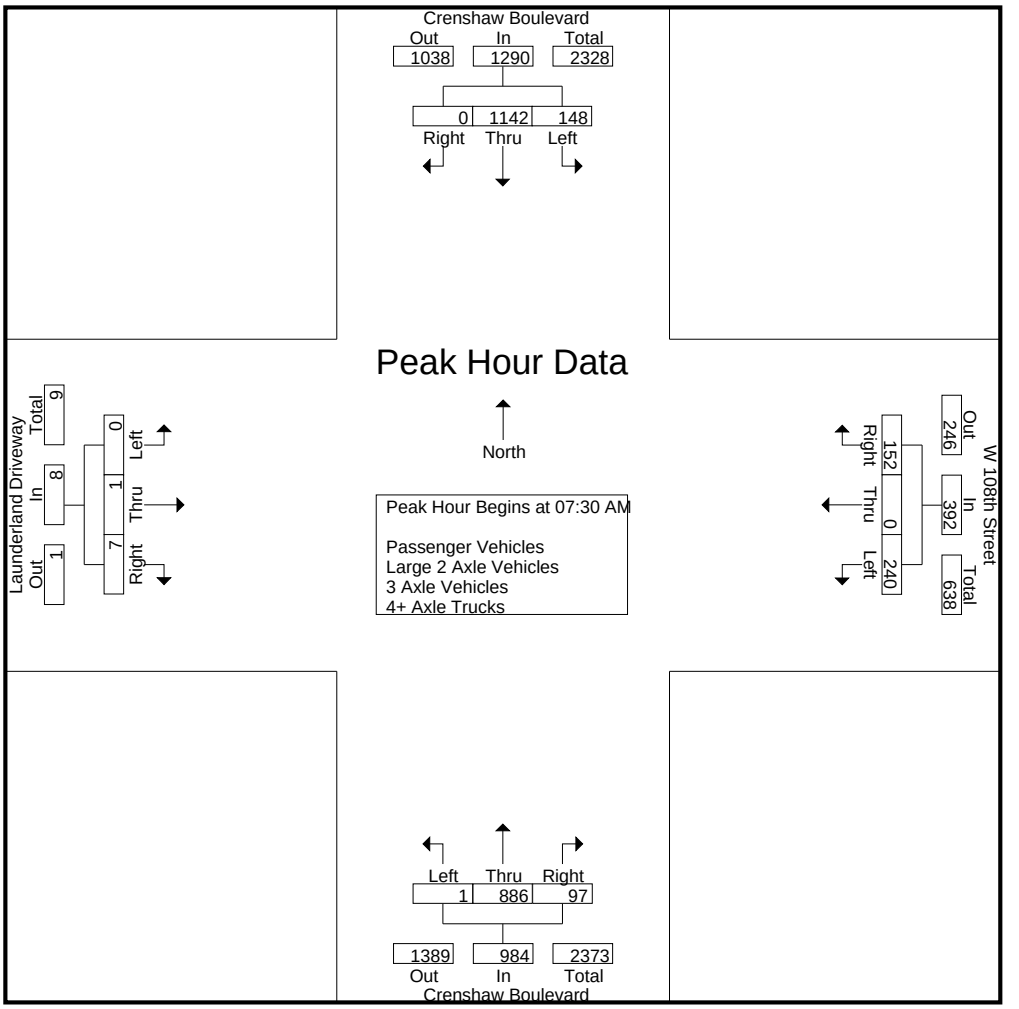
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	154	0	166	22	1	37	60	0	184	16	200	0	1	0	1	427
07:15 AM	26	184	0	210	35	0	42	77	0	217	16	233	0	0	0	0	520
07:30 AM	21	262	0	283	46	0	39	85	1	252	22	275	0	0	0	0	643
07:45 AM	35	300	0	335	73	0	34	107	0	229	22	251	0	1	1	2	695
Total	94	900	0	994	176	1	152	329	1	882	76	959	0	2	1	3	2285
08:00 AM	39	317	0	356	56	0	45	101	0	213	25	238	0	0	3	3	698
08:15 AM	53	263	0	316	65	0	34	99	0	192	28	220	0	0	3	3	638
08:30 AM	34	247	0	281	35	0	33	68	0	217	33	250	0	0	0	0	599
08:45 AM	22	223	0	245	33	0	17	50	0	194	22	216	0	0	1	1	512
Total	148	1050	0	1198	189	0	129	318	0	816	108	924	0	0	7	7	2447
Grand Total	242	1950	0	2192	365	1	281	647	1	1698	184	1883	0	2	8	10	4732
Apprch %	11	89	0		56.4	0.2	43.4		0.1	90.2	9.8		0	20	80		
Total %	5.1	41.2	0	46.3	7.7	0	5.9	13.7	0	35.9	3.9	39.8	0	0	0.2	0.2	
Passenger Vehicles	239	1875	0	2114	362	1	280	643	1	1622	181	1804	0	2	8	10	4571
% Passenger Vehicles	98.8	96.2	0	96.4	99.2	100	99.6	99.4	100	95.5	98.4	95.8	0	100	100	100	96.6
Large 2 Axle Vehicles	3	41	0	44	3	0	1	4	0	46	3	49	0	0	0	0	97
% Large 2 Axle Vehicles	1.2	2.1	0	2	0.8	0	0.4	0.6	0	2.7	1.6	2.6	0	0	0	0	2
3 Axle Vehicles	0	12	0	12	0	0	0	0	0	6	0	6	0	0	0	0	18
% 3 Axle Vehicles	0	0.6	0	0.5	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.4
4+ Axle Trucks	0	22	0	22	0	0	0	0	0	24	0	24	0	0	0	0	46
% 4+ Axle Trucks	0	1.1	0	1	0	0	0	0	0	1.4	0	1.3	0	0	0	0	1

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	21	262	0	283	46	0	39	85	**1**	**252**	22	**275**	0	0	0	0	643
07:45 AM	35	300	0	335	**73**	0	34	**107**	0	229	22	251	0	**1**	1	2	695
08:00 AM	39	**317**	0	**356**	56	0	**45**	101	0	213	25	238	0	0	**3**	**3**	**698**
08:15 AM	**53**	263	0	316	65	0	34	99	0	192	**28**	220	0	0	3	3	638
Total Volume	148	1142	0	1290	240	0	152	392	1	886	97	984	0	1	7	8	2674
% App. Total	11.5	88.5	0		61.2	0	38.8		0.1	90	9.9		0	12.5	87.5		
PHF	.698	.901	.000	.906	.822	.000	.844	.916	.250	.879	.866	.895	.000	.250	.583	.667	.958

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:30 AM			
+0 mins.	21	262	0	283	46	0	39	85	0	217	16	233	0	0	0	0
+15 mins.	35	300	0	335	**73**	0	34	**107**	**1**	**252**	22	**275**	0	**1**	1	2
+30 mins.	39	**317**	0	**356**	56	0	**45**	101	0	229	22	251	0	0	**3**	**3**
+45 mins.	**53**	263	0	316	65	0	34	99	0	213	**25**	238	0	0	3	3
Total Volume	148	1142	0	1290	240	0	152	392	1	911	85	997	0	1	7	8
% App. Total	11.5	88.5	0		61.2	0	38.8		0.1	91.4	8.5		0	12.5	87.5	
PHF	.698	.901	.000	.906	.822	.000	.844	.916	.250	.904	.850	.906	.000	.250	.583	.667

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

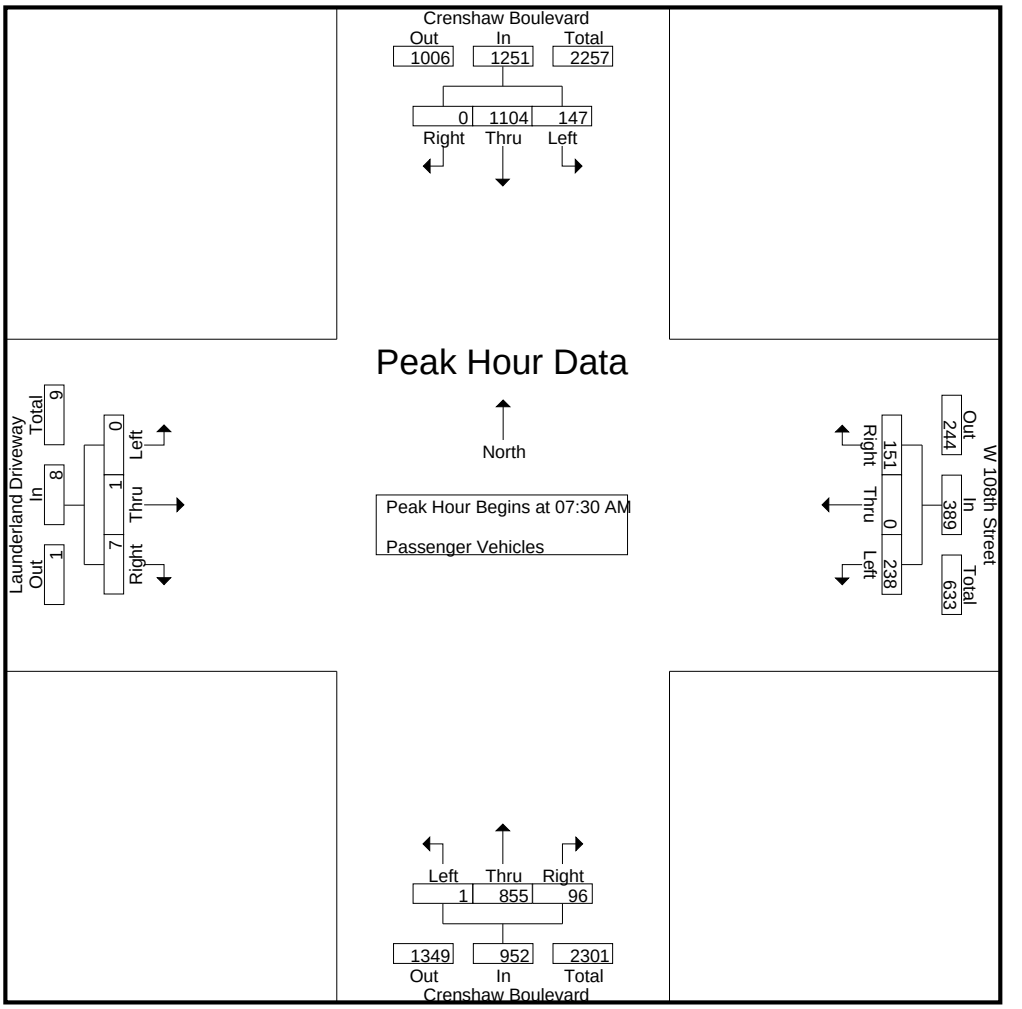
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	143	0	155	22	1	37	60	0	163	16	179	0	1	0	1	395
07:15 AM	26	182	0	208	35	0	42	77	0	209	14	223	0	0	0	0	508
07:30 AM	21	253	0	274	46	0	39	85	1	246	22	269	0	0	0	0	628
07:45 AM	34	287	0	321	72	0	33	105	0	222	22	244	0	1	1	2	672
Total	93	865	0	958	175	1	151	327	1	840	74	915	0	2	1	3	2203
08:00 AM	39	310	0	349	56	0	45	101	0	206	25	231	0	0	3	3	684
08:15 AM	53	254	0	307	64	0	34	98	0	181	27	208	0	0	3	3	616
08:30 AM	34	239	0	273	35	0	33	68	0	212	33	245	0	0	0	0	586
08:45 AM	20	207	0	227	32	0	17	49	0	183	22	205	0	0	1	1	482
Total	146	1010	0	1156	187	0	129	316	0	782	107	889	0	0	7	7	2368
Grand Total	239	1875	0	2114	362	1	280	643	1	1622	181	1804	0	2	8	10	4571
Apprch %	11.3	88.7	0		56.3	0.2	43.5		0.1	89.9	10		0	20	80		
Total %	5.2	41	0	46.2	7.9	0	6.1	14.1	0	35.5	4	39.5	0	0	0.2	0.2	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	21	253	0	274	46	0	39	85	**1**	**246**	22	**269**	0	0	0	0	628
07:45 AM	34	287	0	321	**72**	0	33	**105**	0	222	22	244	0	**1**	1	2	672
08:00 AM	39	**310**	0	**349**	56	0	**45**	101	0	206	25	231	0	0	**3**	**3**	**684**
08:15 AM	**53**	254	0	307	64	0	34	98	0	181	**27**	208	0	0	3	3	616
Total Volume	147	1104	0	1251	238	0	151	389	1	855	96	952	0	1	7	8	2600
% App. Total	11.8	88.2	0		61.2	0	38.8		0.1	89.8	10.1		0	12.5	87.5		
PHF	.693	.890	.000	.896	.826	.000	.839	.926	.250	.869	.889	.885	.000	.250	.583	.667	.950

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	21	253	0	274	46	0	39	85	**1**	**246**	22	**269**	0	0	0	0
+15 mins.	34	287	0	321	**72**	0	33	**105**	0	222	22	244	0	**1**	1	2
+30 mins.	39	**310**	0	**349**	56	0	**45**	101	0	206	25	231	0	0	**3**	**3**
+45 mins.	**53**	254	0	307	64	0	34	98	0	181	**27**	208	0	0	3	3
Total Volume	147	1104	0	1251	238	0	151	389	1	855	96	952	0	1	7	8
% App. Total	11.8	88.2	0		61.2	0	38.8		0.1	89.8	10.1		0	12.5	87.5	
PHF	.693	.890	.000	.896	.826	.000	.839	.926	.250	.869	.889	.885	.000	.250	.583	.667

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

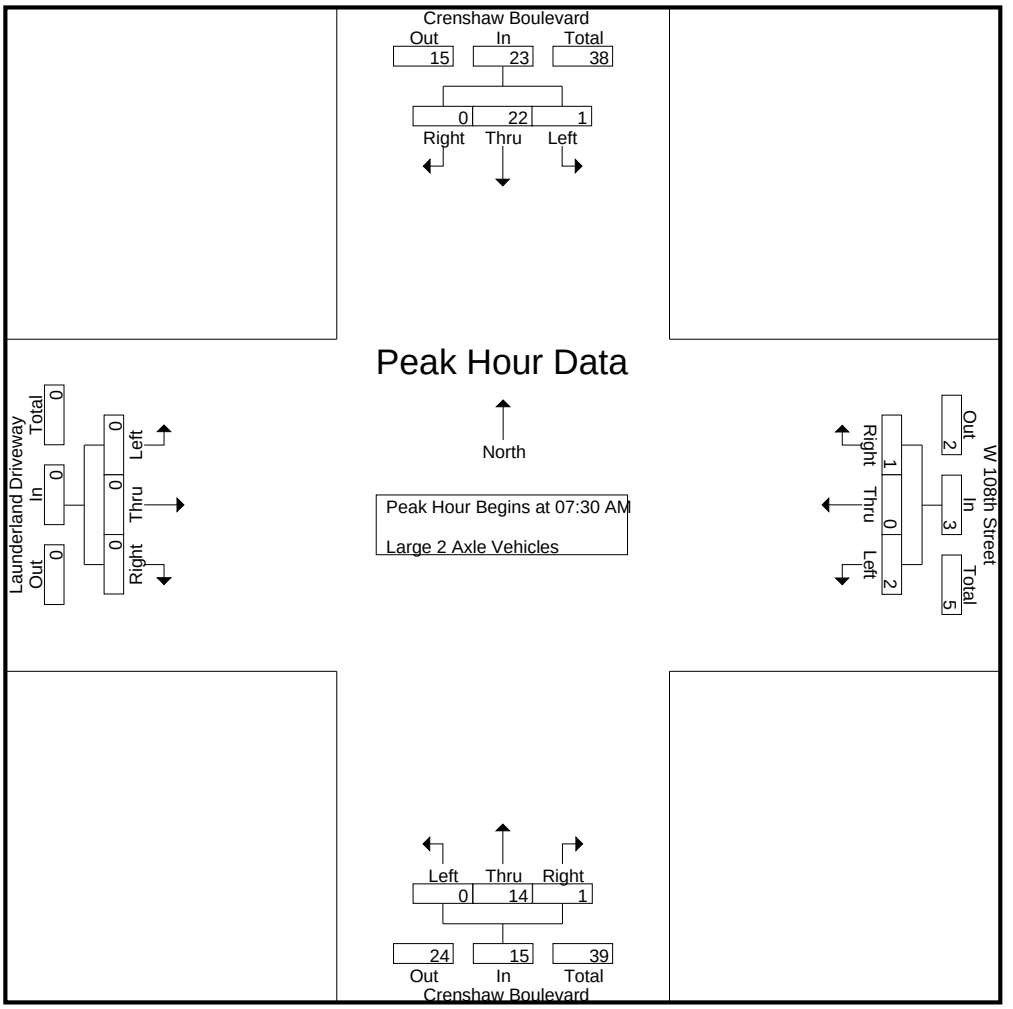
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	0	6	0	0	0	0	0	13	0	13	0	0	0	0	19
07:15 AM	0	1	0	1	0	0	0	0	0	6	2	8	0	0	0	0	9
07:30 AM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
07:45 AM	1	6	0	7	1	0	1	2	0	5	0	5	0	0	0	0	14
Total	1	19	0	20	1	0	1	2	0	26	2	28	0	0	0	0	50
08:00 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:15 AM	0	6	0	6	1	0	0	1	0	4	1	5	0	0	0	0	12
08:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
08:45 AM	2	7	0	9	1	0	0	1	0	10	0	10	0	0	0	0	20
Total	2	22	0	24	2	0	0	2	0	20	1	21	0	0	0	0	47
Grand Total	3	41	0	44	3	0	1	4	0	46	3	49	0	0	0	0	97
Apprch %	6.8	93.2	0		75	0	25		0	93.9	6.1		0	0	0		
Total %	3.1	42.3	0	45.4	3.1	0	1	4.1	0	47.4	3.1	50.5	0	0	0	0	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**6**	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
07:45 AM	**1**	6	0	**7**	**1**	0	**1**	**2**	0	**5**	0	**5**	0	0	0	0	**14**
08:00 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
08:15 AM	0	6	0	6	1	0	0	1	0	4	**1**	5	0	0	0	0	12
Total Volume	1	22	0	23	2	0	1	3	0	14	1	15	0	0	0	0	41
% App. Total	4.3	95.7	0		66.7	0	33.3		0	93.3	6.7		0	0	0		
PHF	.250	.917	.000	.821	.500	.000	.250	.375	.000	.700	.250	.750	.000	.000	.000	.000	.732

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**6**	0	6	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	**1**	6	0	**7**	**1**	0	**1**	**2**	0	**5**	0	**5**	0	0	0	0
+30 mins.	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0
+45 mins.	0	6	0	6	1	0	0	1	0	4	**1**	5	0	0	0	0
Total Volume	1	22	0	23	2	0	1	3	0	14	1	15	0	0	0	0
% App. Total	4.3	95.7	0		66.7	0	33.3		0	93.3	6.7		0	0	0	
PHF	.250	.917	.000	.821	.500	.000	.250	.375	.000	.700	.250	.750	.000	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

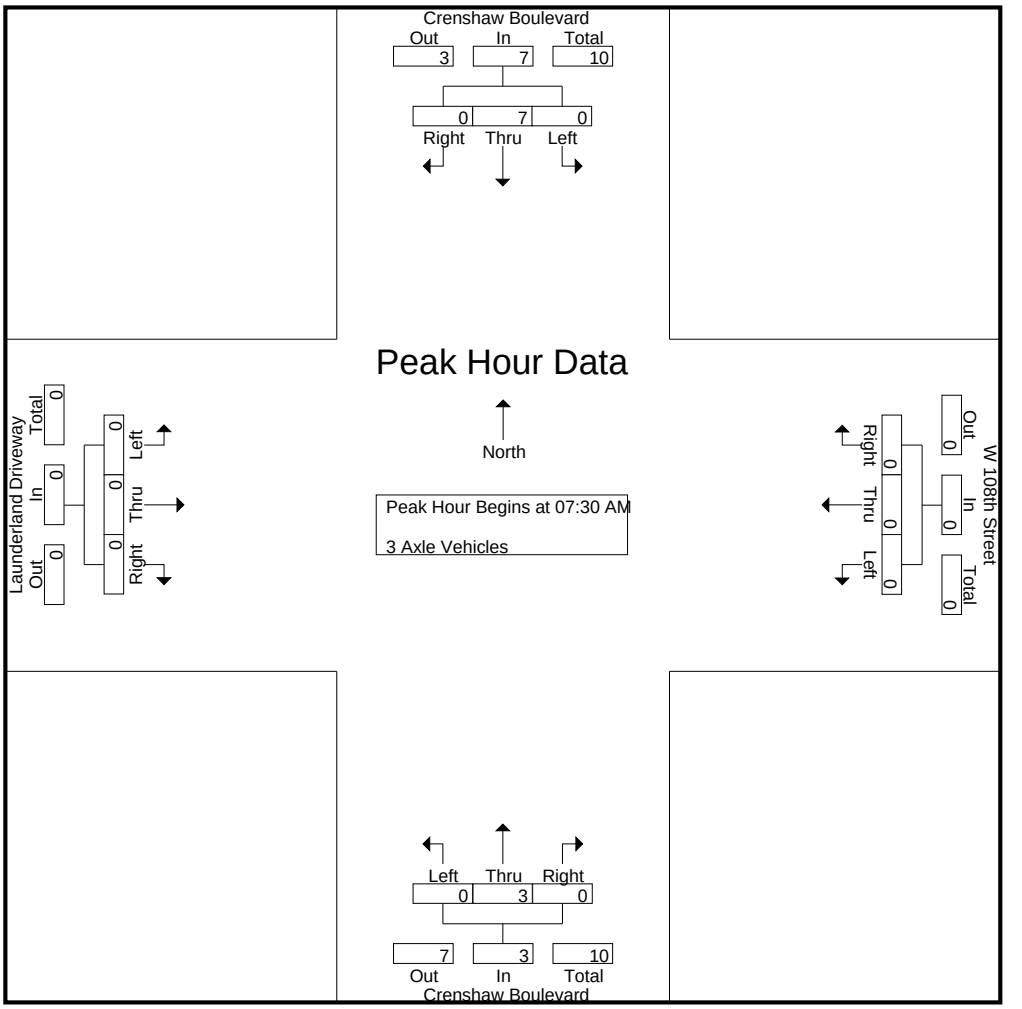
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	6	0	6	0	0	0	0	0	3	0	3	0	0	0	0	9
Grand Total	0	12	0	12	0	0	0	0	0	6	0	6	0	0	0	0	18
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	**4**
08:00 AM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0	10
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.625

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	7	0	7	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.438	.000	.438	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

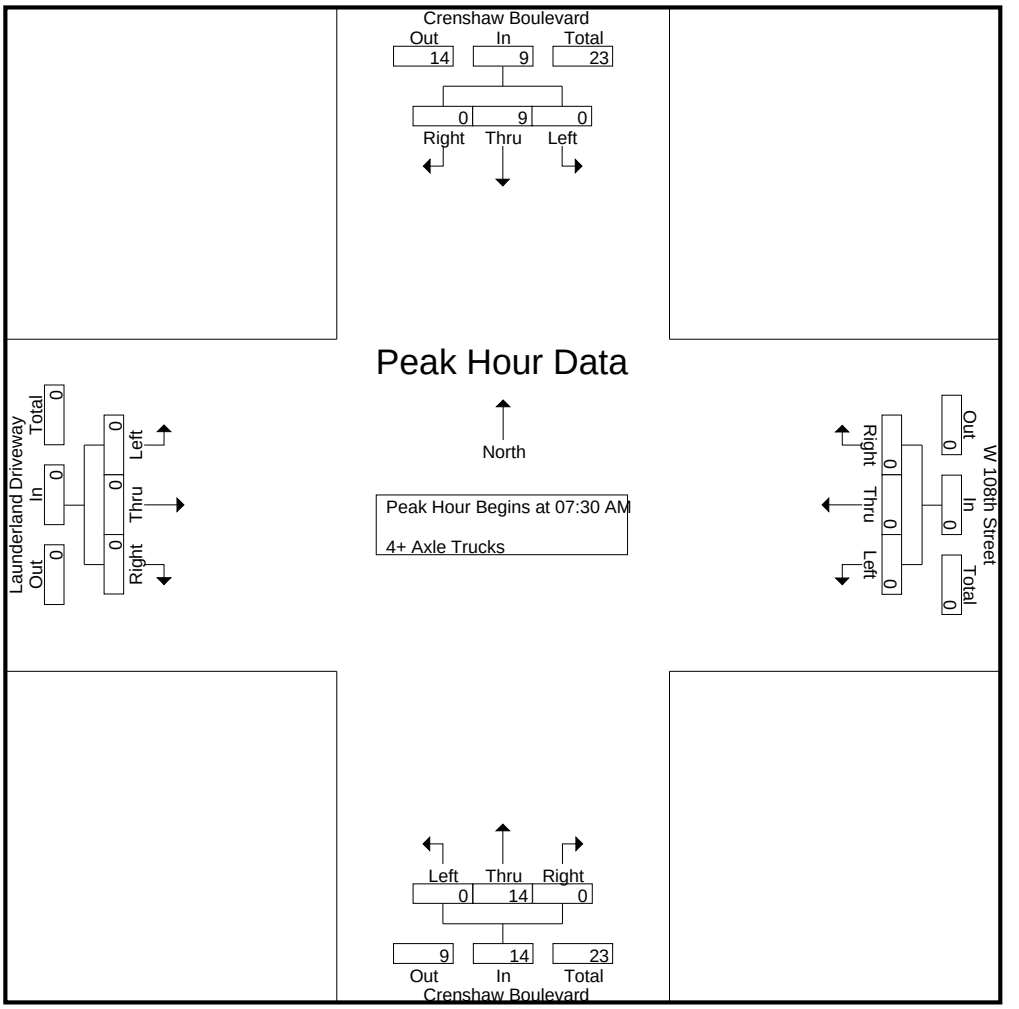
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	6	0	6	0	0	0	0	10
07:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:45 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	0	10	0	10	0	0	0	0	0	13	0	13	0	0	0	0	23
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	7	0	7	0	0	0	0	9
08:30 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
08:45 AM	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	12	0	12	0	0	0	0	0	11	0	11	0	0	0	0	23
Grand Total	0	22	0	22	0	0	0	0	0	24	0	24	0	0	0	0	46
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	47.8	0	47.8	0	0	0	0	0	52.2	0	52.2	0	0	0	0	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
07:45 AM	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0	5
08:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:15 AM	0	2	0	2	0	0	0	0	0	**7**	0	**7**	0	0	0	0	**9**
Total Volume	0	9	0	9	0	0	0	0	0	14	0	14	0	0	0	0	23
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.639

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	2	0	2	0	0	0	0	0	**7**	0	**7**	0	0	0	0
Total Volume	0	9	0	9	0	0	0	0	0	14	0	14	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Inglewood
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Weather: Clear

File Name : 08_IWD_Cren_108th PM
Site Code : 10824407
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

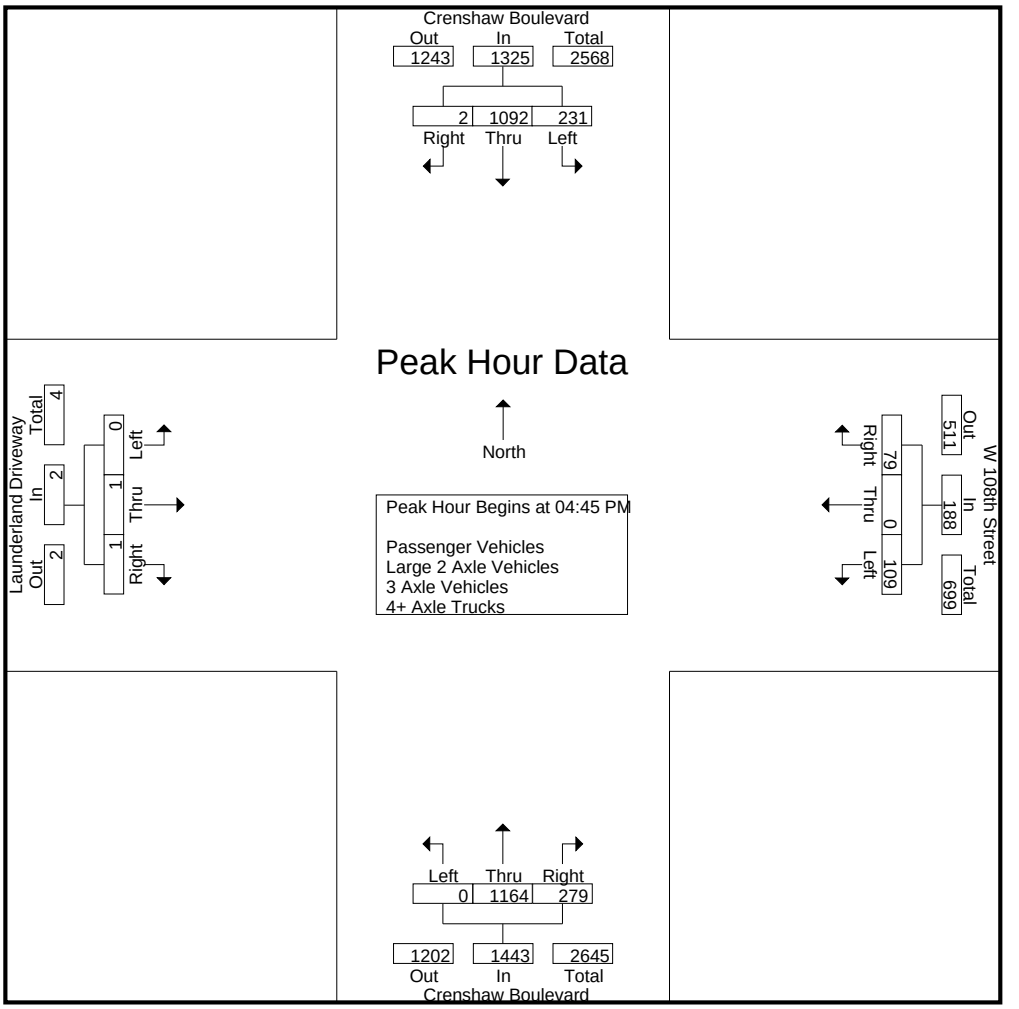
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	62	260	0	322	36	0	23	59	0	274	57	331	0	0	0	0	712
04:15 PM	43	252	0	295	29	0	24	53	1	282	60	343	0	0	0	0	691
04:30 PM	53	263	0	316	33	0	18	51	0	287	68	355	0	0	1	1	723
04:45 PM	50	256	0	306	31	0	23	54	0	280	66	346	0	0	0	0	706
Total	208	1031	0	1239	129	0	88	217	1	1123	251	1375	0	0	1	1	2832
05:00 PM	54	283	2	339	27	0	27	54	0	306	83	389	0	1	0	1	783
05:15 PM	66	267	0	333	23	0	18	41	0	276	57	333	0	0	1	1	708
05:30 PM	61	286	0	347	28	0	11	39	0	302	73	375	0	0	0	0	761
05:45 PM	59	258	0	317	34	0	18	52	0	247	54	301	0	1	1	2	672
Total	240	1094	2	1336	112	0	74	186	0	1131	267	1398	0	2	2	4	2924
Grand Total	448	2125	2	2575	241	0	162	403	1	2254	518	2773	0	2	3	5	5756
Apprch %	17.4	82.5	0.1		59.8	0	40.2		0	81.3	18.7		0	40	60		
Total %	7.8	36.9	0	44.7	4.2	0	2.8	7	0	39.2	9	48.2	0	0	0.1	0.1	
Passenger Vehicles	440	2086	0	2526	239	0	161	400	0	2211	512	2723	0	2	3	5	5654
% Passenger Vehicles	98.2	98.2	0	98.1	99.2	0	99.4	99.3	0	98.1	98.8	98.2	0	100	100	100	98.2
Large 2 Axle Vehicles	7	29	1	37	2	0	1	3	1	37	6	44	0	0	0	0	84
% Large 2 Axle Vehicles	1.6	1.4	50	1.4	0.8	0	0.6	0.7	100	1.6	1.2	1.6	0	0	0	0	1.5
3 Axle Vehicles	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% 3 Axle Vehicles	0.2	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	9	1	10	0	0	0	0	0	5	0	5	0	0	0	0	15
% 4+ Axle Trucks	0	0.4	50	0.4	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0.3

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	50	256	0	306	**31**	0	23	**54**	0	280	66	346	0	0	0	0	706
05:00 PM	54	283	**2**	339	27	0	**27**	54	0	**306**	**83**	**389**	0	**1**	0	**1**	**783**
05:15 PM	**66**	267	0	333	23	0	18	41	0	276	57	333	0	0	**1**	1	708
05:30 PM	61	**286**	0	**347**	28	0	11	39	0	302	73	375	0	0	0	0	761
Total Volume	231	1092	2	1325	109	0	79	188	0	1164	279	1443	0	1	1	2	2958
% App. Total	17.4	82.4	0.2		58	0	42		0	80.7	19.3		0	50	50		
PHF	.875	.955	.250	.955	.879	.000	.731	.870	.000	.951	.840	.927	.000	.250	.250	.500	.944

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				05:00 PM			
+0 mins.	54	283	**2**	339	**36**	0	23	**59**	0	280	66	346	0	**1**	0	1
+15 mins.	**66**	267	0	333	29	0	**24**	53	0	**306**	**83**	**389**	0	0	**1**	1
+30 mins.	61	**286**	0	**347**	33	0	18	51	0	276	57	333	0	0	0	0
+45 mins.	59	258	0	317	31	0	23	54	0	302	73	375	0	1	1	**2**
Total Volume	240	1094	2	1336	129	0	88	217	0	1164	279	1443	0	2	2	4
% App. Total	18	81.9	0.1		59.4	0	40.6		0	80.7	19.3		0	50	50	
PHF	.909	.956	.250	.963	.896	.000	.917	.919	.000	.951	.840	.927	.000	.500	.500	.500

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File Name : 08_IWD_Cren_108th PM
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Groups Printed- Passenger Vehicles

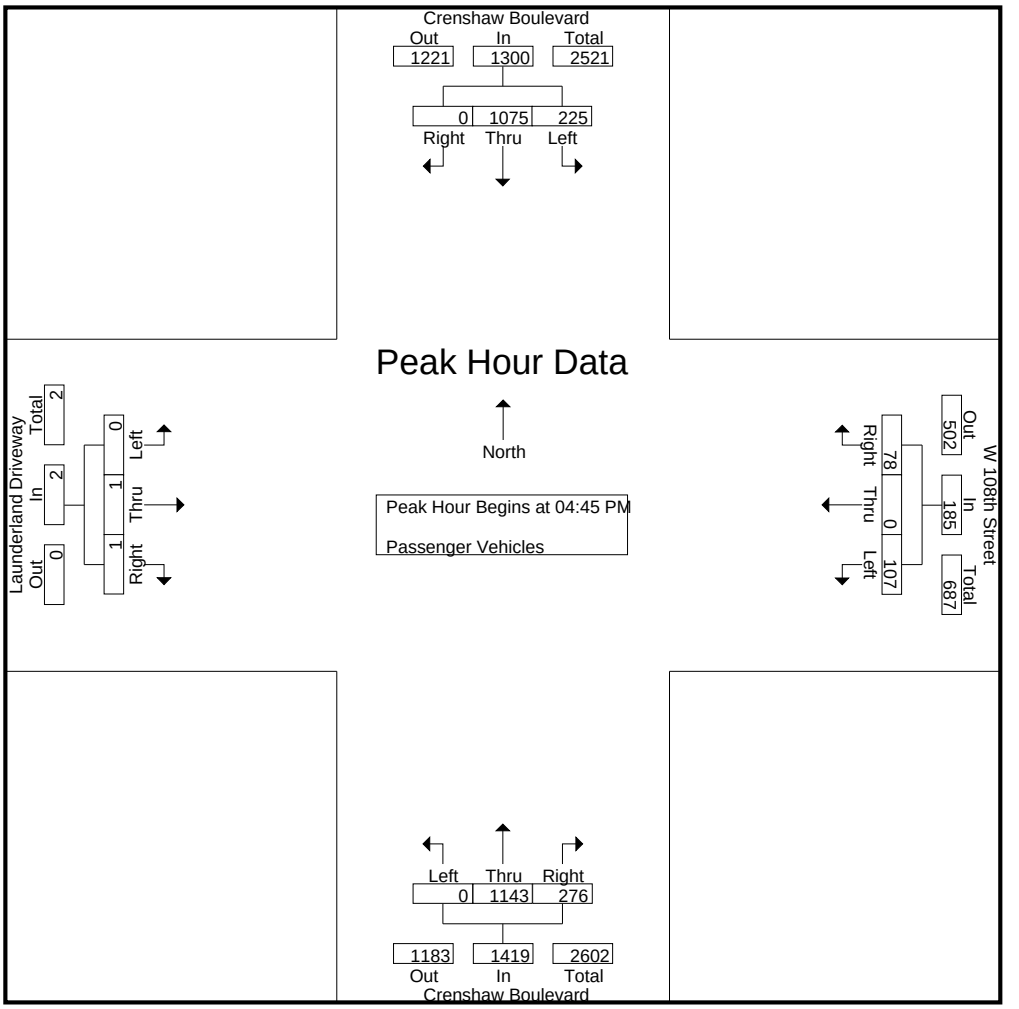
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	62	253	0	315	36	0	23	59	0	266	56	322	0	0	0	0	696
04:15 PM	42	248	0	290	29	0	24	53	0	277	59	336	0	0	0	0	679
04:30 PM	52	258	0	310	33	0	18	51	0	279	67	346	0	0	1	1	708
04:45 PM	46	251	0	297	29	0	23	52	0	275	64	339	0	0	0	0	688
Total	202	1010	0	1212	127	0	88	215	0	1097	246	1343	0	0	1	1	2771
05:00 PM	54	279	0	333	27	0	26	53	0	301	83	384	0	1	0	1	771
05:15 PM	65	260	0	325	23	0	18	41	0	270	56	326	0	0	1	1	693
05:30 PM	60	285	0	345	28	0	11	39	0	297	73	370	0	0	0	0	754
05:45 PM	59	252	0	311	34	0	18	52	0	246	54	300	0	1	1	2	665
Total	238	1076	0	1314	112	0	73	185	0	1114	266	1380	0	2	2	4	2883
Grand Total	440	2086	0	2526	239	0	161	400	0	2211	512	2723	0	2	3	5	5654
Apprch %	17.4	82.6	0		59.8	0	40.2		0	81.2	18.8		0	40	60		
Total %	7.8	36.9	0	44.7	4.2	0	2.8	7.1	0	39.1	9.1	48.2	0	0	0.1	0.1	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	46	251	0	297	**29**	0	23	52	0	275	64	339	0	0	0	0	688
05:00 PM	54	279	0	333	27	0	**26**	**53**	0	**301**	**83**	**384**	0	**1**	0	**1**	**771**
05:15 PM	**65**	260	0	325	23	0	18	41	0	270	56	326	0	0	**1**	1	693
05:30 PM	60	**285**	0	**345**	28	0	11	39	0	297	73	370	0	0	0	0	754
Total Volume	225	1075	0	1300	107	0	78	185	0	1143	276	1419	0	1	1	2	2906
% App. Total	17.3	82.7	0		57.8	0	42.2		0	80.5	19.5		0	50	50		
PHF	.865	.943	.000	.942	.922	.000	.750	.873	.000	.949	.831	.924	.000	.250	.250	.500	.942

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	46	251	0	297	**29**	0	23	52	0	275	64	339	0	0	0	0
+15 mins.	54	279	0	333	27	0	**26**	**53**	0	**301**	**83**	**384**	0	**1**	0	**1**
+30 mins.	**65**	260	0	325	23	0	18	41	0	270	56	326	0	0	**1**	1
+45 mins.	60	**285**	0	**345**	28	0	11	39	0	297	73	370	0	0	0	0
Total Volume	225	1075	0	1300	107	0	78	185	0	1143	276	1419	0	1	1	2
% App. Total	17.3	82.7	0		57.8	0	42.2		0	80.5	19.5		0	50	50	
PHF	.865	.943	.000	.942	.922	.000	.750	.873	.000	.949	.831	.924	.000	.250	.250	.500

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File Name : 08_IWD_Cren_108th PM
Site Code : 10824407
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Groups Printed- Large 2 Axle Vehicles

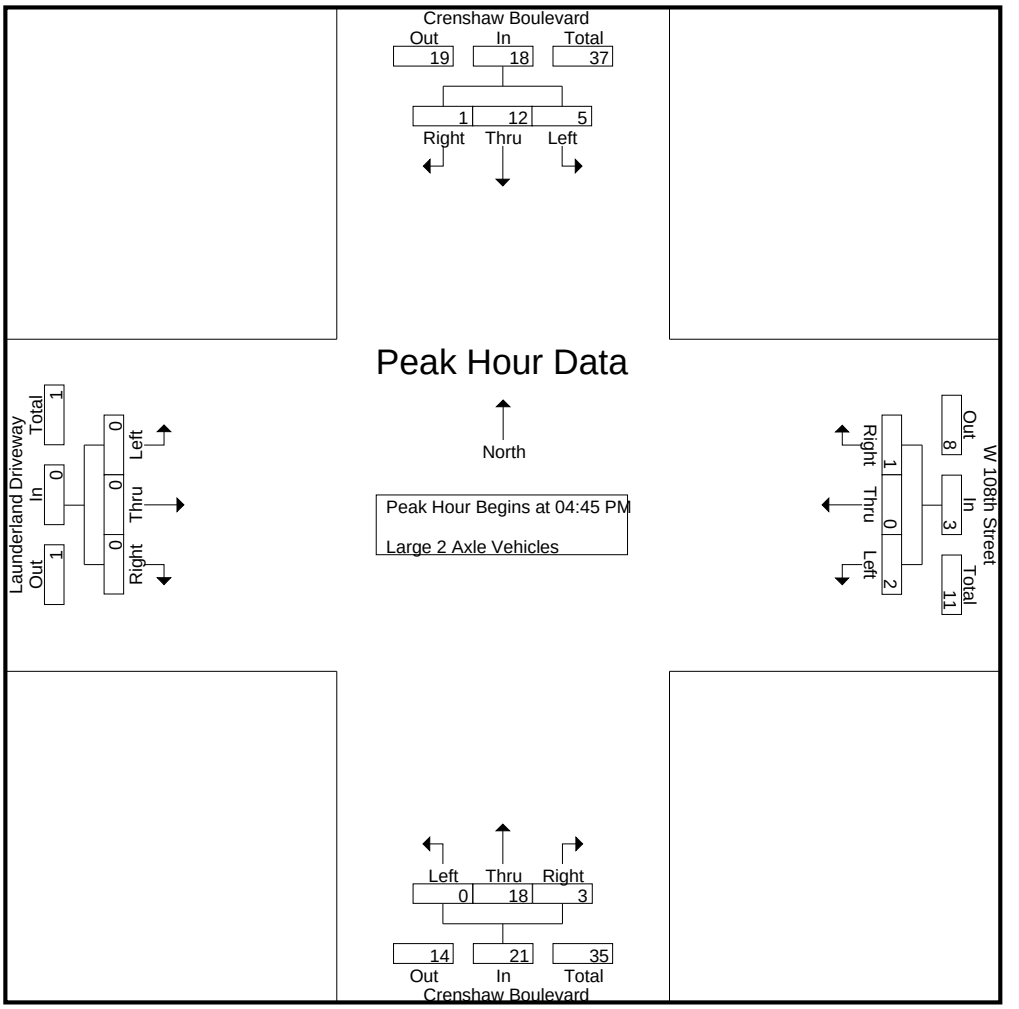
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	0	0	0	0	7	1	8	0	0	0	0	12
04:15 PM	1	4	0	5	0	0	0	0	1	3	1	5	0	0	0	0	10
04:30 PM	1	4	0	5	0	0	0	0	0	8	1	9	0	0	0	0	14
04:45 PM	3	3	0	6	2	0	0	2	0	4	2	6	0	0	0	0	14
Total	5	15	0	20	2	0	0	2	1	22	5	28	0	0	0	0	50
05:00 PM	0	4	1	5	0	0	1	1	0	4	0	4	0	0	0	0	10
05:15 PM	1	4	0	5	0	0	0	0	0	6	1	7	0	0	0	0	12
05:30 PM	1	1	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
05:45 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total	2	14	1	17	0	0	1	1	0	15	1	16	0	0	0	0	34
Grand Total	7	29	1	37	2	0	1	3	1	37	6	44	0	0	0	0	84
Apprch %	18.9	78.4	2.7		66.7	0	33.3		2.3	84.1	13.6		0	0	0		
Total %	8.3	34.5	1.2	44	2.4	0	1.2	3.6	1.2	44	7.1	52.4	0	0	0	0	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**3**	3	0	**6**	**2**	0	0	**2**	0	4	**2**	6	0	0	0	0	**14**
05:00 PM	0	**4**	**1**	5	0	0	**1**	1	0	4	0	4	0	0	0	0	10
05:15 PM	1	4	0	5	0	0	0	0	0	**6**	1	**7**	0	0	0	0	12
05:30 PM	1	1	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
Total Volume	5	12	1	18	2	0	1	3	0	18	3	21	0	0	0	0	42
% App. Total	27.8	66.7	5.6		66.7	0	33.3		0	85.7	14.3		0	0	0		
PHF	.417	.750	.250	.750	.250	.000	.250	.375	.000	.750	.375	.750	.000	.000	.000	.000	.750

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**3**	3	0	**6**	**2**	0	0	**2**	0	4	**2**	6	0	0	0	0
+15 mins.	0	**4**	**1**	5	0	0	**1**	1	0	4	0	4	0	0	0	0
+30 mins.	1	4	0	5	0	0	0	0	0	**6**	1	**7**	0	0	0	0
+45 mins.	1	1	0	2	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	5	12	1	18	2	0	1	3	0	18	3	21	0	0	0	0
% App. Total	27.8	66.7	5.6		66.7	0	33.3		0	85.7	14.3		0	0	0	
PHF	.417	.750	.250	.750	.250	.000	.250	.375	.000	.750	.375	.750	.000	.000	.000	.000

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Groups Printed- 3 Axle Vehicles

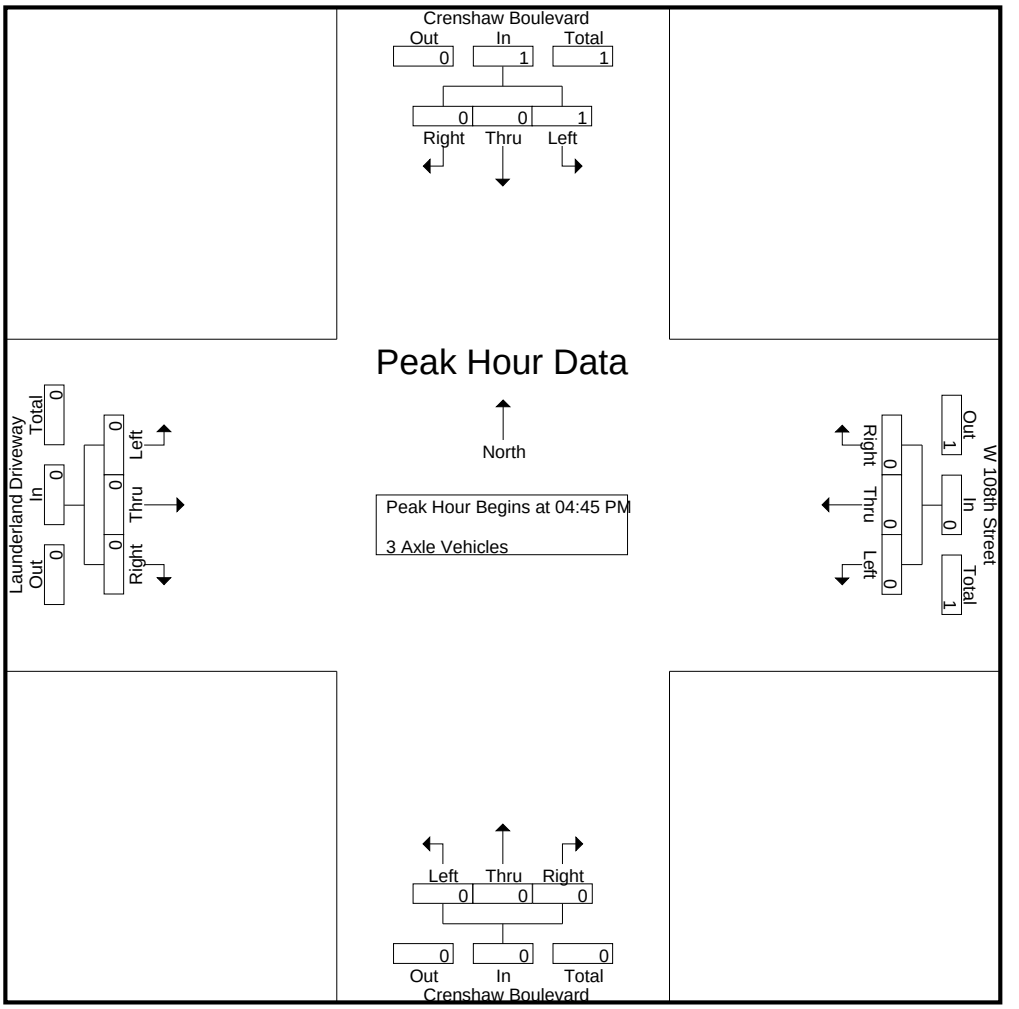
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	1	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Apprch %	50	50	0		0	0	0		0	100	0		0	0	0		
Total %	33.3	33.3	0	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0		0	0	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

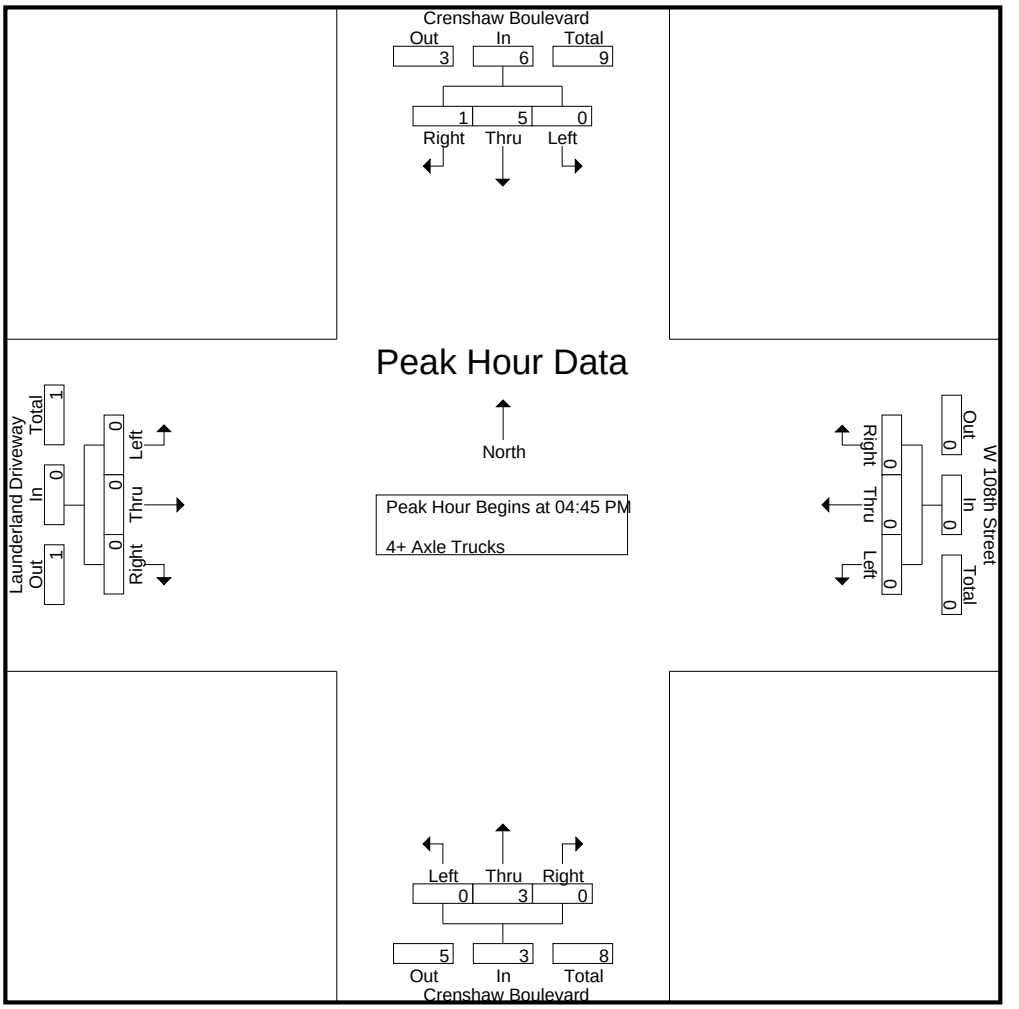
	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
05:00 PM	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	4	1	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Grand Total	0	9	1	10	0	0	0	0	0	5	0	5	0	0	0	0	15
Apprch %	0	90	10		0	0	0		0	100	0		0	0	0		
Total %	0	60	6.7	66.7	0	0	0	0	0	33.3	0	33.3	0	0	0	0	

	Crenshaw Boulevard Southbound				W 108th Street Westbound				Crenshaw Boulevard Northbound				Launderland Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**3**
05:00 PM	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:15 PM	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	5	1	6	0	0	0	0	0	3	0	3	0	0	0	0	9
% App. Total	0	83.3	16.7		0	0	0		0	100	0		0	0	0		
PHF	.000	.417	.250	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.750

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street
Weather: Clear

File Name : 08_IWD_Cren_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	2	0	2	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	**1**	1	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	**3**	0	**3**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	5	1	6	0	0	0	0	0	3	0	3	0	0	0	0
% App. Total	0	83.3	16.7		0	0	0		0	100	0		0	0	0	
PHF	.000	.417	.250	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000

Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Crenshaw Boulevard	East Leg W 108th Street	South Leg Crenshaw Boulevard	West Leg Launderland DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	3	5
7:15 AM	4	0	0	10	14
7:30 AM	5	0	0	15	20
7:45 AM	7	0	0	18	25
8:00 AM	8	0	0	39	47
8:15 AM	4	0	0	17	21
8:30 AM	0	1	0	6	7
8:45 AM	3	0	0	11	14
TOTAL VOLUMES:	33	1	0	119	153

	North Leg Crenshaw Boulevard	East Leg W 108th Street	South Leg Crenshaw Boulevard	West Leg Launderland DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	0	0	8	11
4:15 PM	2	0	0	4	6
4:30 PM	1	0	0	8	9
4:45 PM	2	0	0	4	6
5:00 PM	1	0	0	9	10
5:15 PM	3	0	0	4	7
5:30 PM	4	0	0	7	11
5:45 PM	2	0	0	7	9
TOTAL VOLUMES:	18	0	0	51	69

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Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Crenshaw Boulevard			Westbound W 108th Street			Northbound Crenshaw Boulevard			Eastbound Launderland DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	2	0	0	0	1	0	0	0	0	0	0	3

	Southbound Crenshaw Boulevard			Westbound W 108th Street			Northbound Crenshaw Boulevard			Eastbound Launderland DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	2	1	0	0	0	3

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

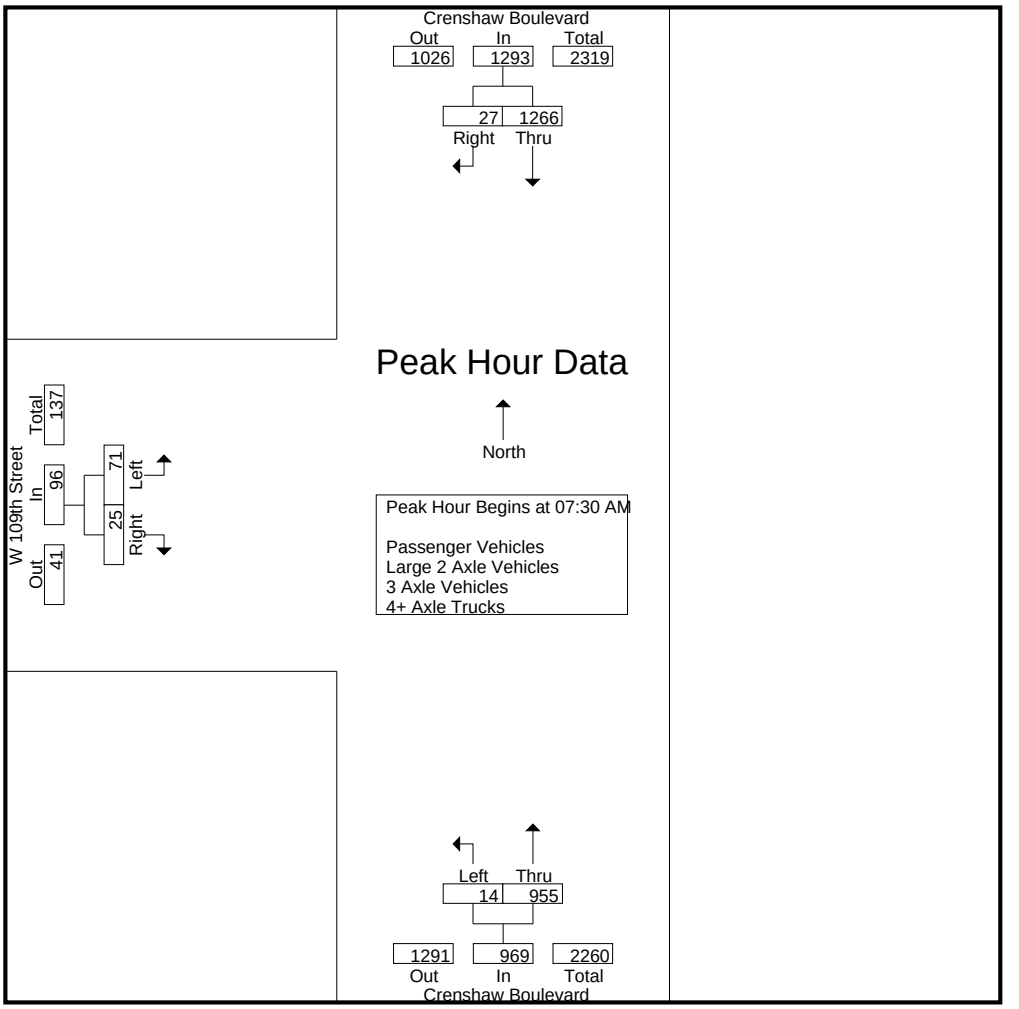
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	175	3	178	4	189	193	9	10	19	390
07:15 AM	204	4	208	6	238	244	7	6	13	465
07:30 AM	302	3	305	1	269	270	14	6	20	595
07:45 AM	321	11	332	3	246	249	14	3	17	598
Total	1002	21	1023	14	942	956	44	25	69	2048
08:00 AM	341	10	351	2	239	241	20	4	24	616
08:15 AM	302	3	305	8	201	209	23	12	35	549
08:30 AM	280	5	285	5	238	243	19	6	25	553
08:45 AM	234	7	241	3	205	208	15	8	23	472
Total	1157	25	1182	18	883	901	77	30	107	2190
Grand Total	2159	46	2205	32	1825	1857	121	55	176	4238
Apprch %	97.9	2.1		1.7	98.3		68.8	31.2		
Total %	50.9	1.1	52	0.8	43.1	43.8	2.9	1.3	4.2	
Passenger Vehicles	2088	45	2133	31	1745	1776	120	55	175	4084
% Passenger Vehicles	96.7	97.8	96.7	96.9	95.6	95.6	99.2	100	99.4	96.4
Large 2 Axle Vehicles	36	1	37	1	51	52	1	0	1	90
% Large 2 Axle Vehicles	1.7	2.2	1.7	3.1	2.8	2.8	0.8	0	0.6	2.1
3 Axle Vehicles	11	0	11	0	6	6	0	0	0	17
% 3 Axle Vehicles	0.5	0	0.5	0	0.3	0.3	0	0	0	0.4
4+ Axle Trucks	24	0	24	0	23	23	0	0	0	47
% 4+ Axle Trucks	1.1	0	1.1	0	1.3	1.2	0	0	0	1.1

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	302	3	305	1	**269**	**270**	14	6	20	595
07:45 AM	321	**11**	332	3	246	249	14	3	17	598
08:00 AM	**341**	10	**351**	2	239	241	20	4	24	**616**
08:15 AM	302	3	305	**8**	201	209	**23**	**12**	**35**	549
Total Volume	1266	27	1293	14	955	969	71	25	96	2358
% App. Total	97.9	2.1		1.4	98.6		74	26		
PHF	.928	.614	.921	.438	.888	.897	.772	.521	.686	.957

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			08:00 AM		
+0 mins.	302	3	305	**6**	238	244	20	4	24
+15 mins.	321	**11**	332	1	**269**	**270**	**23**	**12**	**35**
+30 mins.	**341**	10	**351**	3	246	249	19	6	25
+45 mins.	302	3	305	2	239	241	15	8	23
Total Volume	1266	27	1293	12	992	1004	77	30	107
% App. Total	97.9	2.1		1.2	98.8		72	28	
PHF	.928	.614	.921	.500	.922	.930	.837	.625	.764

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

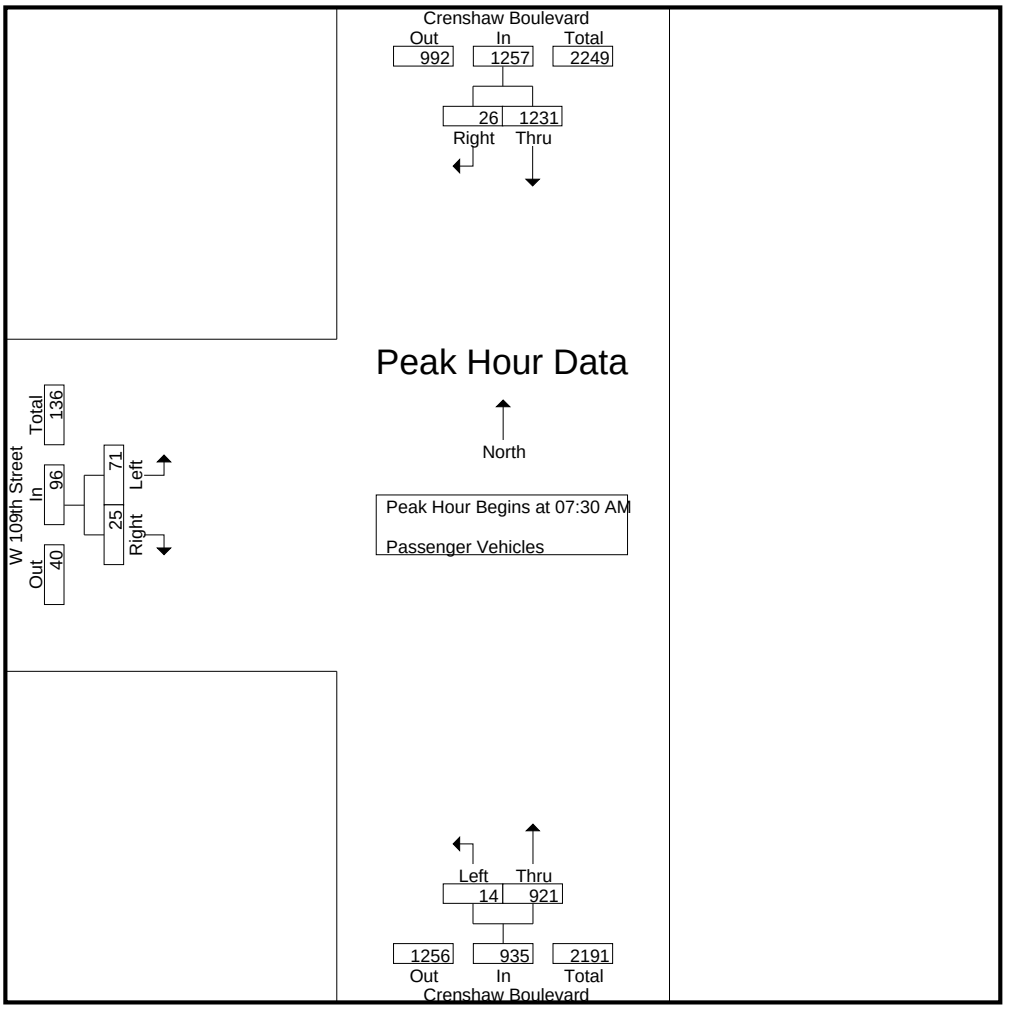
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	165	3	168	4	169	173	8	10	18	359
07:15 AM	202	4	206	5	228	233	7	6	13	452
07:30 AM	295	3	298	1	263	264	14	6	20	582
07:45 AM	308	11	319	3	238	241	14	3	17	577
Total	970	21	991	13	898	911	43	25	68	1970
08:00 AM	335	10	345	2	231	233	20	4	24	602
08:15 AM	293	2	295	8	189	197	23	12	35	527
08:30 AM	273	5	278	5	233	238	19	6	25	541
08:45 AM	217	7	224	3	194	197	15	8	23	444
Total	1118	24	1142	18	847	865	77	30	107	2114
Grand Total	2088	45	2133	31	1745	1776	120	55	175	4084
Apprch %	97.9	2.1		1.7	98.3		68.6	31.4		
Total %	51.1	1.1	52.2	0.8	42.7	43.5	2.9	1.3	4.3	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	295	3	298	1	**263**	**264**	14	6	20	582
07:45 AM	308	**11**	319	3	238	241	14	3	17	577
08:00 AM	**335**	10	**345**	2	231	233	20	4	24	**602**
08:15 AM	293	2	295	**8**	189	197	**23**	**12**	**35**	527
Total Volume	1231	26	1257	14	921	935	71	25	96	2288
% App. Total	97.9	2.1		1.5	98.5		74	26		
PHF	.919	.591	.911	.438	.875	.885	.772	.521	.686	.950

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	295	3	298	1	**263**	**264**	14	6	20
+15 mins.	308	**11**	319	3	238	241	14	3	17
+30 mins.	**335**	10	**345**	2	231	233	20	4	24
+45 mins.	293	2	295	**8**	189	197	**23**	**12**	**35**
Total Volume	1231	26	1257	14	921	935	71	25	96
% App. Total	97.9	2.1		1.5	98.5		74	26	
PHF	.919	.591	.911	.438	.875	.885	.772	.521	.686

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

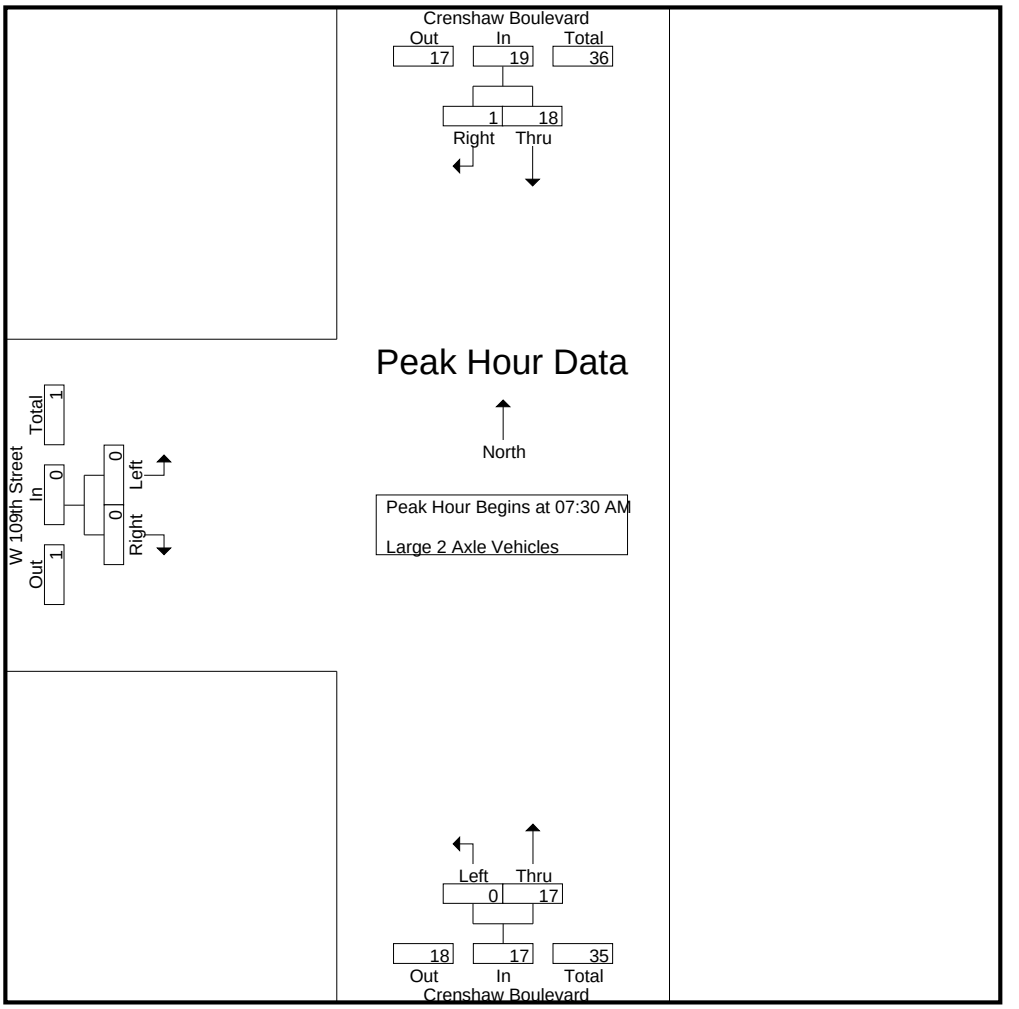
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	5	0	5	0	13	13	1	0	1	19
07:15 AM	1	0	1	1	8	9	0	0	0	10
07:30 AM	4	0	4	0	2	2	0	0	0	6
07:45 AM	5	0	5	0	6	6	0	0	0	11
Total	15	0	15	1	29	30	1	0	1	46
08:00 AM	3	0	3	0	4	4	0	0	0	7
08:15 AM	6	1	7	0	5	5	0	0	0	12
08:30 AM	4	0	4	0	3	3	0	0	0	7
08:45 AM	8	0	8	0	10	10	0	0	0	18
Total	21	1	22	0	22	22	0	0	0	44
Grand Total	36	1	37	1	51	52	1	0	1	90
Apprch %	97.3	2.7		1.9	98.1		100	0		
Total %	40	1.1	41.1	1.1	56.7	57.8	1.1	0	1.1	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	4	0	4	0	2	2	0	0	0	6
07:45 AM	5	0	5	0	**6**	**6**	0	0	0	11
08:00 AM	3	0	3	0	4	4	0	0	0	7
08:15 AM	**6**	**1**	**7**	0	5	5	0	0	0	**12**
Total Volume	18	1	19	0	17	17	0	0	0	36
% App. Total	94.7	5.3		0	100		0	0		
PHF	.750	.250	.679	.000	.708	.708	.000	.000	.000	.750

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	4	0	4	0	2	2	0	0	0
+15 mins.	5	0	5	0	**6**	**6**	0	0	0
+30 mins.	3	0	3	0	4	4	0	0	0
+45 mins.	**6**	**1**	**7**	0	5	5	0	0	0
Total Volume	18	1	19	0	17	17	0	0	0
% App. Total	94.7	5.3		0	100		0	0	
PHF	.750	.250	.679	.000	.708	.708	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

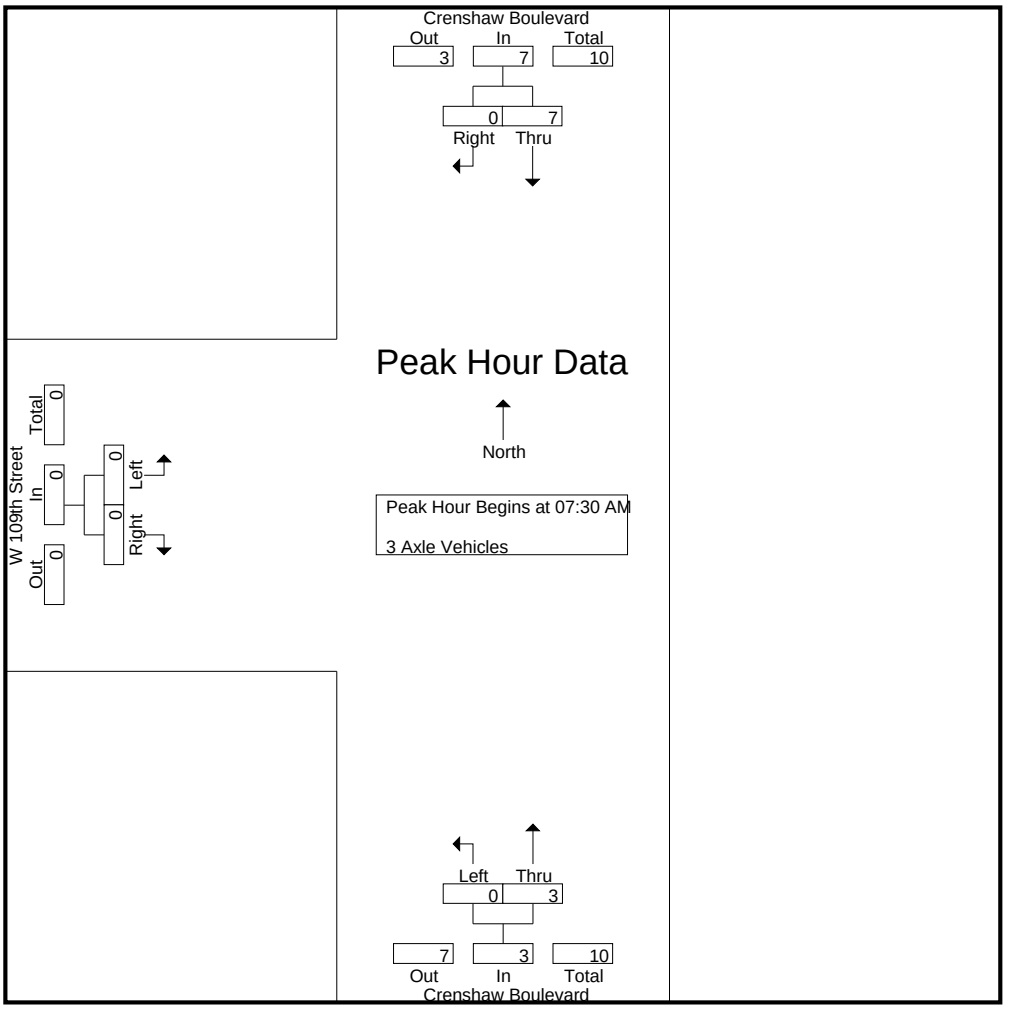
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	2	2	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	1	0	1	1	0	0	0	2
07:45 AM	4	0	4	0	0	0	0	0	0	4
Total	6	0	6	0	3	3	0	0	0	9
08:00 AM	1	0	1	0	2	2	0	0	0	3
08:15 AM	1	0	1	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	3	0	3	0	1	1	0	0	0	4
Total	5	0	5	0	3	3	0	0	0	8
Grand Total	11	0	11	0	6	6	0	0	0	17
Apprch %	100	0		0	100		0	0		
Total %	64.7	0	64.7	0	35.3	35.3	0	0	0	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	1	0	1	0	1	1	0	0	0	2
07:45 AM	**4**	0	**4**	0	0	0	0	0	0	**4**
08:00 AM	1	0	1	0	**2**	**2**	0	0	0	3
08:15 AM	1	0	1	0	0	0	0	0	0	1
Total Volume	7	0	7	0	3	3	0	0	0	10
% App. Total	100	0		0	100		0	0		
PHF	.438	.000	.438	.000	.375	.375	.000	.000	.000	.625

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	1	0	1	0	1	1	0	0	0
+15 mins.	**4**	0	**4**	0	0	0	0	0	0
+30 mins.	1	0	1	0	**2**	**2**	0	0	0
+45 mins.	1	0	1	0	0	0	0	0	0
Total Volume	7	0	7	0	3	3	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.438	.000	.438	.000	.375	.375	.000	.000	.000

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

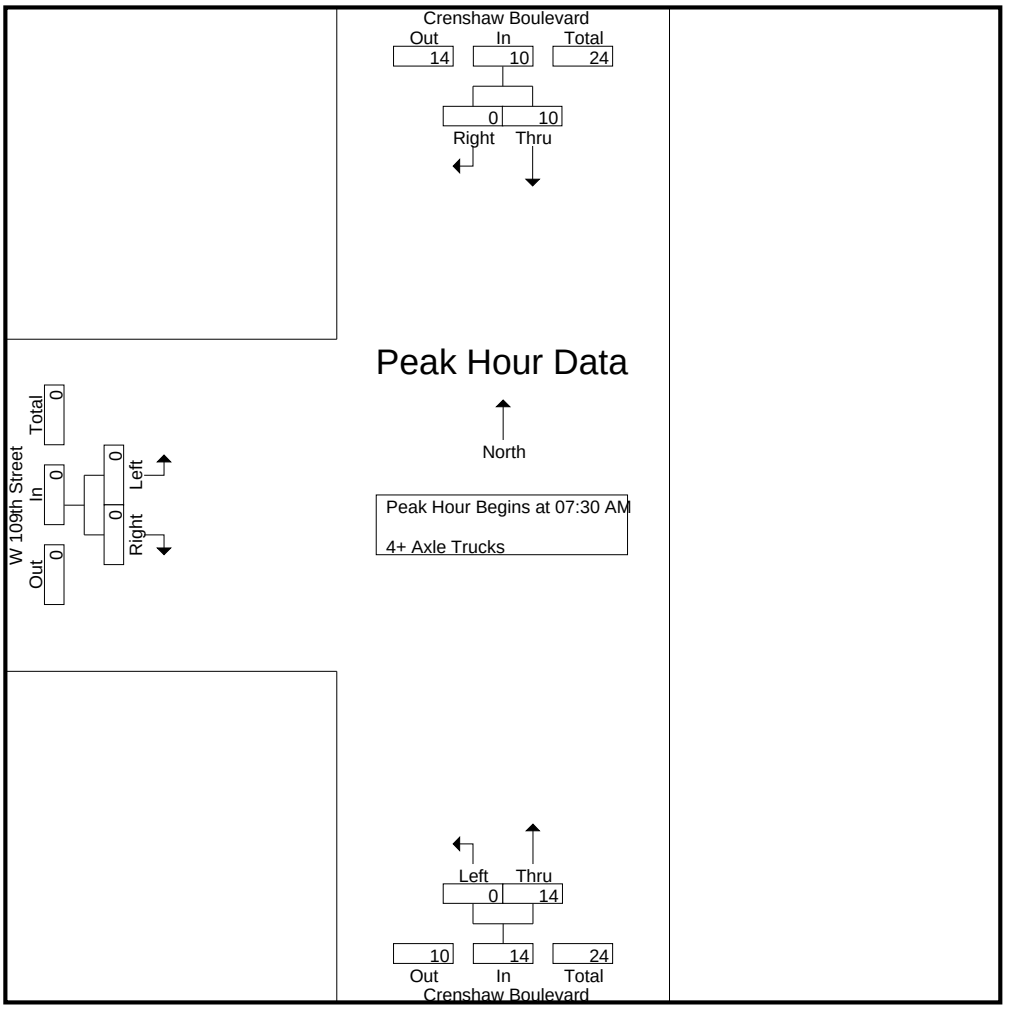
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	4	0	4	0	5	5	0	0	0	9
07:15 AM	1	0	1	0	2	2	0	0	0	3
07:30 AM	2	0	2	0	3	3	0	0	0	5
07:45 AM	4	0	4	0	2	2	0	0	0	6
Total	11	0	11	0	12	12	0	0	0	23
08:00 AM	2	0	2	0	2	2	0	0	0	4
08:15 AM	2	0	2	0	7	7	0	0	0	9
08:30 AM	3	0	3	0	2	2	0	0	0	5
08:45 AM	6	0	6	0	0	0	0	0	0	6
Total	13	0	13	0	11	11	0	0	0	24
Grand Total	24	0	24	0	23	23	0	0	0	47
Apprch %	100	0		0	100		0	0		
Total %	51.1	0	51.1	0	48.9	48.9	0	0	0	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 AM										
07:30 AM	2	0	2	0	3	3	0	0	0	5
07:45 AM	**4**	0	**4**	0	2	2	0	0	0	6
08:00 AM	2	0	2	0	2	2	0	0	0	4
08:15 AM	2	0	2	0	**7**	**7**	0	0	0	**9**
Total Volume	10	0	10	0	14	14	0	0	0	24
% App. Total	100	0		0	100		0	0		
PHF	.625	.000	.625	.000	.500	.500	.000	.000	.000	.667

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:30 AM			07:30 AM		
+0 mins.	2	0	2	0	3	3	0	0	0
+15 mins.	**4**	0	**4**	0	2	2	0	0	0
+30 mins.	2	0	2	0	2	2	0	0	0
+45 mins.	2	0	2	0	**7**	**7**	0	0	0
Total Volume	10	0	10	0	14	14	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.625	.000	.625	.000	.500	.500	.000	.000	.000

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City of Inglewood
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E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th PM
Site Code : 10824407
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

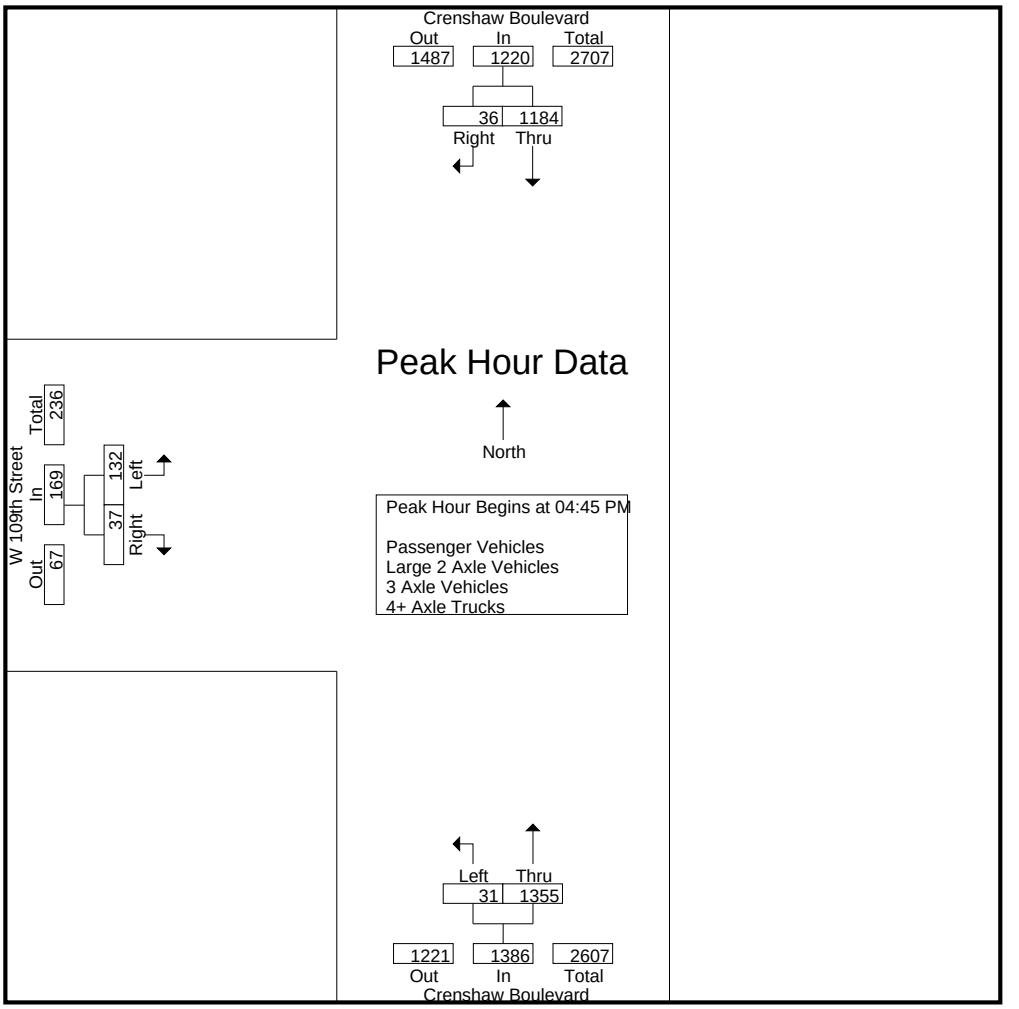
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	296	8	304	5	331	336	23	12	35	675
04:15 PM	278	8	286	10	320	330	30	7	37	653
04:30 PM	308	9	317	10	343	353	36	11	47	717
04:45 PM	275	5	280	5	336	341	32	7	39	660
Total	1157	30	1187	30	1330	1360	121	37	158	2705
05:00 PM	295	11	306	10	346	356	40	12	52	714
05:15 PM	284	12	296	6	318	324	27	9	36	656
05:30 PM	330	8	338	10	355	365	33	9	42	745
05:45 PM	285	5	290	13	287	300	24	4	28	618
Total	1194	36	1230	39	1306	1345	124	34	158	2733
Grand Total	2351	66	2417	69	2636	2705	245	71	316	5438
Apprch %	97.3	2.7		2.6	97.4		77.5	22.5		
Total %	43.2	1.2	44.4	1.3	48.5	49.7	4.5	1.3	5.8	
Passenger Vehicles	2306	66	2372	69	2593	2662	243	69	312	5346
% Passenger Vehicles	98.1	100	98.1	100	98.4	98.4	99.2	97.2	98.7	98.3
Large 2 Axle Vehicles	34	0	34	0	37	37	2	1	3	74
% Large 2 Axle Vehicles	1.4	0	1.4	0	1.4	1.4	0.8	1.4	0.9	1.4
3 Axle Vehicles	1	0	1	0	1	1	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	10	0	10	0	5	5	0	1	1	16
% 4+ Axle Trucks	0.4	0	0.4	0	0.2	0.2	0	1.4	0.3	0.3

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	275	5	280	5	336	341	32	7	39	660
05:00 PM	295	11	306	**10**	346	356	**40**	**12**	**52**	714
05:15 PM	284	**12**	296	6	318	324	27	9	36	656
05:30 PM	**330**	8	**338**	10	**355**	**365**	33	9	42	**745**
Total Volume	1184	36	1220	31	1355	1386	132	37	169	2775
% App. Total	97	3		2.2	97.8		78.1	21.9		
PHF	.897	.750	.902	.775	.954	.949	.825	.771	.813	.931

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File Name : 09_IWD_Cren_109th PM
Site Code : 10824407
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			04:15 PM		
+0 mins.	295	11	306	5	336	341	30	7	37
+15 mins.	284	**12**	296	**10**	346	356	36	11	47
+30 mins.	**330**	8	**338**	6	318	324	32	7	39
+45 mins.	285	5	290	10	**355**	**365**	**40**	**12**	**52**
Total Volume	1194	36	1230	31	1355	1386	138	37	175
% App. Total	97.1	2.9		2.2	97.8		78.9	21.1	
PHF	.905	.750	.910	.775	.954	.949	.863	.771	.841

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City of Inglewood
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Weather: Clear

File Name : 09_IWD_Cren_109th PM
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Groups Printed- Passenger Vehicles

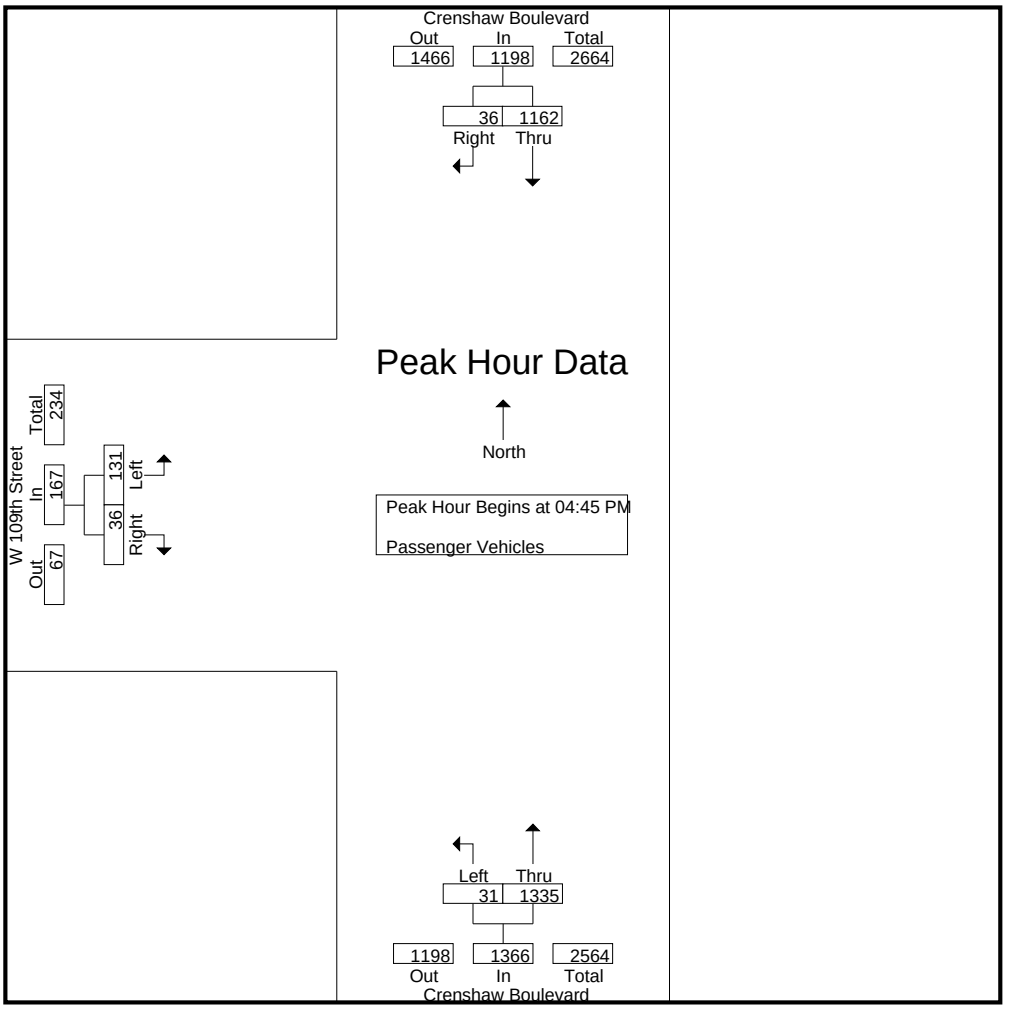
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	290	8	298	5	324	329	22	12	34	661
04:15 PM	274	8	282	10	314	324	30	6	36	642
04:30 PM	302	9	311	10	334	344	36	11	47	702
04:45 PM	270	5	275	5	330	335	32	7	39	649
Total	1136	30	1166	30	1302	1332	120	36	156	2654
05:00 PM	288	11	299	10	344	354	39	12	51	704
05:15 PM	275	12	287	6	311	317	27	9	36	640
05:30 PM	329	8	337	10	350	360	33	8	41	738
05:45 PM	278	5	283	13	286	299	24	4	28	610
Total	1170	36	1206	39	1291	1330	123	33	156	2692
Grand Total	2306	66	2372	69	2593	2662	243	69	312	5346
Apprch %	97.2	2.8		2.6	97.4		77.9	22.1		
Total %	43.1	1.2	44.4	1.3	48.5	49.8	4.5	1.3	5.8	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	270	5	275	5	330	335	32	7	39	649
05:00 PM	288	11	299	**10**	344	354	**39**	**12**	**51**	704
05:15 PM	275	**12**	287	6	311	317	27	9	36	640
05:30 PM	**329**	8	**337**	10	**350**	**360**	33	8	41	**738**
Total Volume	1162	36	1198	31	1335	1366	131	36	167	2731
% App. Total	97	3		2.3	97.7		78.4	21.6		
PHF	.883	.750	.889	.775	.954	.949	.840	.750	.819	.925

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	270	5	275	5	330	335	32	7	39
+15 mins.	288	11	299	**10**	344	354	**39**	**12**	**51**
+30 mins.	275	**12**	287	6	311	317	27	9	36
+45 mins.	**329**	8	**337**	10	**350**	**360**	33	8	41
Total Volume	1162	36	1198	31	1335	1366	131	36	167
% App. Total	97	3		2.3	97.7		78.4	21.6	
PHF	.883	.750	.889	.775	.954	.949	.840	.750	.819

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City of Inglewood
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E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th PM
Site Code : 10824407
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Groups Printed- Large 2 Axle Vehicles

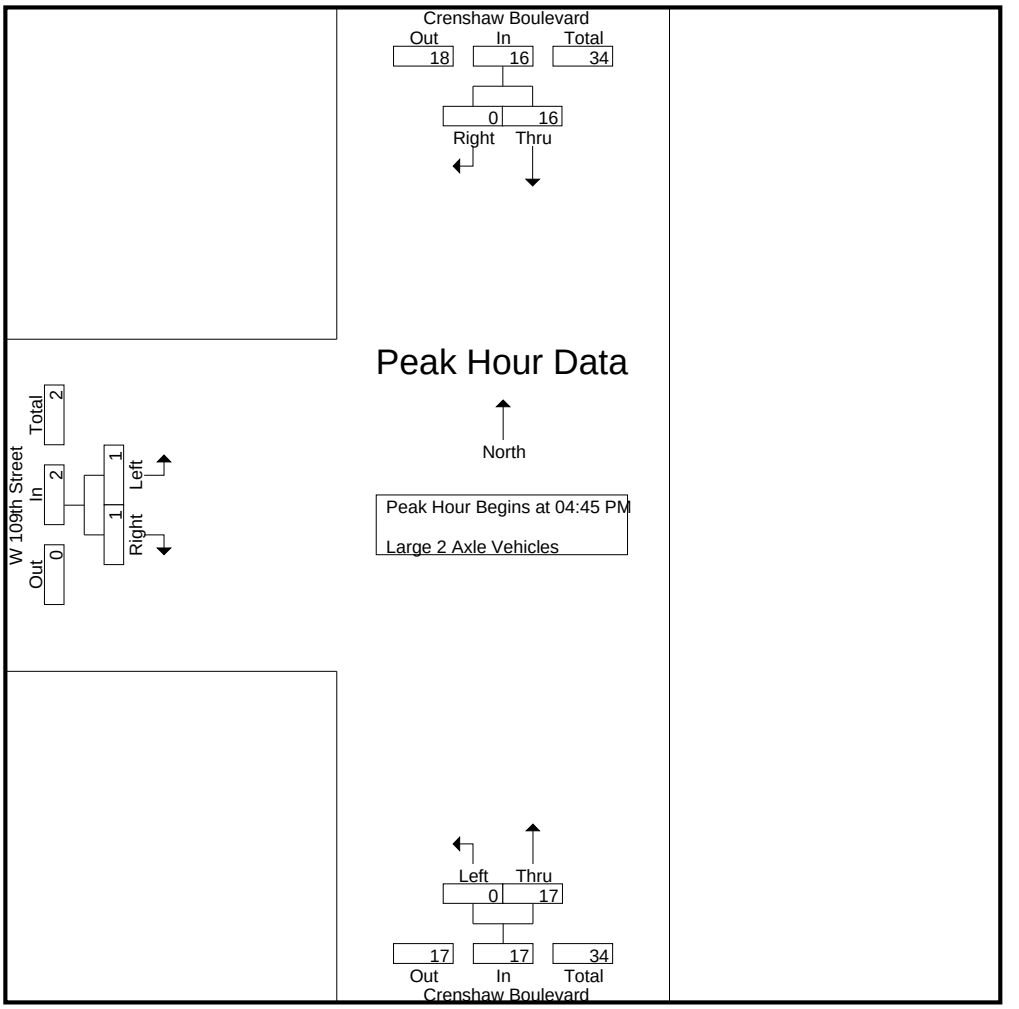
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	5	5	1	0	1	9
04:15 PM	4	0	4	0	5	5	0	0	0	9
04:30 PM	5	0	5	0	9	9	0	0	0	14
04:45 PM	3	0	3	0	5	5	0	0	0	8
Total	15	0	15	0	24	24	1	0	1	40
05:00 PM	6	0	6	0	1	1	1	0	1	8
05:15 PM	6	0	6	0	7	7	0	0	0	13
05:30 PM	1	0	1	0	4	4	0	1	1	6
05:45 PM	6	0	6	0	1	1	0	0	0	7
Total	19	0	19	0	13	13	1	1	2	34
Grand Total	34	0	34	0	37	37	2	1	3	74
Apprch %	100	0		0	100		66.7	33.3		
Total %	45.9	0	45.9	0	50	50	2.7	1.4	4.1	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	3	0	3	0	5	5	0	0	0	8
05:00 PM	**6**	0	**6**	0	1	1	**1**	0	**1**	8
05:15 PM	6	0	6	0	**7**	**7**	0	0	0	**13**
05:30 PM	1	0	1	0	4	4	0	**1**	1	6
Total Volume	16	0	16	0	17	17	1	1	2	35
% App. Total	100	0		0	100		50	50		
PHF	.667	.000	.667	.000	.607	.607	.250	.250	.500	.673

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	3	0	3	0	5	5	0	0	0
+15 mins.	**6**	0	**6**	0	1	1	**1**	0	**1**
+30 mins.	6	0	6	0	**7**	**7**	0	0	0
+45 mins.	1	0	1	0	4	4	0	**1**	1
Total Volume	16	0	16	0	17	17	1	1	2
% App. Total	100	0		0	100		50	50	
PHF	.667	.000	.667	.000	.607	.607	.250	.250	.500

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File Name : 09_IWD_Cren_109th PM
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Groups Printed- 3 Axle Vehicles

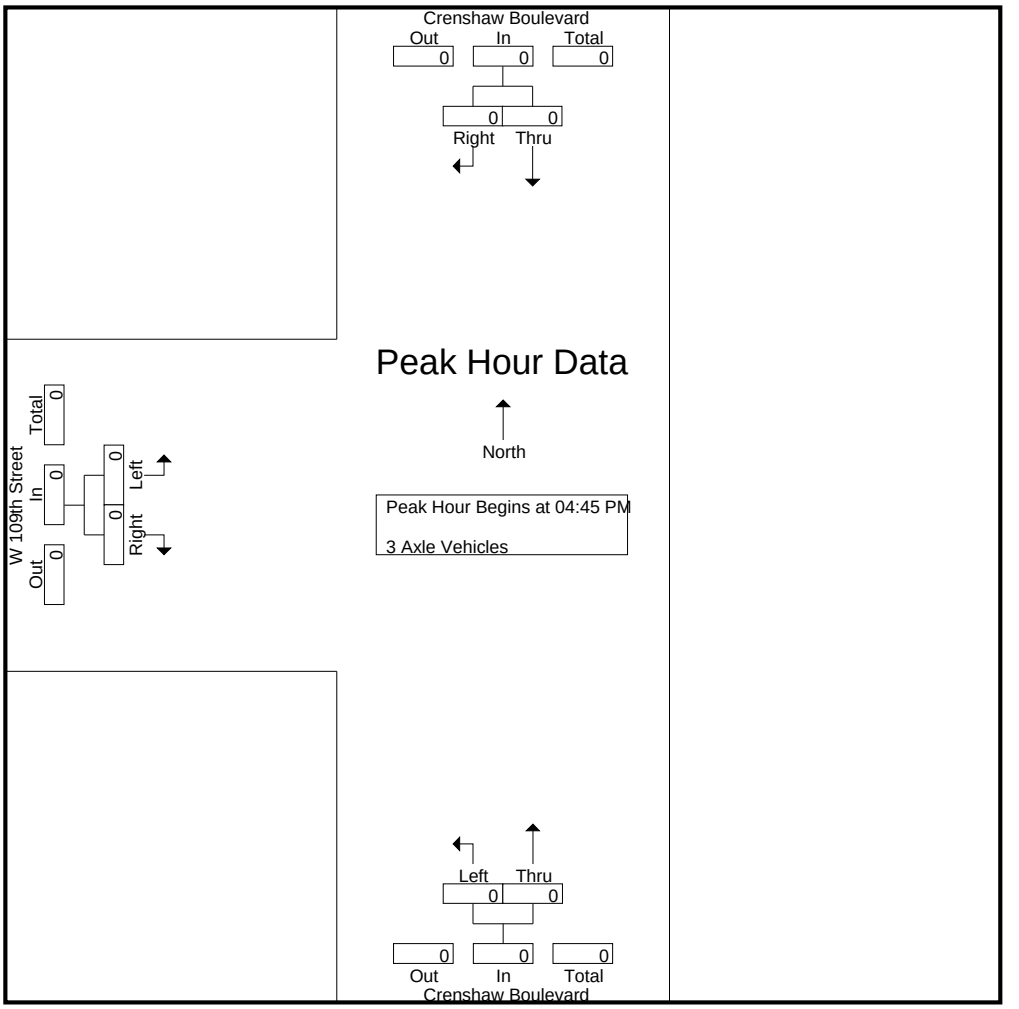
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	1	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	1	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	1	1	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	1	0	1	1	0	0	0	2
Apprch %	100	0		0	100		0	0		
Total %	50	0	50	0	50	50	0	0	0	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 09_IWD_Cren_109th PM
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Groups Printed- 4+ Axle Trucks

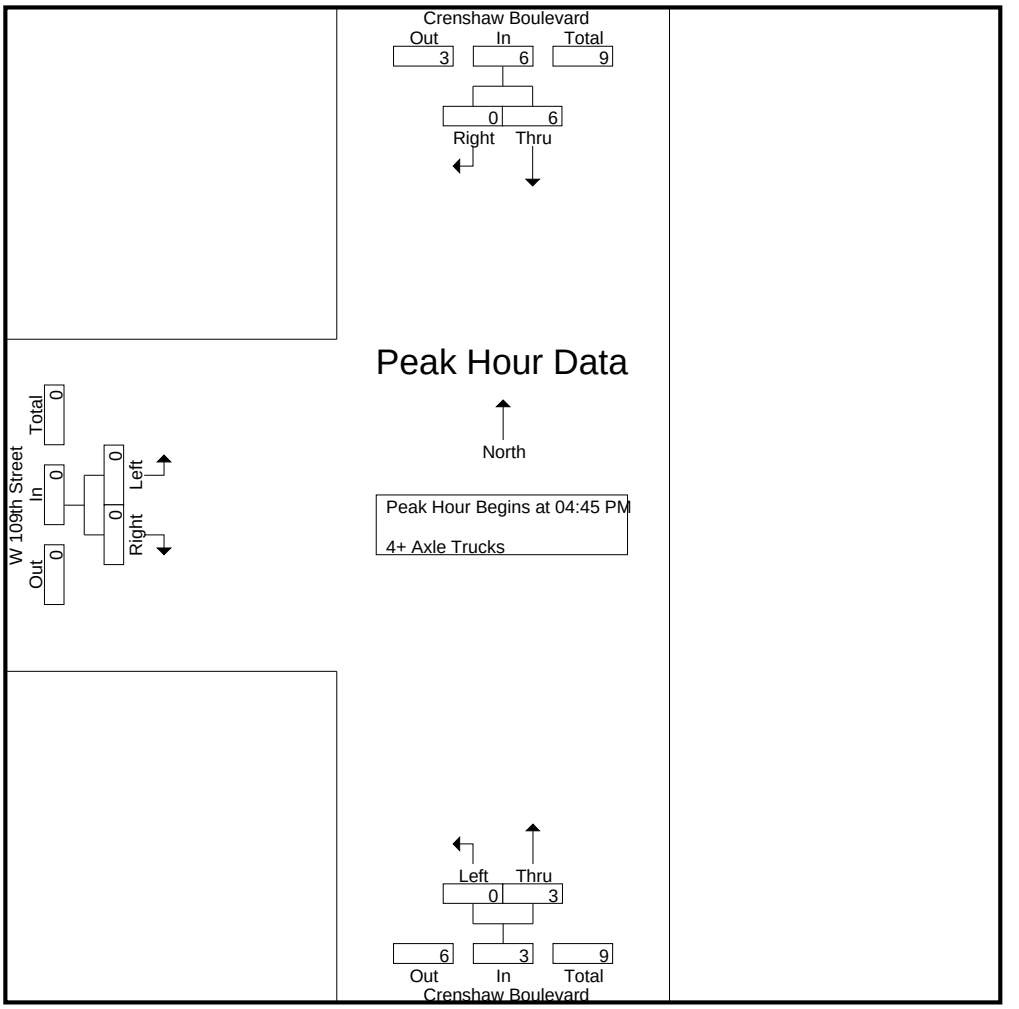
	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	3	0	3	0	1	1	0	0	0	4
04:15 PM	0	0	0	0	1	1	0	1	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	2	0	2	0	1	1	0	0	0	3
Total	5	0	5	0	3	3	0	1	1	9
05:00 PM	1	0	1	0	1	1	0	0	0	2
05:15 PM	3	0	3	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	1	0	1	0	0	0	0	0	0	1
Total	5	0	5	0	2	2	0	0	0	7
Grand Total	10	0	10	0	5	5	0	1	1	16
Apprch %	100	0		0	100		0	100		
Total %	62.5	0	62.5	0	31.2	31.2	0	6.2	6.2	

	Crenshaw Boulevard Southbound			Crenshaw Boulevard Northbound			W 109th Street Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	2	0	2	0	**1**	**1**	0	0	0	**3**
05:00 PM	1	0	1	0	1	1	0	0	0	2
05:15 PM	**3**	0	**3**	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	1	1	0	0	0	1
Total Volume	6	0	6	0	3	3	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.750	.750	.000	.000	.000	.750

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City of Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street
Weather: Clear

File Name : 09_IWD_Cren_109th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:45 PM			04:45 PM		
+0 mins.	2	0	2	0	**1**	**1**	0	0	0
+15 mins.	1	0	1	0	1	1	0	0	0
+30 mins.	**3**	0	**3**	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	1	0	0	0
Total Volume	6	0	6	0	3	3	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.750	.750	.000	.000	.000

Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Crenshaw Boulevard	East Leg W 109th Street	South Leg Crenshaw Boulevard	West Leg W 109th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	3	3
7:15 AM	0	0	0	1	1
7:30 AM	0	0	1	3	4
7:45 AM	0	0	1	2	3
8:00 AM	0	0	1	6	7
8:15 AM	0	0	0	2	2
8:30 AM	0	0	2	3	5
8:45 AM	0	0	1	6	7
TOTAL VOLUMES:	0	0	6	26	32

	North Leg Crenshaw Boulevard	East Leg W 109th Street	South Leg Crenshaw Boulevard	West Leg W 109th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	1	0	1	5	7
4:15 PM	0	0	1	1	2
4:30 PM	0	0	2	5	7
4:45 PM	0	0	0	4	4
5:00 PM	0	0	2	5	7
5:15 PM	0	0	1	7	8
5:30 PM	0	0	0	7	7
5:45 PM	0	0	2	3	5
TOTAL VOLUMES:	1	0	9	37	47

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Location: Inglewood
N/S: Crenshaw Boulevard
E/W: W 109th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Crenshaw Boulevard			Westbound W 109th Street			Northbound Crenshaw Boulevard			Eastbound W 109th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Crenshaw Boulevard			Westbound W 109th Street			Northbound Crenshaw Boulevard			Eastbound W 109th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	4	0	0	0	0	5

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

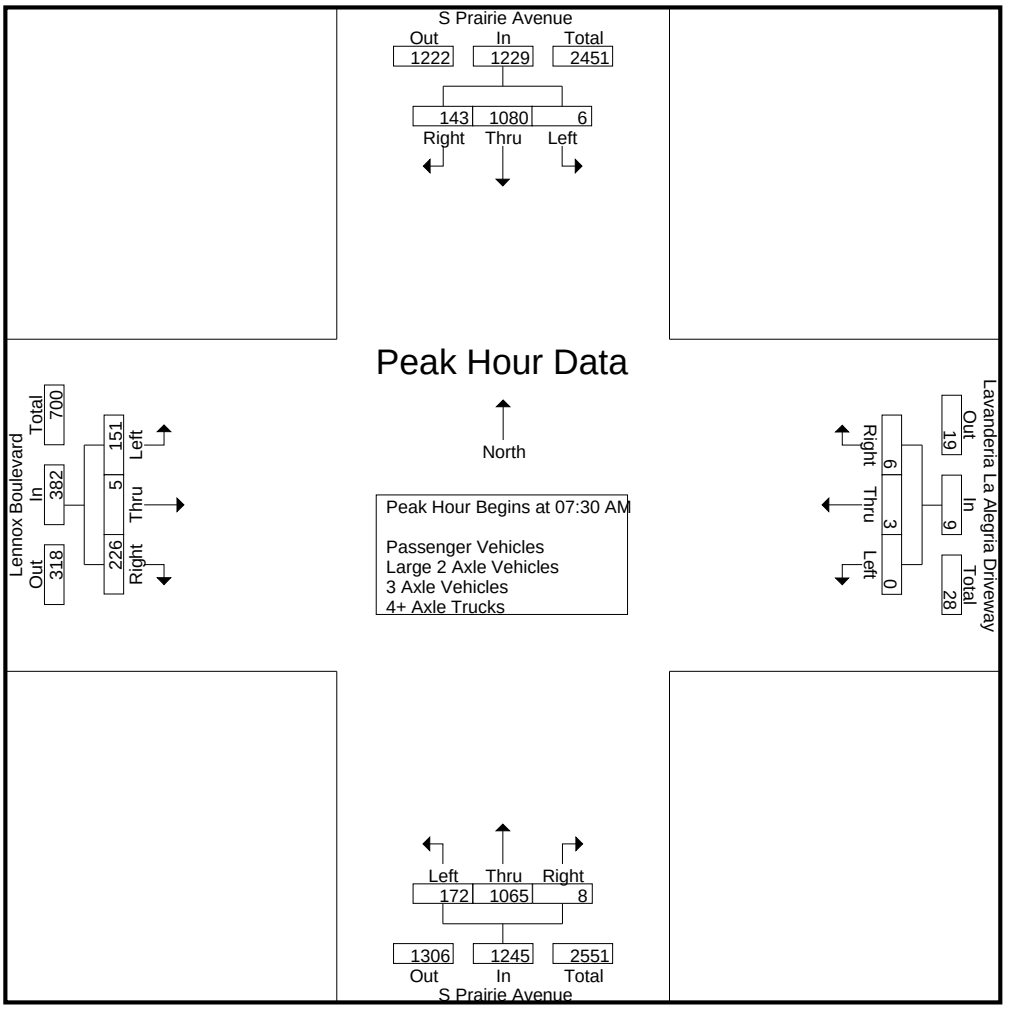
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	174	11	185	0	0	1	1	29	158	0	187	3	0	22	25	398
07:15 AM	1	188	12	201	0	0	1	1	25	208	1	234	22	0	28	50	486
07:30 AM	1	265	29	295	0	1	1	2	46	279	1	326	16	1	29	46	669
07:45 AM	2	284	41	327	0	1	2	3	50	282	1	333	41	1	40	82	745
Total	4	911	93	1008	0	2	5	7	150	927	3	1080	82	2	119	203	2298
08:00 AM	2	303	41	346	0	0	2	2	36	259	3	298	45	1	67	113	759
08:15 AM	1	228	32	261	0	1	1	2	40	245	3	288	49	2	90	141	692
08:30 AM	1	204	13	218	1	0	2	3	35	233	3	271	38	3	45	86	578
08:45 AM	0	219	17	236	0	0	3	3	35	267	1	303	30	0	29	59	601
Total	4	954	103	1061	1	1	8	10	146	1004	10	1160	162	6	231	399	2630
Grand Total	8	1865	196	2069	1	3	13	17	296	1931	13	2240	244	8	350	602	4928
Apprch %	0.4	90.1	9.5		5.9	17.6	76.5		13.2	86.2	0.6		40.5	1.3	58.1		
Total %	0.2	37.8	4	42	0	0.1	0.3	0.3	6	39.2	0.3	45.5	5	0.2	7.1	12.2	
Passenger Vehicles	8	1805	193	2006	1	3	13	17	288	1864	13	2165	233	8	338	579	4767
% Passenger Vehicles	100	96.8	98.5	97	100	100	100	100	97.3	96.5	100	96.7	95.5	100	96.6	96.2	96.7
Large 2 Axle Vehicles	0	39	3	42	0	0	0	0	6	44	0	50	10	0	9	19	111
% Large 2 Axle Vehicles	0	2.1	1.5	2	0	0	0	0	2	2.3	0	2.2	4.1	0	2.6	3.2	2.3
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	3	0	3	0	0	2	2	8
% 3 Axle Vehicles	0	0.2	0	0.1	0	0	0	0	0	0.2	0	0.1	0	0	0.6	0.3	0.2
4+ Axle Trucks	0	18	0	18	0	0	0	0	2	20	0	22	1	0	1	2	42
% 4+ Axle Trucks	0	1	0	0.9	0	0	0	0	0.7	1	0	1	0.4	0	0.3	0.3	0.9

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	265	29	295	0	**1**	1	2	46	279	1	326	16	1	29	46	669
07:45 AM	**2**	284	**41**	327	0	1	**2**	**3**	**50**	**282**	1	**333**	41	1	40	82	745
08:00 AM	2	**303**	41	**346**	0	0	2	2	36	259	**3**	298	45	1	67	113	**759**
08:15 AM	1	228	32	261	0	1	1	2	40	245	3	288	**49**	**2**	**90**	**141**	692
Total Volume	6	1080	143	1229	0	3	6	9	172	1065	8	1245	151	5	226	382	2865
% App. Total	0.5	87.9	11.6		0	33.3	66.7		13.8	85.5	0.6		39.5	1.3	59.2		
PHF	.750	.891	.872	.888	.000	.750	.750	.750	.860	.944	.667	.935	.770	.625	.628	.677	.944

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:45 AM				07:30 AM				07:45 AM			
+0 mins.	1	265	29	295	0	**1**	**2**	**3**	46	279	1	326	41	1	40	82
+15 mins.	**2**	284	**41**	327	0	0	2	2	**50**	**282**	1	**333**	45	1	67	113
+30 mins.	2	**303**	41	**346**	0	1	1	2	36	259	**3**	298	**49**	2	**90**	**141**
+45 mins.	1	228	32	261	**1**	0	2	3	40	245	3	288	38	**3**	45	86
Total Volume	6	1080	143	1229	1	2	7	10	172	1065	8	1245	173	7	242	422
% App. Total	0.5	87.9	11.6		10	20	70		13.8	85.5	0.6		41	1.7	57.3	
PHF	.750	.891	.872	.888	.250	.500	.875	.833	.860	.944	.667	.935	.883	.583	.672	.748

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

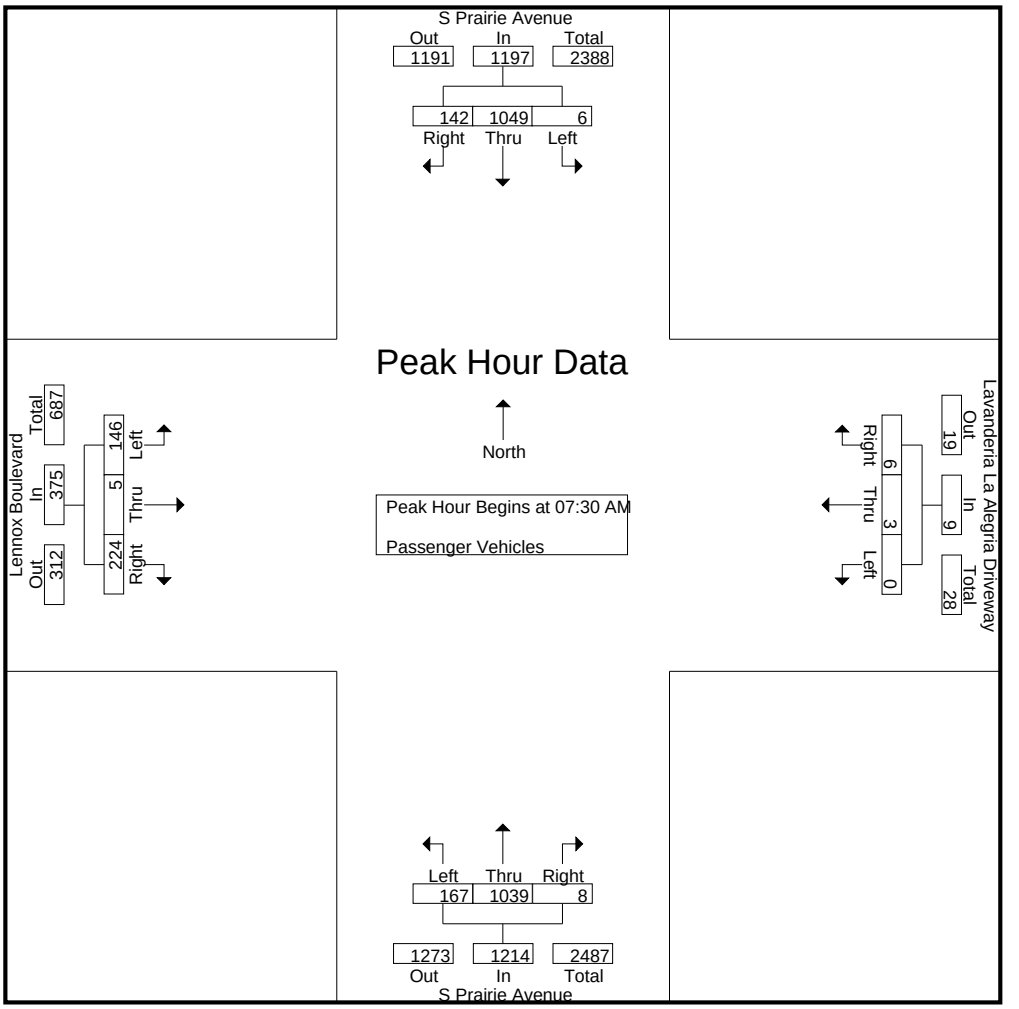
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	168	11	179	0	0	1	1	28	147	0	175	2	0	18	20	375
07:15 AM	1	181	11	193	0	0	1	1	24	195	1	220	21	0	25	46	460
07:30 AM	1	255	29	285	0	1	1	2	43	275	1	319	15	1	29	45	651
07:45 AM	2	276	40	318	0	1	2	3	49	273	1	323	38	1	40	79	723
Total	4	880	91	975	0	2	5	7	144	890	3	1037	76	2	112	190	2209
08:00 AM	2	296	41	339	0	0	2	2	35	253	3	291	44	1	67	112	744
08:15 AM	1	222	32	255	0	1	1	2	40	238	3	281	49	2	88	139	677
08:30 AM	1	196	12	209	1	0	2	3	35	223	3	261	35	3	43	81	554
08:45 AM	0	211	17	228	0	0	3	3	34	260	1	295	29	0	28	57	583
Total	4	925	102	1031	1	1	8	10	144	974	10	1128	157	6	226	389	2558
Grand Total	8	1805	193	2006	1	3	13	17	288	1864	13	2165	233	8	338	579	4767
Apprch %	0.4	90	9.6		5.9	17.6	76.5		13.3	86.1	0.6		40.2	1.4	58.4		
Total %	0.2	37.9	4	42.1	0	0.1	0.3	0.4	6	39.1	0.3	45.4	4.9	0.2	7.1	12.1	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	255	29	285	0	**1**	1	2	43	**275**	1	319	15	1	29	45	651
07:45 AM	**2**	276	40	318	0	1	**2**	**3**	**49**	273	1	**323**	38	1	40	79	723
08:00 AM	2	**296**	**41**	**339**	0	0	2	2	35	253	**3**	291	44	1	67	112	**744**
08:15 AM	1	222	32	255	0	1	1	2	40	238	3	281	**49**	**2**	**88**	**139**	677
Total Volume	6	1049	142	1197	0	3	6	9	167	1039	8	1214	146	5	224	375	2795
% App. Total	0.5	87.6	11.9		0	33.3	66.7		13.8	85.6	0.7		38.9	1.3	59.7		
PHF	.750	.886	.866	.883	.000	.750	.750	.750	.852	.945	.667	.940	.745	.625	.636	.674	.939

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	255	29	285	0	**1**	1	2	43	**275**	1	319	15	1	29	45
+15 mins.	**2**	276	40	318	0	1	**2**	**3**	**49**	273	1	**323**	38	1	40	79
+30 mins.	2	**296**	**41**	**339**	0	0	2	2	35	253	**3**	291	44	1	67	112
+45 mins.	1	222	32	255	0	1	1	2	40	238	3	281	**49**	**2**	**88**	**139**
Total Volume	6	1049	142	1197	0	3	6	9	167	1039	8	1214	146	5	224	375
% App. Total	0.5	87.6	11.9		0	33.3	66.7		13.8	85.6	0.7		38.9	1.3	59.7	
PHF	.750	.886	.866	.883	.000	.750	.750	.750	.852	.945	.667	.940	.745	.625	.636	.674

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

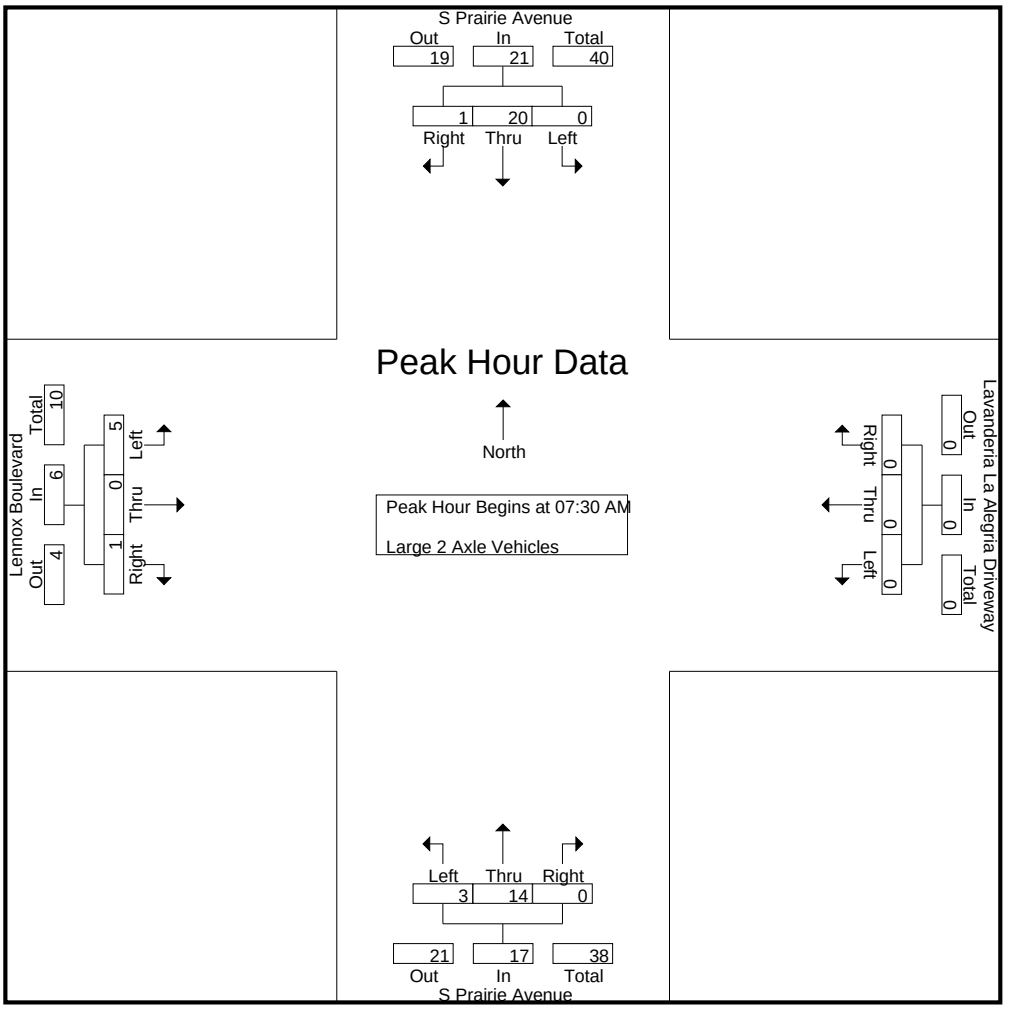
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	1	7	0	8	1	0	3	4	17
07:15 AM	0	7	1	8	0	0	0	0	1	10	0	11	1	0	3	4	23
07:30 AM	0	5	0	5	0	0	0	0	1	3	0	4	1	0	0	1	10
07:45 AM	0	5	1	6	0	0	0	0	1	3	0	4	3	0	0	3	13
Total	0	22	2	24	0	0	0	0	4	23	0	27	6	0	6	12	63
08:00 AM	0	5	0	5	0	0	0	0	1	4	0	5	1	0	0	1	11
08:15 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	1	1	10
08:30 AM	0	3	1	4	0	0	0	0	0	8	0	8	2	0	2	4	16
08:45 AM	0	4	0	4	0	0	0	0	1	5	0	6	1	0	0	1	11
Total	0	17	1	18	0	0	0	0	2	21	0	23	4	0	3	7	48
Grand Total	0	39	3	42	0	0	0	0	6	44	0	50	10	0	9	19	111
Apprch %	0	92.9	7.1		0	0	0		12	88	0		52.6	0	47.4		
Total %	0	35.1	2.7	37.8	0	0	0	0	5.4	39.6	0	45	9	0	8.1	17.1	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**5**	0	5	0	0	0	0	**1**	3	0	4	1	0	0	1	10
07:45 AM	0	5	**1**	**6**	0	0	0	0	1	3	0	4	**3**	0	0	**3**	**13**
08:00 AM	0	5	0	5	0	0	0	0	1	**4**	0	**5**	1	0	0	1	11
08:15 AM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	**1**	1	10
Total Volume	0	20	1	21	0	0	0	0	3	14	0	17	5	0	1	6	44
% App. Total	0	95.2	4.8		0	0	0		17.6	82.4	0		83.3	0	16.7		
PHF	.000	1.00	.250	.875	.000	.000	.000	.000	.750	.875	.000	.850	.417	.000	.250	.500	.846

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	0	5	0	0	0	0	**1**	3	0	4	1	0	0	1
+15 mins.	0	5	**1**	**6**	0	0	0	0	1	3	0	4	**3**	0	0	**3**
+30 mins.	0	5	0	5	0	0	0	0	1	**4**	0	**5**	1	0	0	1
+45 mins.	0	5	0	5	0	0	0	0	0	4	0	4	0	0	**1**	1
Total Volume	0	20	1	21	0	0	0	0	3	14	0	17	5	0	1	6
% App. Total	0	95.2	4.8		0	0	0		17.6	82.4	0		83.3	0	16.7	
PHF	.000	1.000	.250	.875	.000	.000	.000	.000	.750	.875	.000	.850	.417	.000	.250	.500

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File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
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Groups Printed- 3 Axle Vehicles

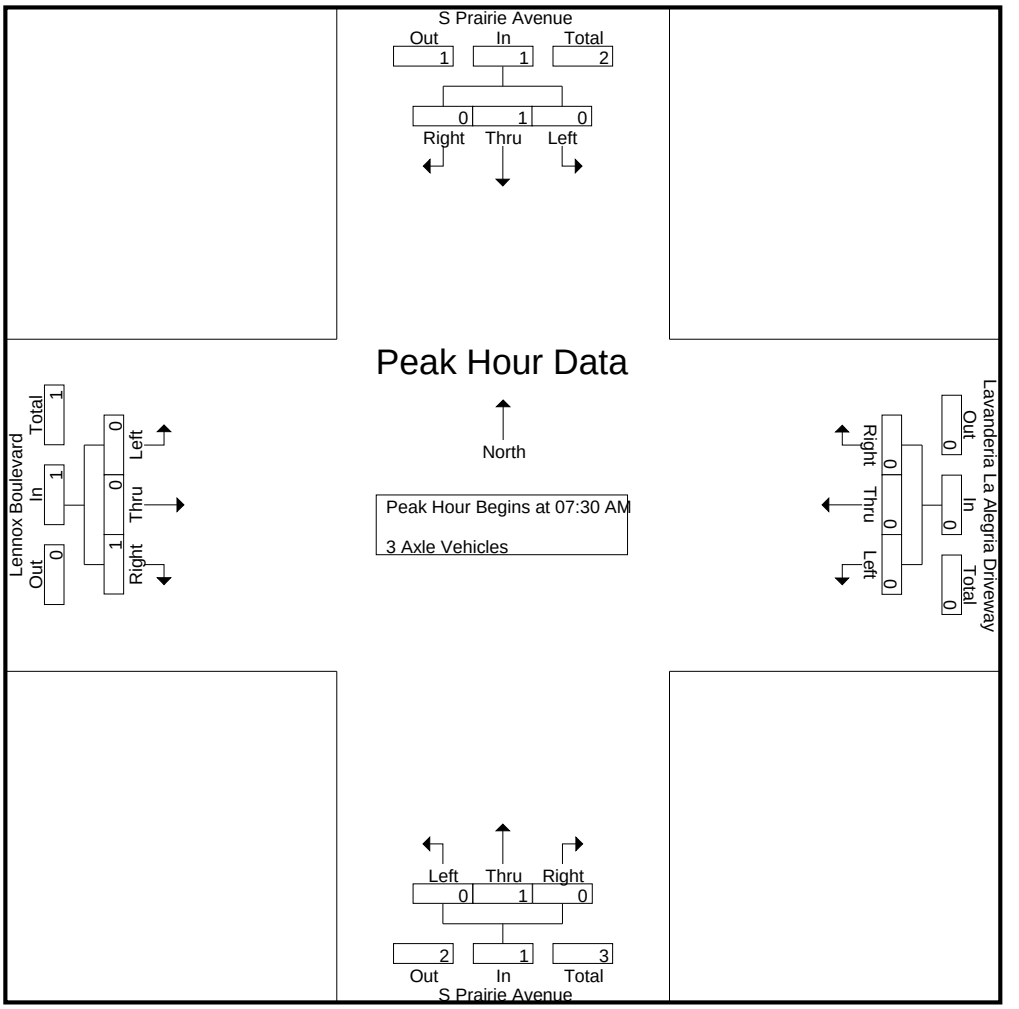
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	2	2	7
Grand Total	0	3	0	3	0	0	0	0	0	3	0	3	0	0	2	2	8
Apprch %	0	100	0		0	0	0		0	100	0		0	0	100		
Total %	0	37.5	0	37.5	0	0	0	0	0	37.5	0	37.5	0	0	25	25	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**2**
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.375

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City of Inglewood
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File Name : 10A_IWD_Prai_Len AM
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	1	1
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250

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City of Inglewood
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Weather: Clear

File Name : 10A_IWD_Prai_Len AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

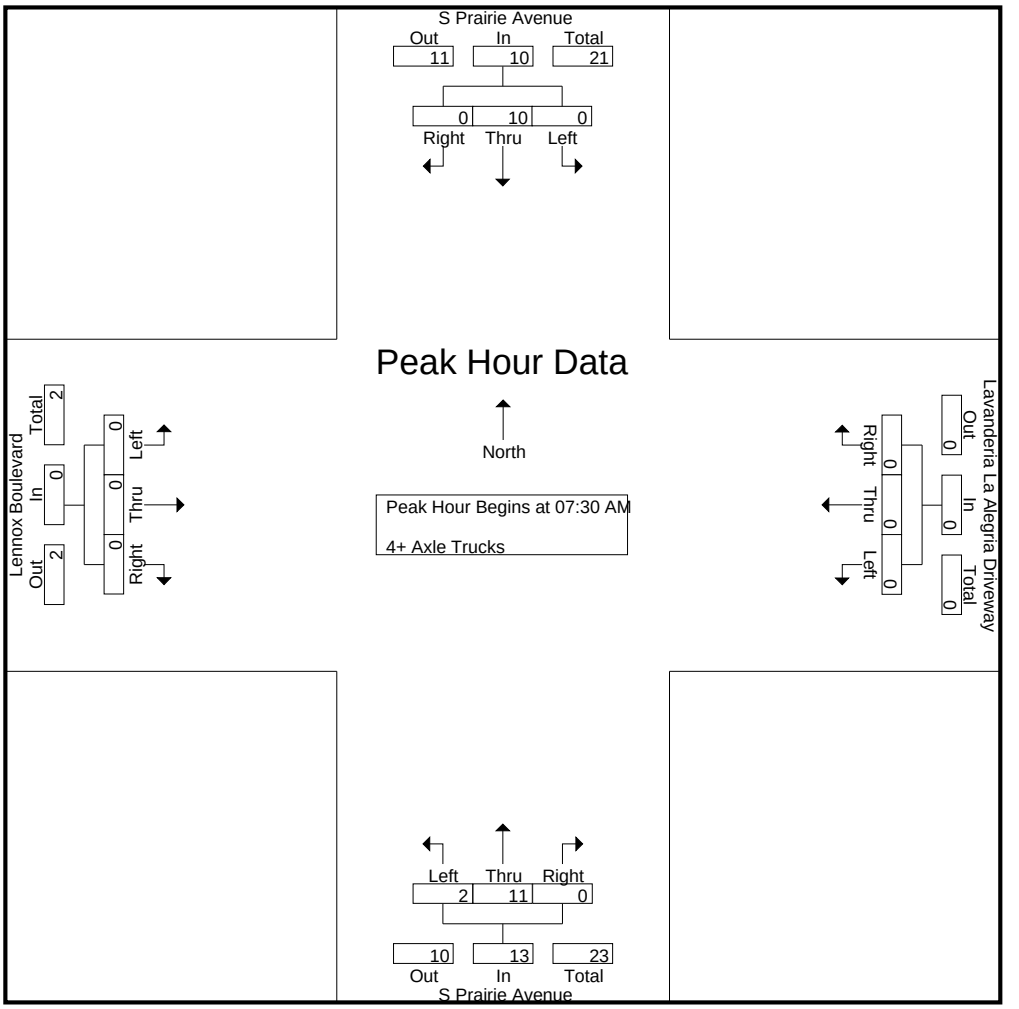
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	0	1	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
07:30 AM	0	5	0	5	0	0	0	0	2	1	0	3	0	0	0	0	8
07:45 AM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
Total	0	9	0	9	0	0	0	0	2	13	0	15	0	0	1	1	25
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
08:45 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	9	0	9	0	0	0	0	0	7	0	7	1	0	0	1	17
Grand Total	0	18	0	18	0	0	0	0	2	20	0	22	1	0	1	2	42
Apprch %	0	100	0		0	0	0		9.1	90.9	0		50	0	50		
Total %	0	42.9	0	42.9	0	0	0	0	4.8	47.6	0	52.4	2.4	0	2.4	4.8	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**5**	0	**5**	0	0	0	0	**2**	1	0	3	0	0	0	0	8
07:45 AM	0	3	0	3	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**9**
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	10	0	10	0	0	0	0	2	11	0	13	0	0	0	0	23
% App. Total	0	100	0		0	0	0		15.4	84.6	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.458	.000	.542	.000	.000	.000	.000	.639

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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	**2**	1	0	3	0	0	0	0
+15 mins.	0	3	0	3	0	0	0	0	0	**6**	0	**6**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
Total Volume	0	10	0	10	0	0	0	0	2	11	0	13	0	0	0	0
% App. Total	0	100	0		0	0	0		15.4	84.6	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.458	.000	.542	.000	.000	.000	.000

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City of Inglewood
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E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len PM
Site Code : 10824407
Start Date : 5/2/2024
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

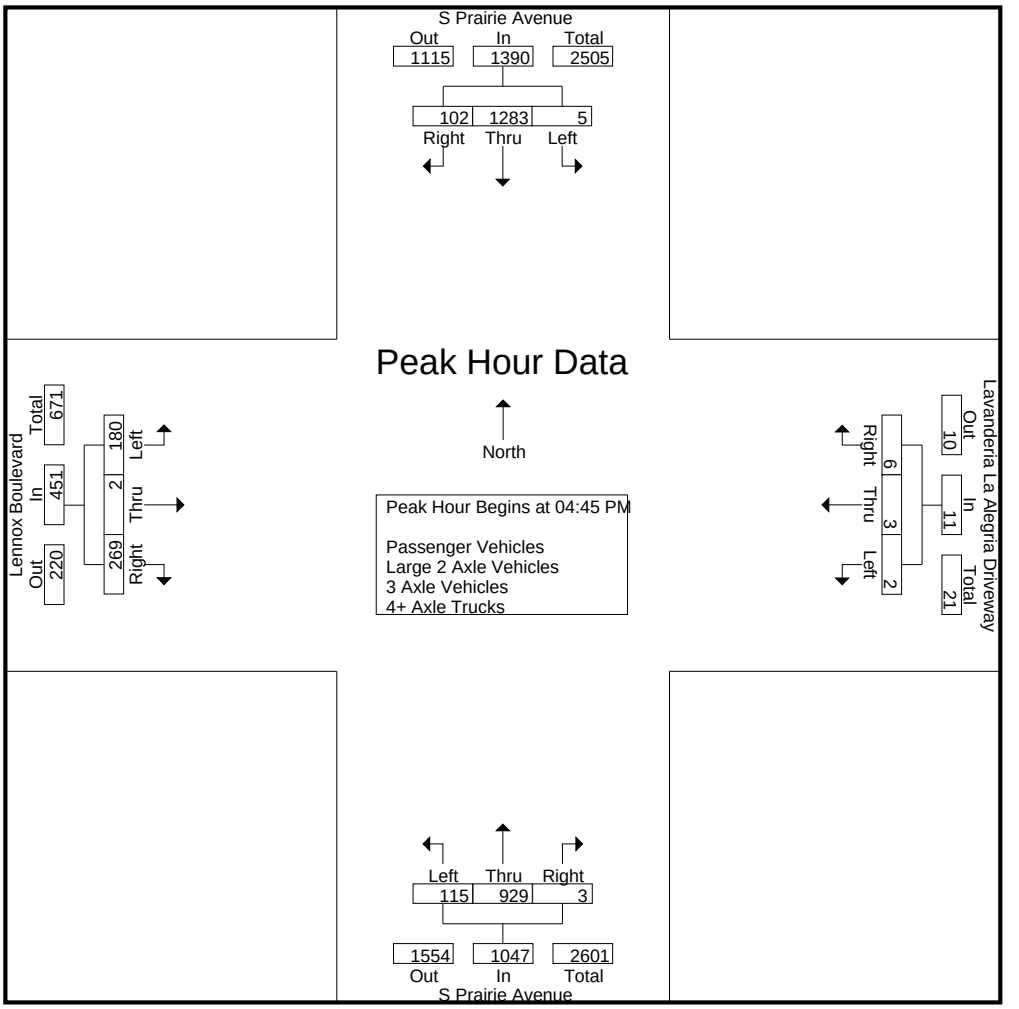
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	325	11	336	0	1	3	4	35	201	0	236	47	3	49	99	675
04:15 PM	2	308	25	335	0	3	0	3	26	208	2	236	35	1	50	86	660
04:30 PM	0	288	28	316	0	2	0	2	29	219	0	248	49	1	67	117	683
04:45 PM	1	310	26	337	0	1	1	2	30	217	1	248	47	0	76	123	710
Total	3	1231	90	1324	0	7	4	11	120	845	3	968	178	5	242	425	2728
05:00 PM	2	323	21	346	1	1	1	3	33	219	1	253	43	1	70	114	716
05:15 PM	2	320	23	345	1	1	3	5	23	247	1	271	44	0	63	107	728
05:30 PM	0	330	32	362	0	0	1	1	29	246	0	275	46	1	60	107	745
05:45 PM	0	278	20	298	1	0	3	4	32	265	0	297	43	1	64	108	707
Total	4	1251	96	1351	3	2	8	13	117	977	2	1096	176	3	257	436	2896
Grand Total	7	2482	186	2675	3	9	12	24	237	1822	5	2064	354	8	499	861	5624
Apprch %	0.3	92.8	7		12.5	37.5	50		11.5	88.3	0.2		41.1	0.9	58		
Total %	0.1	44.1	3.3	47.6	0.1	0.2	0.2	0.4	4.2	32.4	0.1	36.7	6.3	0.1	8.9	15.3	
Passenger Vehicles	7	2439	185	2631	3	9	12	24	234	1803	5	2042	346	8	491	845	5542
% Passenger Vehicles	100	98.3	99.5	98.4	100	100	100	100	98.7	99	100	98.9	97.7	100	98.4	98.1	98.5
Large 2 Axle Vehicles	0	36	1	37	0	0	0	0	3	18	0	21	8	0	8	16	74
% Large 2 Axle Vehicles	0	1.5	0.5	1.4	0	0	0	0	1.3	1	0	1	2.3	0	1.6	1.9	1.3
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0.1	0	0	0	0	0	0	0.1

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	310	26	337	0	**1**	1	2	30	217	**1**	248	**47**	0	**76**	**123**	710
05:00 PM	**2**	323	21	346	**1**	1	1	3	**33**	219	1	253	43	**1**	70	114	716
05:15 PM	2	320	23	345	1	1	**3**	**5**	23	**247**	1	271	44	0	63	107	728
05:30 PM	0	**330**	**32**	**362**	0	0	1	1	29	246	0	**275**	46	1	60	107	**745**
Total Volume	5	1283	102	1390	2	3	6	11	115	929	3	1047	180	2	269	451	2899
% App. Total	0.4	92.3	7.3		18.2	27.3	54.5		11	88.7	0.3		39.9	0.4	59.6		
PHF	.625	.972	.797	.960	.500	.750	.500	.550	.871	.940	.750	.952	.957	.500	.885	.917	.973

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	1	310	26	337	**1**	**1**	1	3	**33**	219	**1**	253	**49**	**1**	67	117
+15 mins.	**2**	323	21	346	1	1	**3**	**5**	23	247	1	271	47	0	**76**	**123**
+30 mins.	2	320	23	345	0	0	1	1	29	246	0	275	43	1	70	114
+45 mins.	0	**330**	**32**	**362**	1	0	3	4	32	**265**	0	**297**	44	0	63	107
Total Volume	5	1283	102	1390	3	2	8	13	117	977	2	1096	183	2	276	461
% App. Total	0.4	92.3	7.3		23.1	15.4	61.5		10.7	89.1	0.2		39.7	0.4	59.9	
PHF	.625	.972	.797	.960	.750	.500	.667	.650	.886	.922	.500	.923	.934	.500	.908	.937

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File Name : 10A_IWD_Prai_Len PM
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Groups Printed- Passenger Vehicles

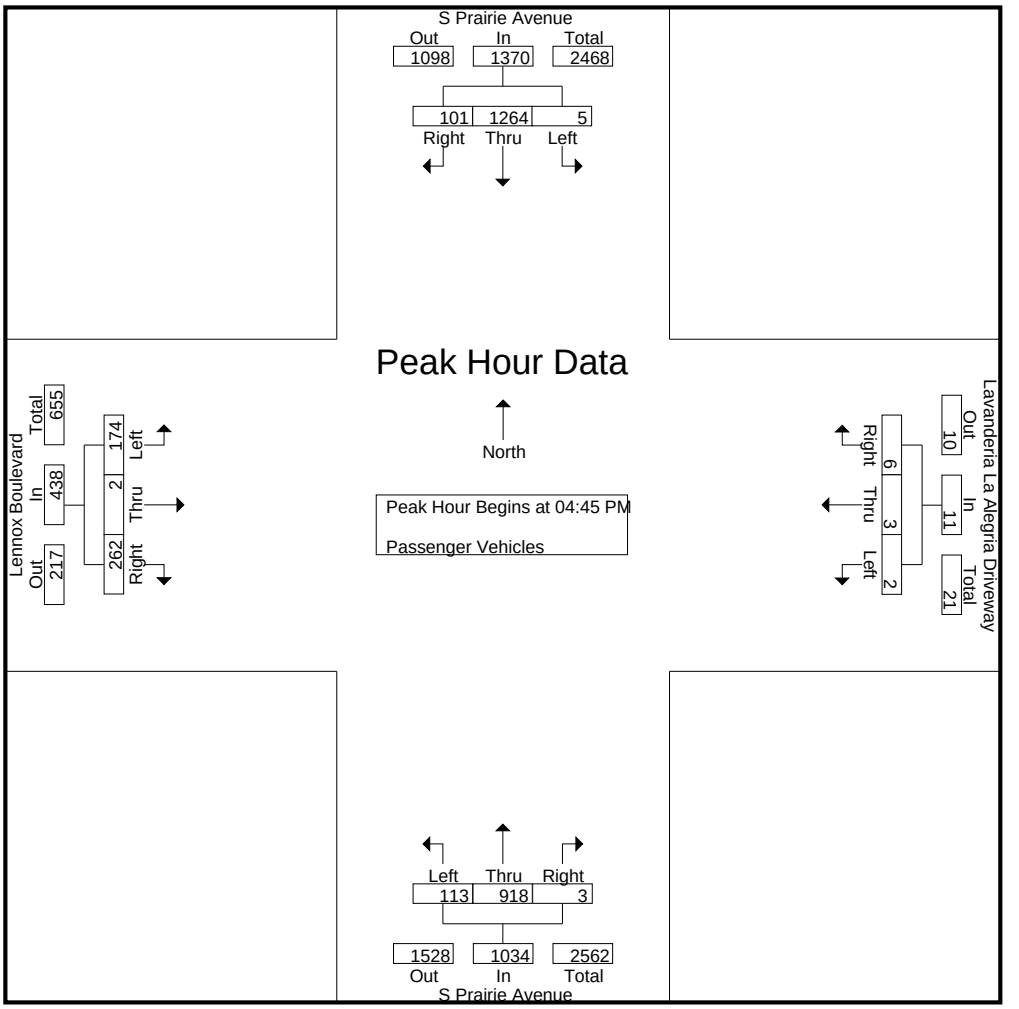
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	318	11	329	0	1	3	4	35	197	0	232	45	3	48	96	661
04:15 PM	2	301	25	328	0	3	0	3	25	206	2	233	35	1	50	86	650
04:30 PM	0	282	28	310	0	2	0	2	29	218	0	247	49	1	67	117	676
04:45 PM	1	304	26	331	0	1	1	2	29	214	1	244	46	0	75	121	698
Total	3	1205	90	1298	0	7	4	11	118	835	3	956	175	5	240	420	2685
05:00 PM	2	320	21	343	1	1	1	3	32	216	1	249	42	1	66	109	704
05:15 PM	2	314	23	339	1	1	3	5	23	247	1	271	41	0	62	103	718
05:30 PM	0	326	31	357	0	0	1	1	29	241	0	270	45	1	59	105	733
05:45 PM	0	274	20	294	1	0	3	4	32	264	0	296	43	1	64	108	702
Total	4	1234	95	1333	3	2	8	13	116	968	2	1086	171	3	251	425	2857
Grand Total	7	2439	185	2631	3	9	12	24	234	1803	5	2042	346	8	491	845	5542
Apprch %	0.3	92.7	7		12.5	37.5	50		11.5	88.3	0.2		40.9	0.9	58.1		
Total %	0.1	44	3.3	47.5	0.1	0.2	0.2	0.4	4.2	32.5	0.1	36.8	6.2	0.1	8.9	15.2	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	304	26	331	0	**1**	1	2	29	214	**1**	244	**46**	0	**75**	**121**	698
05:00 PM	**2**	320	21	343	**1**	1	1	3	**32**	216	1	249	42	**1**	66	109	704
05:15 PM	2	314	23	339	1	1	**3**	**5**	23	**247**	1	**271**	41	0	62	103	718
05:30 PM	0	**326**	**31**	**357**	0	0	1	1	29	241	0	270	45	1	59	105	**733**
Total Volume	5	1264	101	1370	2	3	6	11	113	918	3	1034	174	2	262	438	2853
% App. Total	0.4	92.3	7.4		18.2	27.3	54.5		10.9	88.8	0.3		39.7	0.5	59.8		
PHF	.625	.969	.815	.959	.500	.750	.500	.550	.883	.929	.750	.954	.946	.500	.873	.905	.973

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File Name : 10A_IWD_Prai_Len PM
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	304	26	331	0	**1**	1	2	29	214	**1**	244	**46**	0	**75**	**121**
+15 mins.	**2**	320	21	343	**1**	1	1	3	**32**	216	1	249	42	**1**	66	109
+30 mins.	2	314	23	339	1	1	**3**	**5**	23	**247**	1	**271**	41	0	62	103
+45 mins.	0	**326**	**31**	**357**	0	0	1	1	29	241	0	270	45	1	59	105
Total Volume	5	1264	101	1370	2	3	6	11	113	918	3	1034	174	2	262	438
% App. Total	0.4	92.3	7.4		18.2	27.3	54.5		10.9	88.8	0.3		39.7	0.5	59.8	
PHF	.625	.969	.815	.959	.500	.750	.500	.550	.883	.929	.750	.954	.946	.500	.873	.905

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File Name : 10A_IWD_Prai_Len PM
Site Code : 10824407
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Groups Printed- Large 2 Axle Vehicles

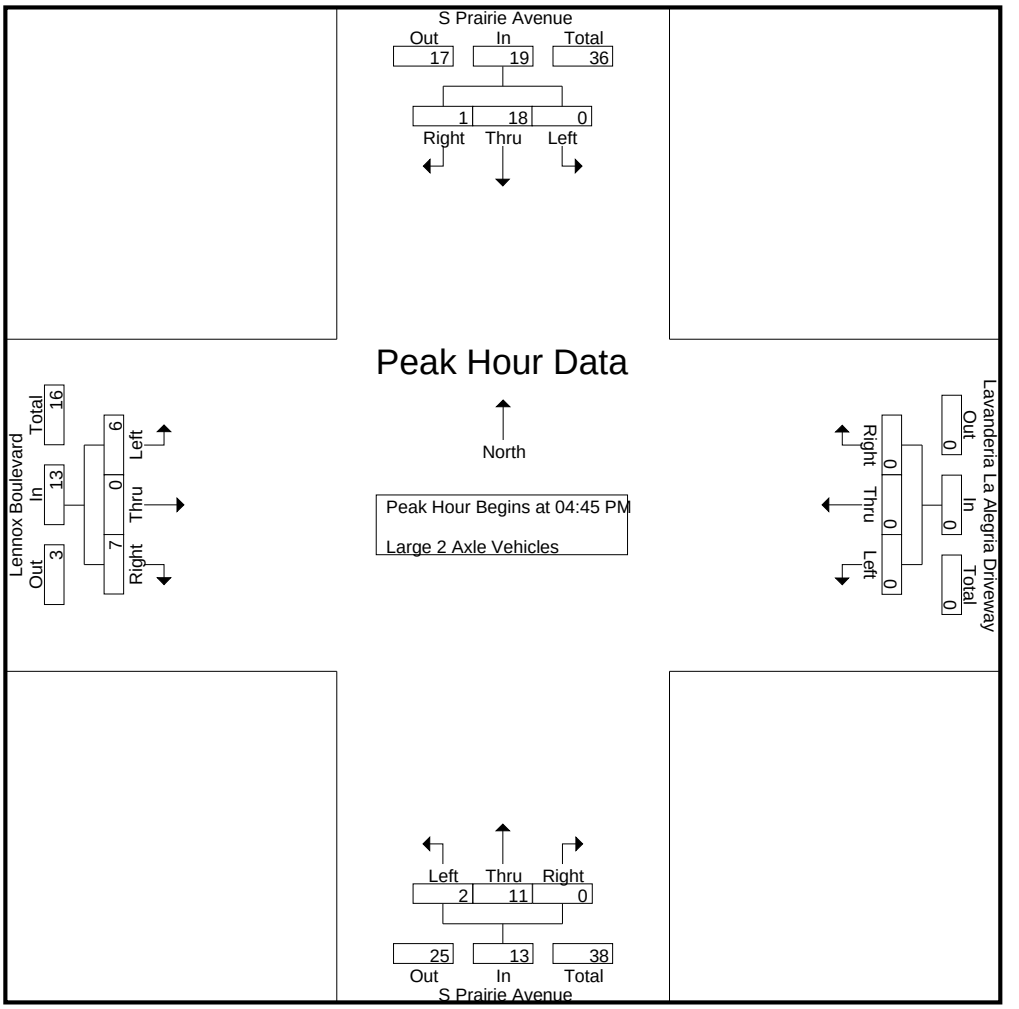
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	4	0	4	2	0	1	3	10
04:15 PM	0	6	0	6	0	0	0	0	1	2	0	3	0	0	0	0	9
04:30 PM	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
04:45 PM	0	6	0	6	0	0	0	0	1	3	0	4	1	0	1	2	12
Total	0	20	0	20	0	0	0	0	2	10	0	12	3	0	2	5	37
05:00 PM	0	3	0	3	0	0	0	0	1	3	0	4	1	0	4	5	12
05:15 PM	0	5	0	5	0	0	0	0	0	0	0	0	3	0	1	4	9
05:30 PM	0	4	1	5	0	0	0	0	0	5	0	5	1	0	1	2	12
05:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	16	1	17	0	0	0	0	1	8	0	9	5	0	6	11	37
Grand Total	0	36	1	37	0	0	0	0	3	18	0	21	8	0	8	16	74
Apprch %	0	97.3	2.7		0	0	0		14.3	85.7	0		50	0	50		
Total %	0	48.6	1.4	50	0	0	0	0	4.1	24.3	0	28.4	10.8	0	10.8	21.6	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**6**	0	**6**	0	0	0	0	**1**	3	0	4	1	0	1	2	**12**
05:00 PM	0	3	0	3	0	0	0	0	1	3	0	4	1	0	**4**	**5**	12
05:15 PM	0	5	0	5	0	0	0	0	0	0	0	0	**3**	0	1	4	9
05:30 PM	0	4	**1**	5	0	0	0	0	0	**5**	0	**5**	1	0	1	2	12
Total Volume	0	18	1	19	0	0	0	0	2	11	0	13	6	0	7	13	45
% App. Total	0	94.7	5.3		0	0	0		15.4	84.6	0		46.2	0	53.8		
PHF	.000	.750	.250	.792	.000	.000	.000	.000	.500	.550	.000	.650	.500	.000	.438	.650	.938

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**6**	0	**6**	0	0	0	0	**1**	3	0	4	1	0	1	2
+15 mins.	0	3	0	3	0	0	0	0	1	3	0	4	1	0	**4**	**5**
+30 mins.	0	5	0	5	0	0	0	0	0	0	0	0	**3**	0	1	4
+45 mins.	0	4	**1**	5	0	0	0	0	0	**5**	0	**5**	1	0	1	2
Total Volume	0	18	1	19	0	0	0	0	2	11	0	13	6	0	7	13
% App. Total	0	94.7	5.3		0	0	0		15.4	84.6	0		46.2	0	53.8	
PHF	.000	.750	.250	.792	.000	.000	.000	.000	.500	.550	.000	.650	.500	.000	.438	.650

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

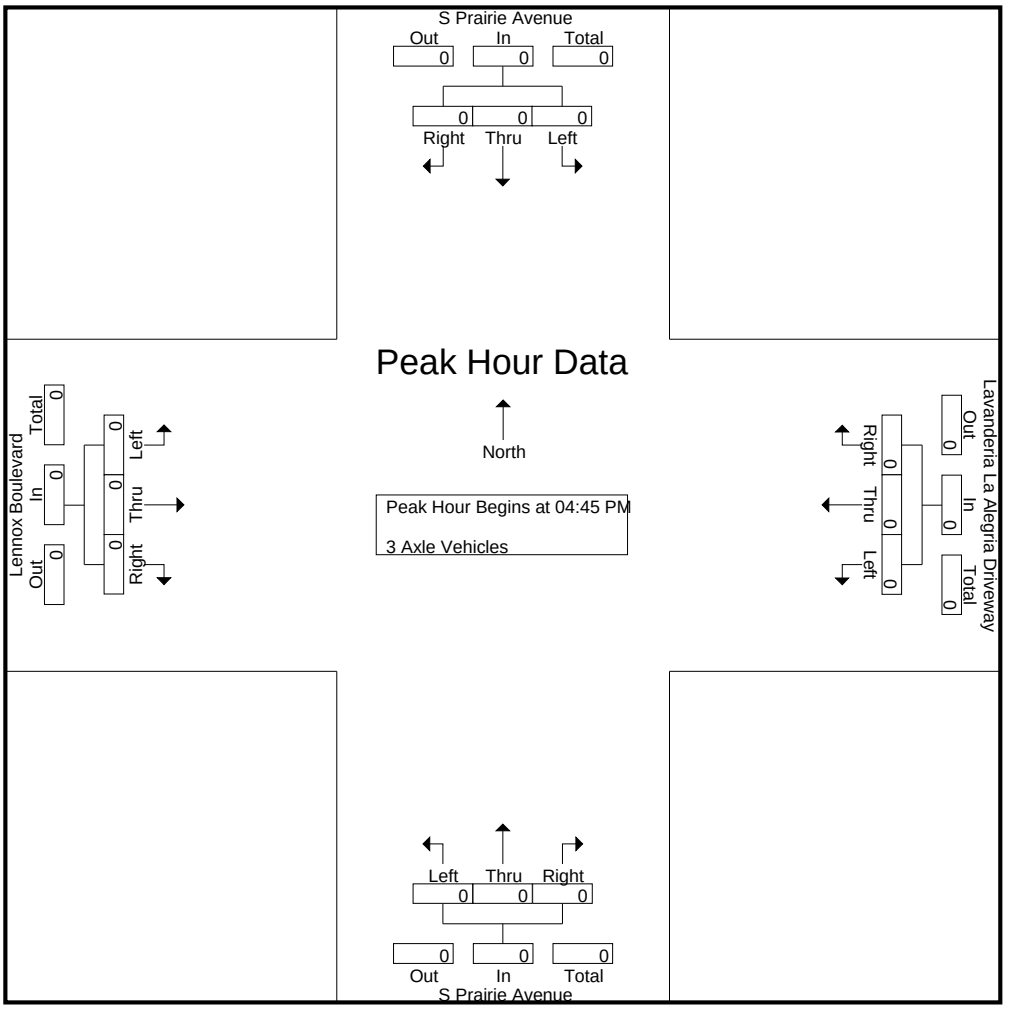
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

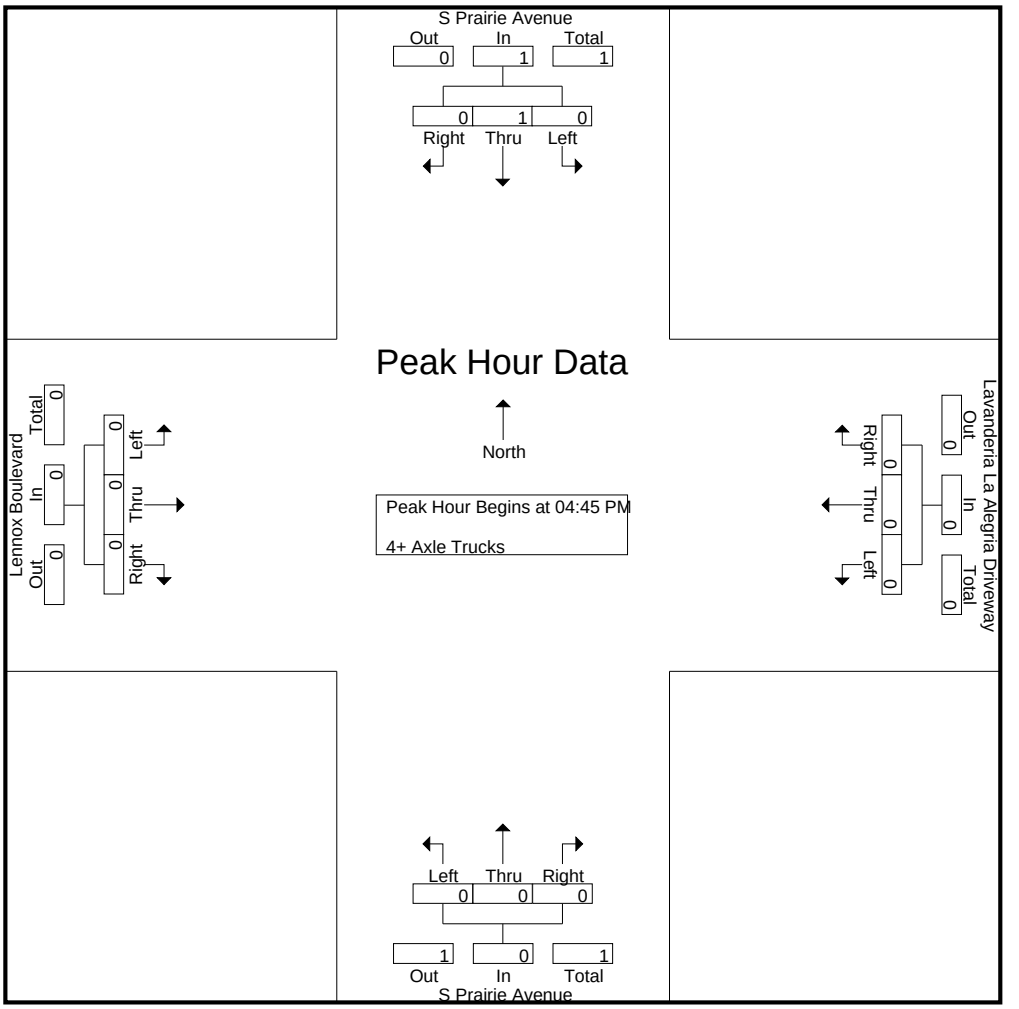
	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	83.3	0	83.3	0	0	0	0	0	16.7	0	16.7	0	0	0	0	

	S Prairie Avenue Southbound				Lavanderia La Alegria Driveway Westbound				S Prairie Avenue Northbound				Lennox Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard
Weather: Clear

File Name : 10A_IWD_Prai_Len PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg S Prairie Avenue	East Leg Lavanderia Driveway	South Leg S Prairie Avenue	West Leg Lennox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	4	5	0	1	10
7:15 AM	6	10	0	3	19
7:30 AM	5	12	0	4	21
7:45 AM	27	20	0	10	57
8:00 AM	11	10	0	15	36
8:15 AM	6	9	0	15	30
8:30 AM	8	8	0	9	25
8:45 AM	6	6	0	7	19
TOTAL VOLUMES:	73	80	0	64	217

	North Leg S Prairie Avenue	East Leg Lavanderia Driveway	South Leg S Prairie Avenue	West Leg Lennox Boulevard	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	7	5	0	12	24
4:15 PM	21	10	0	9	40
4:30 PM	18	13	0	11	42
4:45 PM	4	11	0	9	24
5:00 PM	11	9	0	12	32
5:15 PM	4	12	0	20	36
5:30 PM	3	10	0	12	25
5:45 PM	7	13	0	9	29
TOTAL VOLUMES:	75	83	0	94	252

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Location: Inglewood
N/S: S Prairie Avenue
E/W: Lennox Boulevard

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound S Prairie Avenue			Westbound Lavanderia Driveway			Northbound S Prairie Avenue			Eastbound Lennox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	0	0	0	0	0	1

	Southbound S Prairie Avenue			Westbound Lavanderia Driveway			Northbound S Prairie Avenue			Eastbound Lennox Boulevard			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

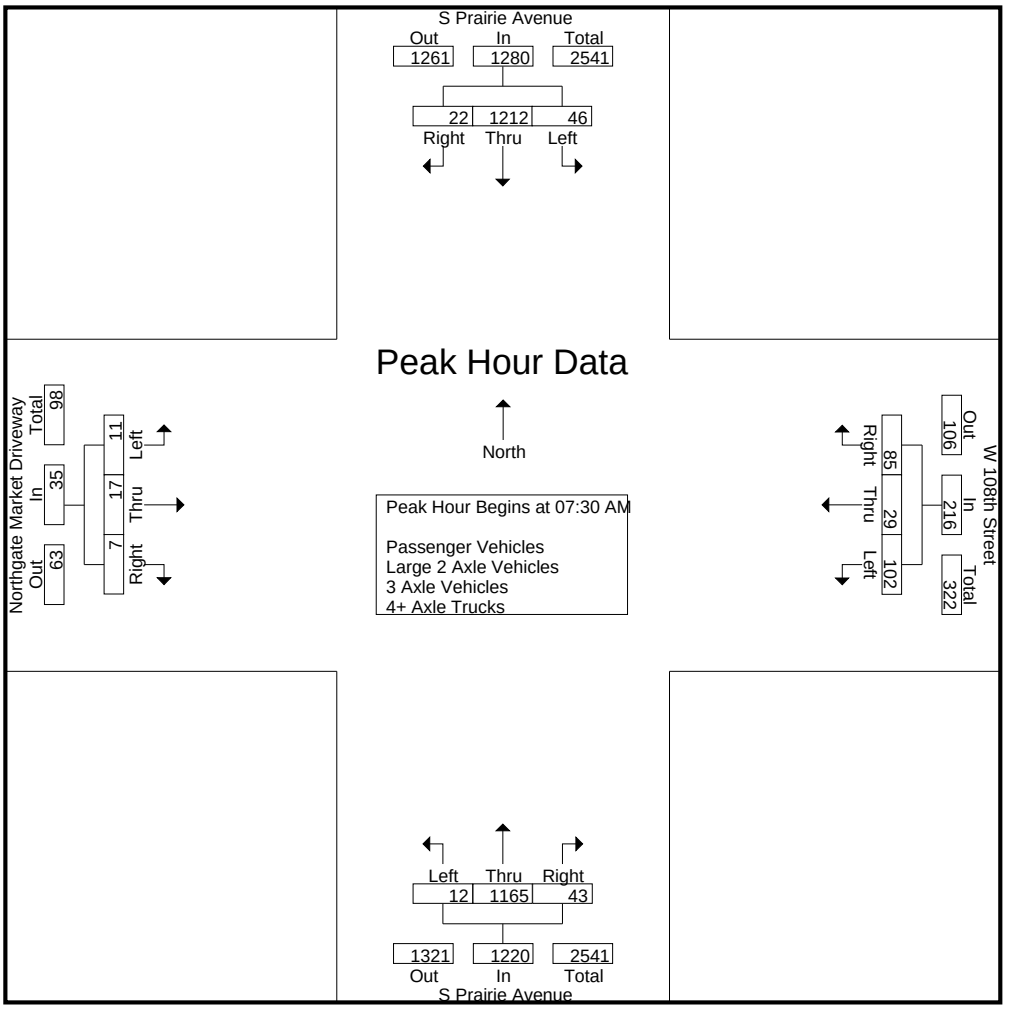
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	11	179	8	198	15	3	14	32	2	168	11	181	1	0	1	2	413
07:15 AM	7	202	4	213	19	2	11	32	1	229	5	235	2	1	1	4	484
07:30 AM	5	288	1	294	17	4	26	47	3	307	9	319	1	4	1	6	666
07:45 AM	6	308	3	317	30	17	20	67	3	325	14	342	1	5	0	6	732
Total	29	977	16	1022	81	26	71	178	9	1029	39	1077	5	10	3	18	2295
08:00 AM	16	335	9	360	36	3	21	60	3	262	9	274	8	2	3	13	707
08:15 AM	19	281	9	309	19	5	18	42	3	271	11	285	1	6	3	10	646
08:30 AM	8	225	6	239	16	5	17	38	1	254	9	264	2	7	2	11	552
08:45 AM	9	234	7	250	13	4	19	36	4	278	8	290	4	7	6	17	593
Total	52	1075	31	1158	84	17	75	176	11	1065	37	1113	15	22	14	51	2498
Grand Total	81	2052	47	2180	165	43	146	354	20	2094	76	2190	20	32	17	69	4793
Apprch %	3.7	94.1	2.2		46.6	12.1	41.2		0.9	95.6	3.5		29	46.4	24.6		
Total %	1.7	42.8	1	45.5	3.4	0.9	3	7.4	0.4	43.7	1.6	45.7	0.4	0.7	0.4	1.4	
Passenger Vehicles	79	1981	47	2107	160	43	145	348	16	2024	75	2115	20	32	17	69	4639
% Passenger Vehicles	97.5	96.5	100	96.7	97	100	99.3	98.3	80	96.7	98.7	96.6	100	100	100	100	96.8
Large 2 Axle Vehicles	2	48	0	50	4	0	1	5	2	46	1	49	0	0	0	0	104
% Large 2 Axle Vehicles	2.5	2.3	0	2.3	2.4	0	0.7	1.4	10	2.2	1.3	2.2	0	0	0	0	2.2
3 Axle Vehicles	0	5	0	5	0	0	0	0	2	5	0	7	0	0	0	0	12
% 3 Axle Vehicles	0	0.2	0	0.2	0	0	0	0	10	0.2	0	0.3	0	0	0	0	0.3
4+ Axle Trucks	0	18	0	18	1	0	0	1	0	19	0	19	0	0	0	0	38
% 4+ Axle Trucks	0	0.9	0	0.8	0.6	0	0	0.3	0	0.9	0	0.9	0	0	0	0	0.8

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	288	1	294	17	4	**26**	47	**3**	307	9	319	1	4	1	6	666
07:45 AM	6	308	3	317	30	**17**	20	**67**	3	**325**	**14**	**342**	1	5	0	6	**732**
08:00 AM	16	**335**	**9**	**360**	**36**	3	21	60	3	262	9	274	**8**	2	**3**	**13**	707
08:15 AM	**19**	281	9	309	19	5	18	42	3	271	11	285	1	**6**	3	10	646
Total Volume	46	1212	22	1280	102	29	85	216	12	1165	43	1220	11	17	7	35	2751
% App. Total	3.6	94.7	1.7		47.2	13.4	39.4		1	95.5	3.5		31.4	48.6	20		
PHF	.605	.904	.611	.889	.708	.426	.817	.806	1.00	.896	.768	.892	.344	.708	.583	.673	.940

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				08:00 AM			
+0 mins.	5	288	1	294	17	4	**26**	47	**3**	307	9	319	**8**	2	3	13
+15 mins.	6	308	3	317	30	**17**	20	**67**	3	**325**	**14**	**342**	1	6	3	10
+30 mins.	16	**335**	**9**	**360**	**36**	3	21	60	3	262	9	274	2	**7**	2	11
+45 mins.	**19**	281	9	309	19	5	18	42	3	271	11	285	4	7	**6**	**17**
Total Volume	46	1212	22	1280	102	29	85	216	12	1165	43	1220	15	22	14	51
% App. Total	3.6	94.7	1.7		47.2	13.4	39.4		1	95.5	3.5		29.4	43.1	27.5	
PHF	.605	.904	.611	.889	.708	.426	.817	.806	1.000	.896	.768	.892	.469	.786	.583	.750

Counts Unlimited, Inc.
PO Box 1178
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(951) 268-6268

City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

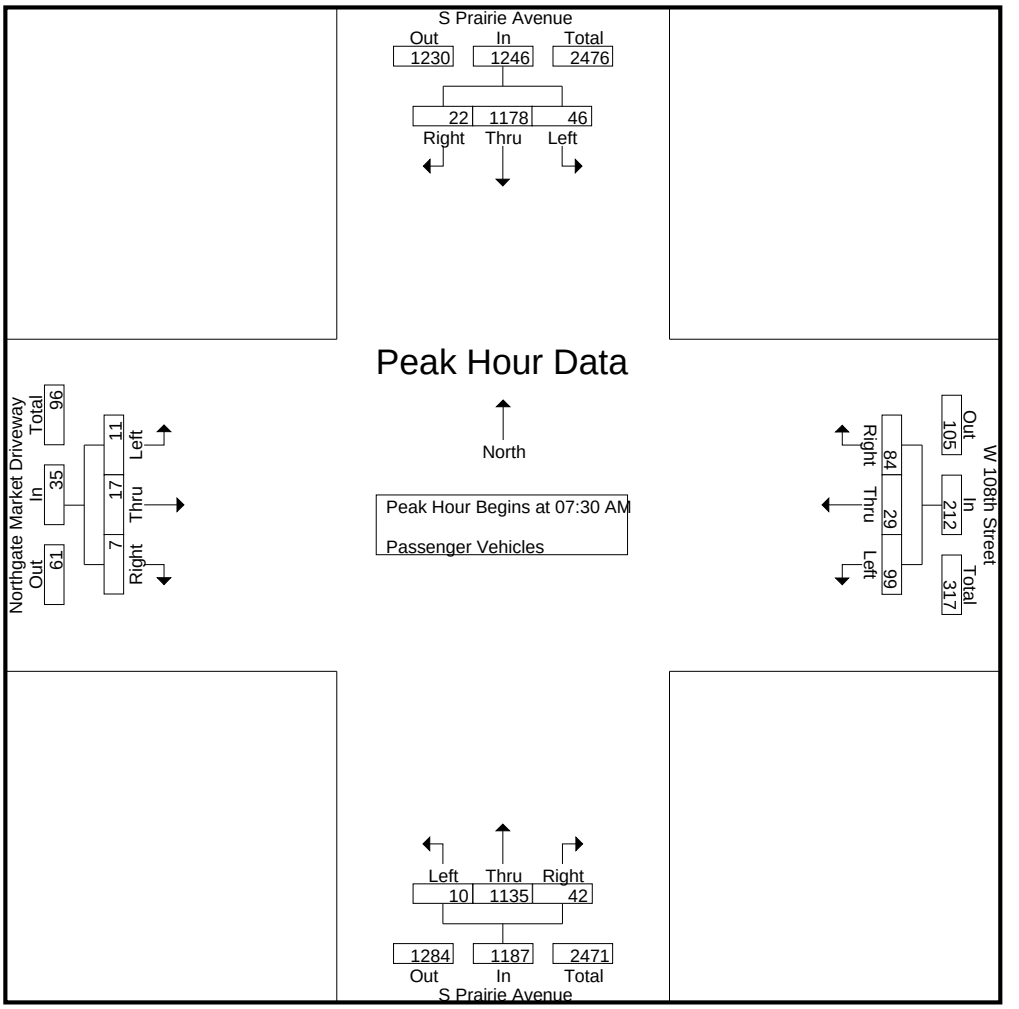
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	170	8	188	15	3	14	32	0	159	11	170	1	0	1	2	392
07:15 AM	6	193	4	203	17	2	11	30	1	216	5	222	2	1	1	4	459
07:30 AM	5	278	1	284	16	4	26	46	2	299	8	309	1	4	1	6	645
07:45 AM	6	300	3	309	29	17	20	66	2	314	14	330	1	5	0	6	711
Total	27	941	16	984	77	26	71	174	5	988	38	1031	5	10	3	18	2207
08:00 AM	16	327	9	352	35	3	20	58	3	257	9	269	8	2	3	13	692
08:15 AM	19	273	9	301	19	5	18	42	3	265	11	279	1	6	3	10	632
08:30 AM	8	215	6	229	16	5	17	38	1	245	9	255	2	7	2	11	533
08:45 AM	9	225	7	241	13	4	19	36	4	269	8	281	4	7	6	17	575
Total	52	1040	31	1123	83	17	74	174	11	1036	37	1084	15	22	14	51	2432
Grand Total	79	1981	47	2107	160	43	145	348	16	2024	75	2115	20	32	17	69	4639
Apprch %	3.7	94	2.2		46	12.4	41.7		0.8	95.7	3.5		29	46.4	24.6		
Total %	1.7	42.7	1	45.4	3.4	0.9	3.1	7.5	0.3	43.6	1.6	45.6	0.4	0.7	0.4	1.5	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	278	1	284	16	4	**26**	46	2	299	8	309	1	4	1	6	645
07:45 AM	6	300	3	309	29	**17**	20	**66**	2	**314**	**14**	**330**	1	5	0	6	**711**
08:00 AM	16	**327**	**9**	**352**	**35**	3	20	58	**3**	257	9	269	**8**	2	**3**	**13**	692
08:15 AM	**19**	273	9	301	19	5	18	42	3	265	11	279	1	**6**	3	10	632
Total Volume	46	1178	22	1246	99	29	84	212	10	1135	42	1187	11	17	7	35	2680
% App. Total	3.7	94.5	1.8		46.7	13.7	39.6		0.8	95.6	3.5		31.4	48.6	20		
PHF	.605	.901	.611	.885	.707	.426	.808	.803	.833	.904	.750	.899	.344	.708	.583	.673	.942

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	278	1	284	16	4	**26**	46	2	299	8	309	1	4	1	6
+15 mins.	6	300	3	309	29	**17**	20	**66**	2	**314**	**14**	**330**	1	5	0	6
+30 mins.	16	**327**	**9**	**352**	**35**	3	20	58	**3**	257	9	269	**8**	2	**3**	**13**
+45 mins.	**19**	273	9	301	19	5	18	42	3	265	11	279	1	**6**	3	10
Total Volume	46	1178	22	1246	99	29	84	212	10	1135	42	1187	11	17	7	35
% App. Total	3.7	94.5	1.8		46.7	13.7	39.6		0.8	95.6	3.5		31.4	48.6	20	
PHF	.605	.901	.611	.885	.707	.426	.808	.803	.833	.904	.750	.899	.344	.708	.583	.673

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

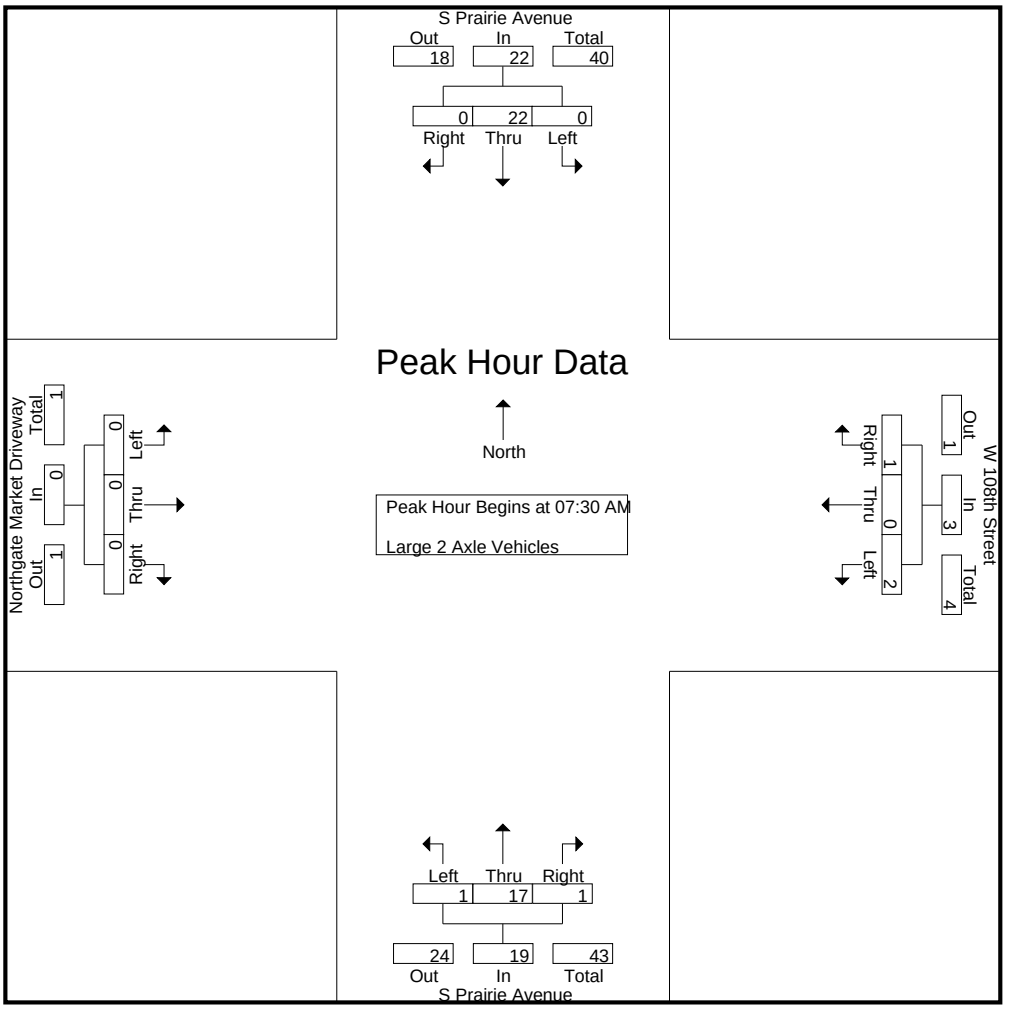
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	7	0	8	0	0	0	0	1	5	0	6	0	0	0	0	14
07:15 AM	1	9	0	10	2	0	0	2	0	9	0	9	0	0	0	0	21
07:30 AM	0	5	0	5	1	0	0	1	1	5	1	7	0	0	0	0	13
07:45 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
Total	2	26	0	28	3	0	0	3	2	24	1	27	0	0	0	0	58
08:00 AM	0	6	0	6	1	0	1	2	0	3	0	3	0	0	0	0	11
08:15 AM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
08:30 AM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
08:45 AM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
Total	0	22	0	22	1	0	1	2	0	22	0	22	0	0	0	0	46
Grand Total	2	48	0	50	4	0	1	5	2	46	1	49	0	0	0	0	104
Apprch %	4	96	0		80	0	20		4.1	93.9	2		0	0	0		
Total %	1.9	46.2	0	48.1	3.8	0	1	4.8	1.9	44.2	1	47.1	0	0	0	0	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	5	0	5	**1**	0	0	1	**1**	**5**	**1**	**7**	0	0	0	0	**13**
07:45 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
08:00 AM	0	**6**	0	**6**	1	0	**1**	**2**	0	3	0	3	0	0	0	0	11
08:15 AM	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0	10
Total Volume	0	22	0	22	2	0	1	3	1	17	1	19	0	0	0	0	44
% App. Total	0	100	0		66.7	0	33.3		5.3	89.5	5.3		0	0	0		
PHF	.000	.917	.000	.917	.500	.000	.250	.375	.250	.850	.250	.679	.000	.000	.000	.000	.846

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	5	0	5	**1**	0	0	1	**1**	**5**	**1**	**7**	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0
+30 mins.	0	**6**	0	**6**	1	0	**1**	**2**	0	3	0	3	0	0	0	0
+45 mins.	0	6	0	6	0	0	0	0	0	4	0	4	0	0	0	0
Total Volume	0	22	0	22	2	0	1	3	1	17	1	19	0	0	0	0
% App. Total	0	100	0		66.7	0	33.3		5.3	89.5	5.3		0	0	0	
PHF	.000	.917	.000	.917	.500	.000	.250	.375	.250	.850	.250	.679	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

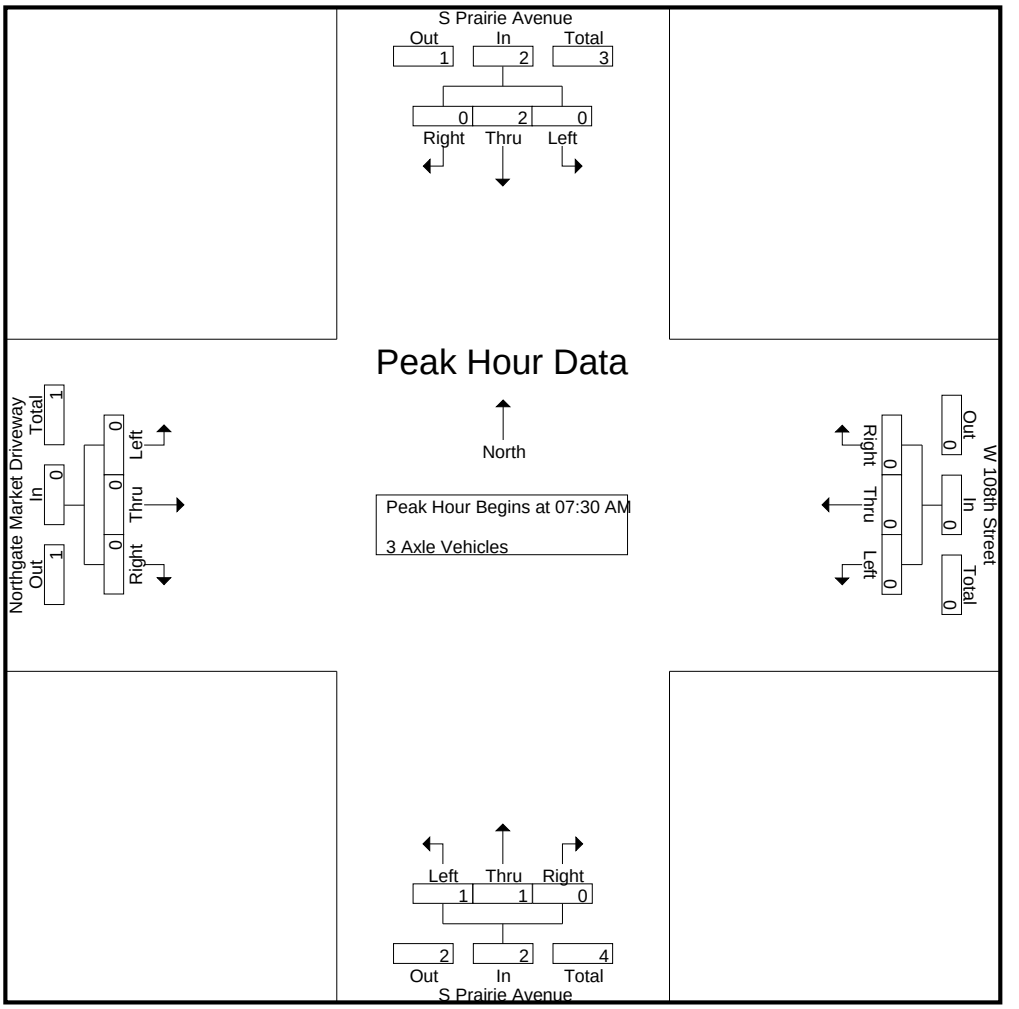
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	2	4	0	6	0	0	0	0	6
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	5	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Grand Total	0	5	0	5	0	0	0	0	2	5	0	7	0	0	0	0	12
Apprch %	0	100	0		0	0	0		28.6	71.4	0		0	0	0		
Total %	0	41.7	0	41.7	0	0	0	0	16.7	41.7	0	58.3	0	0	0	0	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0	**2**
Total Volume	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0	4
% App. Total	0	100	0		0	0	0		50	50	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	**1**	0	1	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	1	1	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		50	50	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

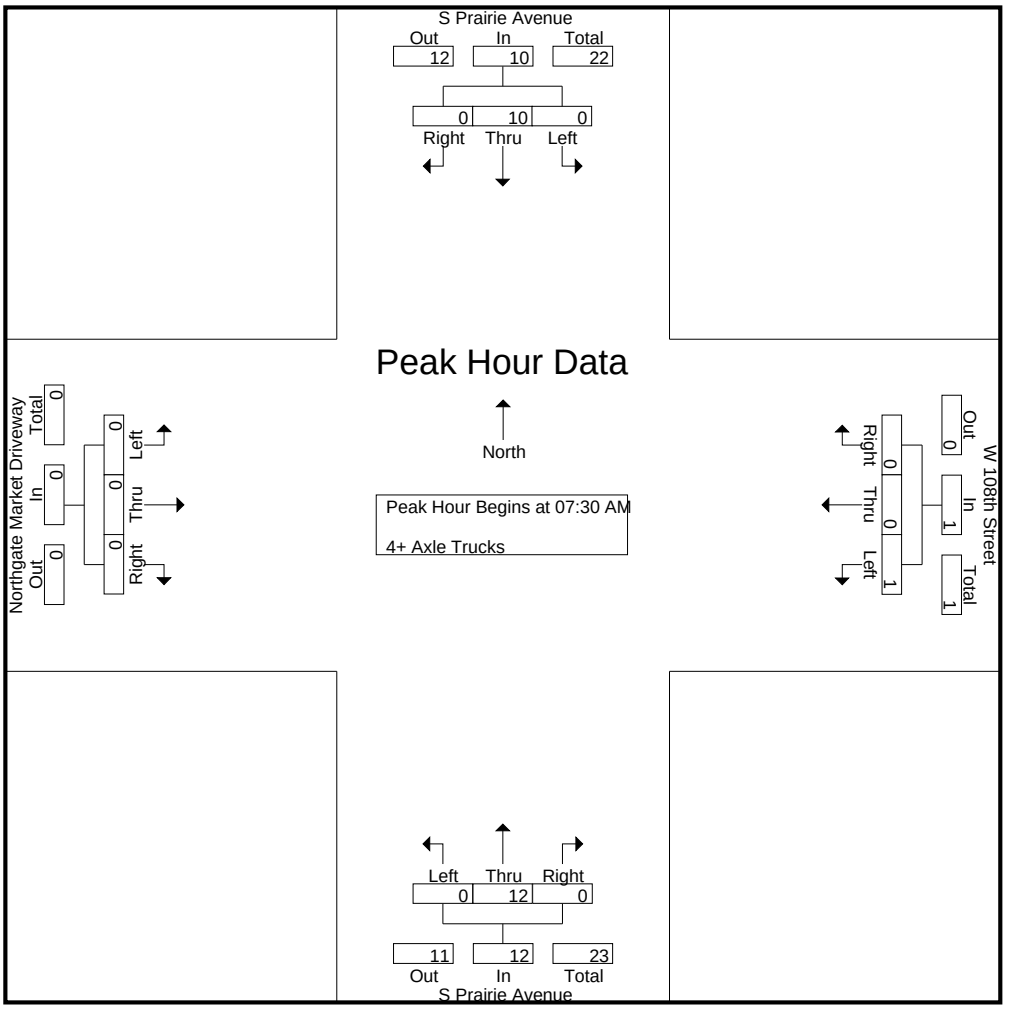
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
07:45 AM	0	3	0	3	1	0	0	1	0	6	0	6	0	0	0	0	10
Total	0	10	0	10	1	0	0	1	0	13	0	13	0	0	0	0	24
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:45 AM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
Total	0	8	0	8	0	0	0	0	0	6	0	6	0	0	0	0	14
Grand Total	0	18	0	18	1	0	0	1	0	19	0	19	0	0	0	0	38
Apprch %	0	100	0		100	0	0		0	100	0		0	0	0		
Total %	0	47.4	0	47.4	2.6	0	0	2.6	0	50	0	50	0	0	0	0	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**5**	0	**5**	0	0	0	0	0	3	0	3	0	0	0	0	8
07:45 AM	0	3	0	3	**1**	0	0	**1**	0	**6**	0	**6**	0	0	0	0	**10**
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total Volume	0	10	0	10	1	0	0	1	0	12	0	12	0	0	0	0	23
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000	.575

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**5**	0	**5**	0	0	0	0	0	3	0	3	0	0	0	0
+15 mins.	0	3	0	3	**1**	0	0	**1**	0	**6**	0	**6**	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	10	0	10	1	0	0	1	0	12	0	12	0	0	0	0
% App. Total	0	100	0		100	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

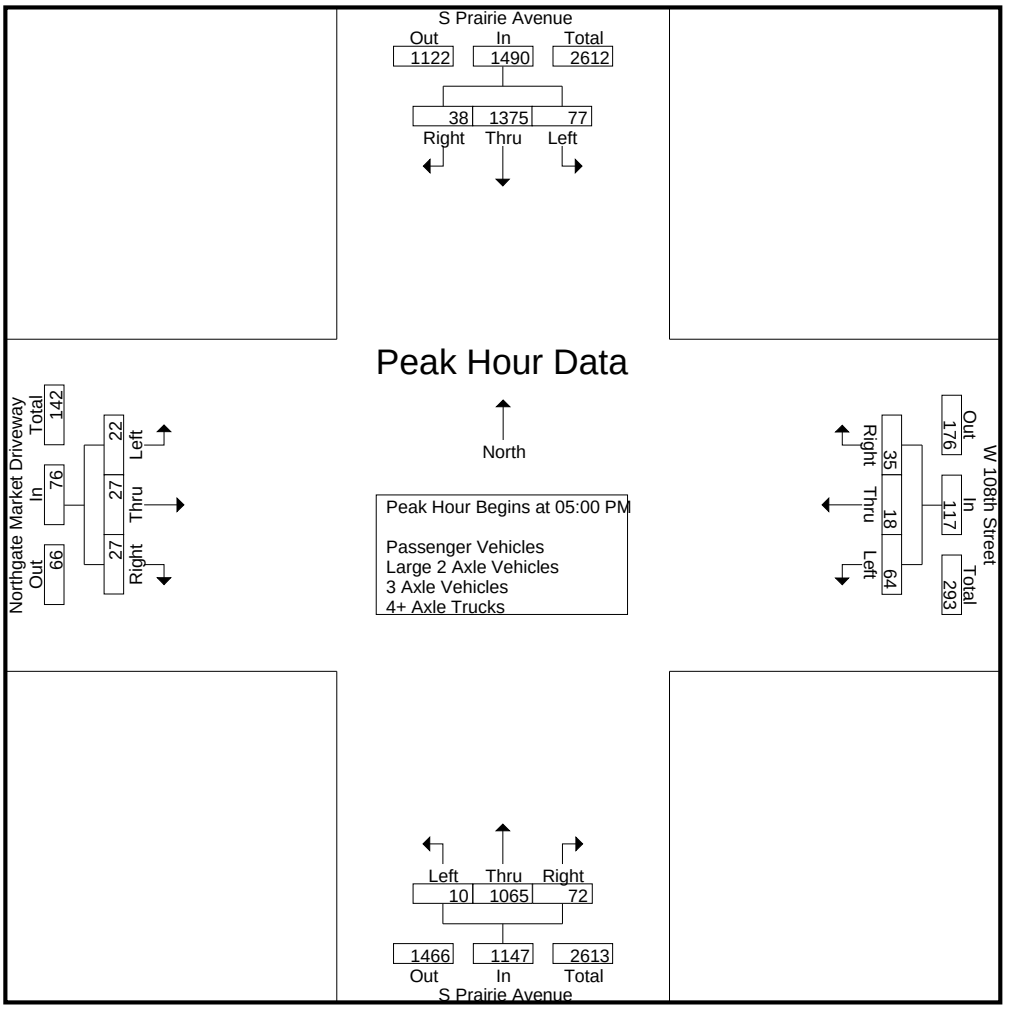
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	343	8	360	16	9	14	39	2	226	19	247	1	6	8	15	661
04:15 PM	12	332	7	351	7	8	11	26	3	226	23	252	6	4	3	13	642
04:30 PM	20	315	9	344	8	3	16	27	4	241	14	259	4	9	5	18	648
04:45 PM	21	358	14	393	7	8	9	24	3	234	15	252	4	3	12	19	688
Total	62	1348	38	1448	38	28	50	116	12	927	71	1010	15	22	28	65	2639
05:00 PM	11	359	9	379	15	3	10	28	3	249	18	270	3	7	7	17	694
05:15 PM	19	362	6	387	15	5	7	27	3	269	15	287	6	10	7	23	724
05:30 PM	25	342	14	381	14	5	7	26	2	276	22	300	3	5	7	15	722
05:45 PM	22	312	9	343	20	5	11	36	2	271	17	290	10	5	6	21	690
Total	77	1375	38	1490	64	18	35	117	10	1065	72	1147	22	27	27	76	2830
Grand Total	139	2723	76	2938	102	46	85	233	22	1992	143	2157	37	49	55	141	5469
Apprch %	4.7	92.7	2.6		43.8	19.7	36.5		1	92.4	6.6		26.2	34.8	39		
Total %	2.5	49.8	1.4	53.7	1.9	0.8	1.6	4.3	0.4	36.4	2.6	39.4	0.7	0.9	1	2.6	
Passenger Vehicles	138	2671	76	2885	100	46	84	230	22	1972	140	2134	37	49	55	141	5390
% Passenger Vehicles	99.3	98.1	100	98.2	98	100	98.8	98.7	100	99	97.9	98.9	100	100	100	100	98.6
Large 2 Axle Vehicles	1	45	0	46	2	0	1	3	0	19	2	21	0	0	0	0	70
% Large 2 Axle Vehicles	0.7	1.7	0	1.6	2	0	1.2	1.3	0	1	1.4	1	0	0	0	0	1.3
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0.1	0.7	0.1	0	0	0	0	0.1

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	359	9	379	15	3	10	28	**3**	249	18	270	3	7	**7**	17	694
05:15 PM	19	**362**	6	**387**	15	**5**	7	27	3	269	15	287	6	**10**	7	**23**	**724**
05:30 PM	**25**	342	**14**	381	14	5	7	26	2	**276**	**22**	**300**	3	5	7	15	722
05:45 PM	22	312	9	343	**20**	5	**11**	**36**	2	271	17	290	**10**	5	6	21	690
Total Volume	77	1375	38	1490	64	18	35	117	10	1065	72	1147	22	27	27	76	2830
% App. Total	5.2	92.3	2.6		54.7	15.4	29.9		0.9	92.9	6.3		28.9	35.5	35.5		
PHF	.770	.950	.679	.963	.800	.900	.795	.813	.833	.965	.818	.956	.550	.675	.964	.826	.977

Counts Unlimited, Inc.
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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				05:00 PM				04:30 PM			
+0 mins.	21	358	**14**	**393**	15	3	10	28	**3**	249	18	270	4	9	5	18
+15 mins.	11	359	9	379	15	**5**	7	27	3	269	15	287	4	3	**12**	19
+30 mins.	19	**362**	6	387	14	5	7	26	2	**276**	**22**	**300**	3	7	7	17
+45 mins.	**25**	342	14	381	**20**	5	**11**	**36**	2	271	17	290	**6**	**10**	7	**23**
Total Volume	76	1421	43	1540	64	18	35	117	10	1065	72	1147	17	29	31	77
% App. Total	4.9	92.3	2.8		54.7	15.4	29.9		0.9	92.9	6.3		22.1	37.7	40.3	
PHF	.760	.981	.768	.980	.800	.900	.795	.813	.833	.965	.818	.956	.708	.725	.646	.837

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

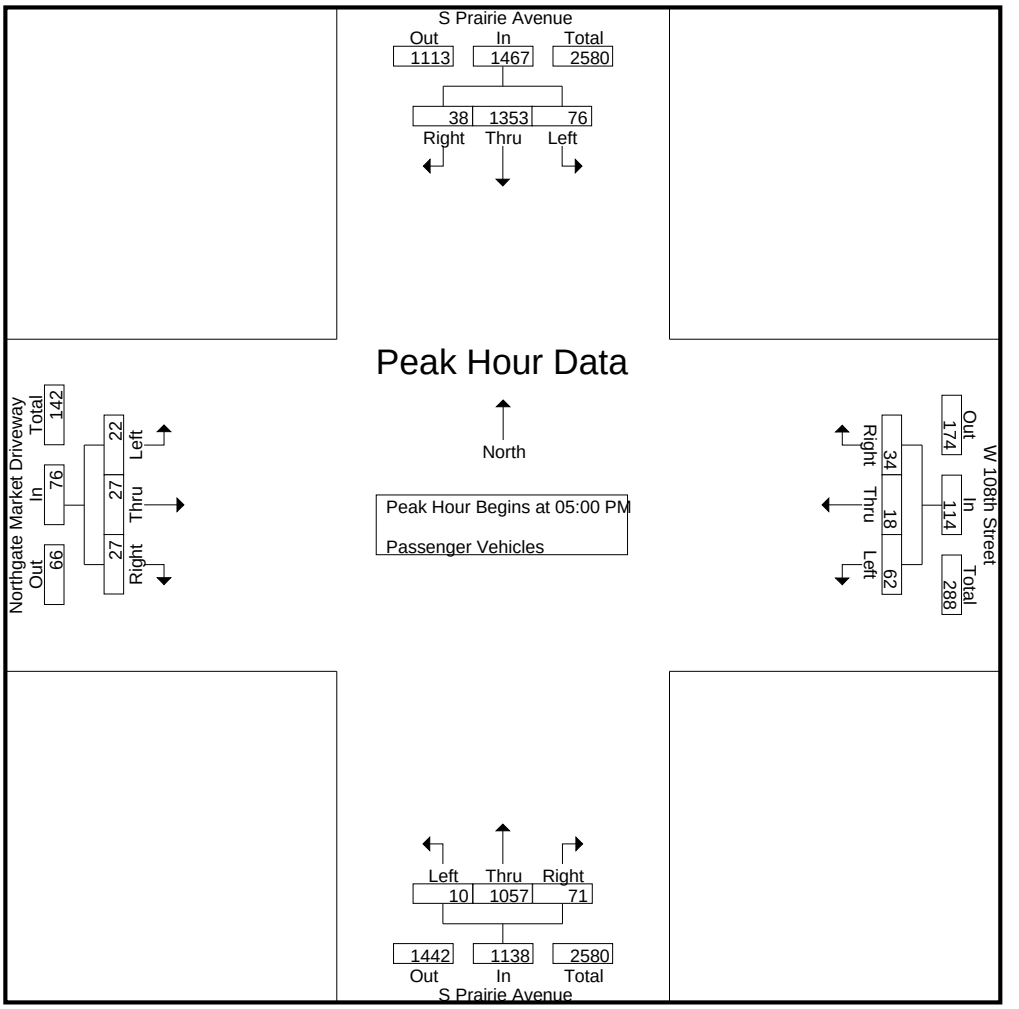
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	334	8	351	16	9	14	39	2	222	18	242	1	6	8	15	647
04:15 PM	12	325	7	344	7	8	11	26	3	223	22	248	6	4	3	13	631
04:30 PM	20	308	9	337	8	3	16	27	4	240	14	258	4	9	5	18	640
04:45 PM	21	351	14	386	7	8	9	24	3	230	15	248	4	3	12	19	677
Total	62	1318	38	1418	38	28	50	116	12	915	69	996	15	22	28	65	2595
05:00 PM	11	353	9	373	15	3	9	27	3	247	18	268	3	7	7	17	685
05:15 PM	19	354	6	379	14	5	7	26	3	269	15	287	6	10	7	23	715
05:30 PM	24	338	14	376	13	5	7	25	2	271	22	295	3	5	7	15	711
05:45 PM	22	308	9	339	20	5	11	36	2	270	16	288	10	5	6	21	684
Total	76	1353	38	1467	62	18	34	114	10	1057	71	1138	22	27	27	76	2795
Grand Total	138	2671	76	2885	100	46	84	230	22	1972	140	2134	37	49	55	141	5390
Apprch %	4.8	92.6	2.6		43.5	20	36.5		1	92.4	6.6		26.2	34.8	39		
Total %	2.6	49.6	1.4	53.5	1.9	0.9	1.6	4.3	0.4	36.6	2.6	39.6	0.7	0.9	1	2.6	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	11	353	9	373	15	3	9	27	**3**	247	18	268	3	7	**7**	17	685
05:15 PM	19	**354**	6	**379**	14	**5**	7	26	3	269	15	287	6	**10**	7	**23**	**715**
05:30 PM	**24**	338	**14**	376	13	5	7	25	2	**271**	**22**	**295**	3	5	7	15	711
05:45 PM	22	308	9	339	**20**	5	**11**	**36**	2	270	16	288	**10**	5	6	21	684
Total Volume	76	1353	38	1467	62	18	34	114	10	1057	71	1138	22	27	27	76	2795
% App. Total	5.2	92.2	2.6		54.4	15.8	29.8		0.9	92.9	6.2		28.9	35.5	35.5		
PHF	.792	.956	.679	.968	.775	.900	.773	.792	.833	.975	.807	.964	.550	.675	.964	.826	.977

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	11	353	9	373	15	3	9	27	**3**	247	18	268	3	7	**7**	17
+15 mins.	19	**354**	6	**379**	14	**5**	7	26	3	269	15	287	6	**10**	7	**23**
+30 mins.	**24**	338	**14**	376	13	5	7	25	2	**271**	**22**	**295**	3	5	7	15
+45 mins.	22	308	9	339	**20**	5	**11**	**36**	2	270	16	288	**10**	5	6	21
Total Volume	76	1353	38	1467	62	18	34	114	10	1057	71	1138	22	27	27	76
% App. Total	5.2	92.2	2.6		54.4	15.8	29.8		0.9	92.9	6.2		28.9	35.5	35.5	
PHF	.792	.956	.679	.968	.775	.900	.773	.792	.833	.975	.807	.964	.550	.675	.964	.826

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

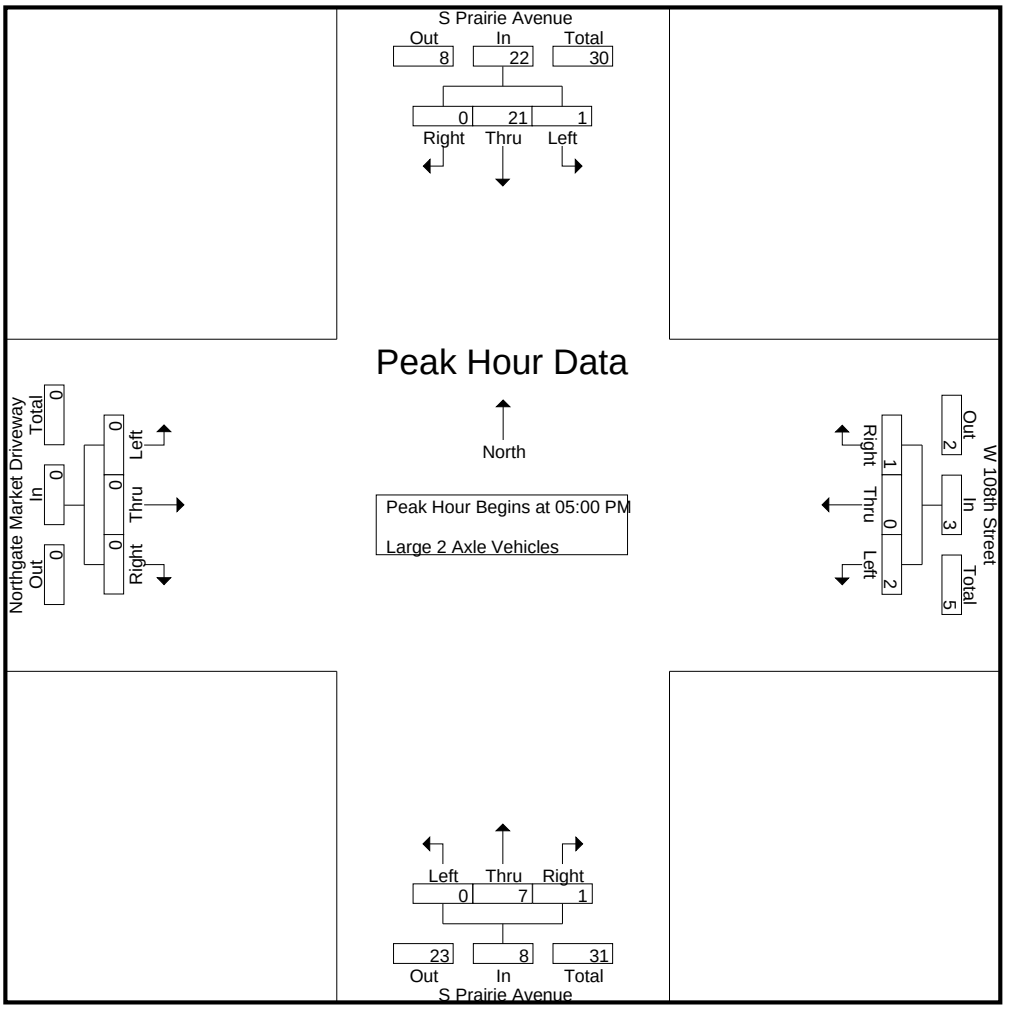
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:15 PM	0	6	0	6	0	0	0	0	0	3	1	4	0	0	0	0	10
04:30 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	0	0	7
04:45 PM	0	7	0	7	0	0	0	0	0	4	0	4	0	0	0	0	11
Total	0	24	0	24	0	0	0	0	0	12	1	13	0	0	0	0	37
05:00 PM	0	6	0	6	0	0	1	1	0	2	0	2	0	0	0	0	9
05:15 PM	0	7	0	7	1	0	0	1	0	0	0	0	0	0	0	0	8
05:30 PM	1	4	0	5	1	0	0	1	0	5	0	5	0	0	0	0	11
05:45 PM	0	4	0	4	0	0	0	0	0	0	1	1	0	0	0	0	5
Total	1	21	0	22	2	0	1	3	0	7	1	8	0	0	0	0	33
Grand Total	1	45	0	46	2	0	1	3	0	19	2	21	0	0	0	0	70
Apprch %	2.2	97.8	0		66.7	0	33.3		0	90.5	9.5		0	0	0		
Total %	1.4	64.3	0	65.7	2.9	0	1.4	4.3	0	27.1	2.9	30	0	0	0	0	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	6	0	6	0	0	**1**	**1**	0	2	0	2	0	0	0	0	9
05:15 PM	0	**7**	0	**7**	**1**	0	0	1	0	0	0	0	0	0	0	0	8
05:30 PM	**1**	4	0	5	1	0	0	1	0	**5**	0	**5**	0	0	0	0	**11**
05:45 PM	0	4	0	4	0	0	0	0	0	0	**1**	1	0	0	0	0	5
Total Volume	1	21	0	22	2	0	1	3	0	7	1	8	0	0	0	0	33
% App. Total	4.5	95.5	0		66.7	0	33.3		0	87.5	12.5		0	0	0		
PHF	.250	.750	.000	.786	.500	.000	.250	.750	.000	.350	.250	.400	.000	.000	.000	.000	.750

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	6	0	6	0	0	**1**	**1**	0	2	0	2	0	0	0	0
+15 mins.	0	**7**	0	**7**	**1**	0	0	1	0	0	0	0	0	0	0	0
+30 mins.	**1**	4	0	5	1	0	0	1	0	**5**	0	**5**	0	0	0	0
+45 mins.	0	4	0	4	0	0	0	0	0	0	**1**	1	0	0	0	0
Total Volume	1	21	0	22	2	0	1	3	0	7	1	8	0	0	0	0
% App. Total	4.5	95.5	0		66.7	0	33.3		0	87.5	12.5		0	0	0	
PHF	.250	.750	.000	.786	.500	.000	.250	.750	.000	.350	.250	.400	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

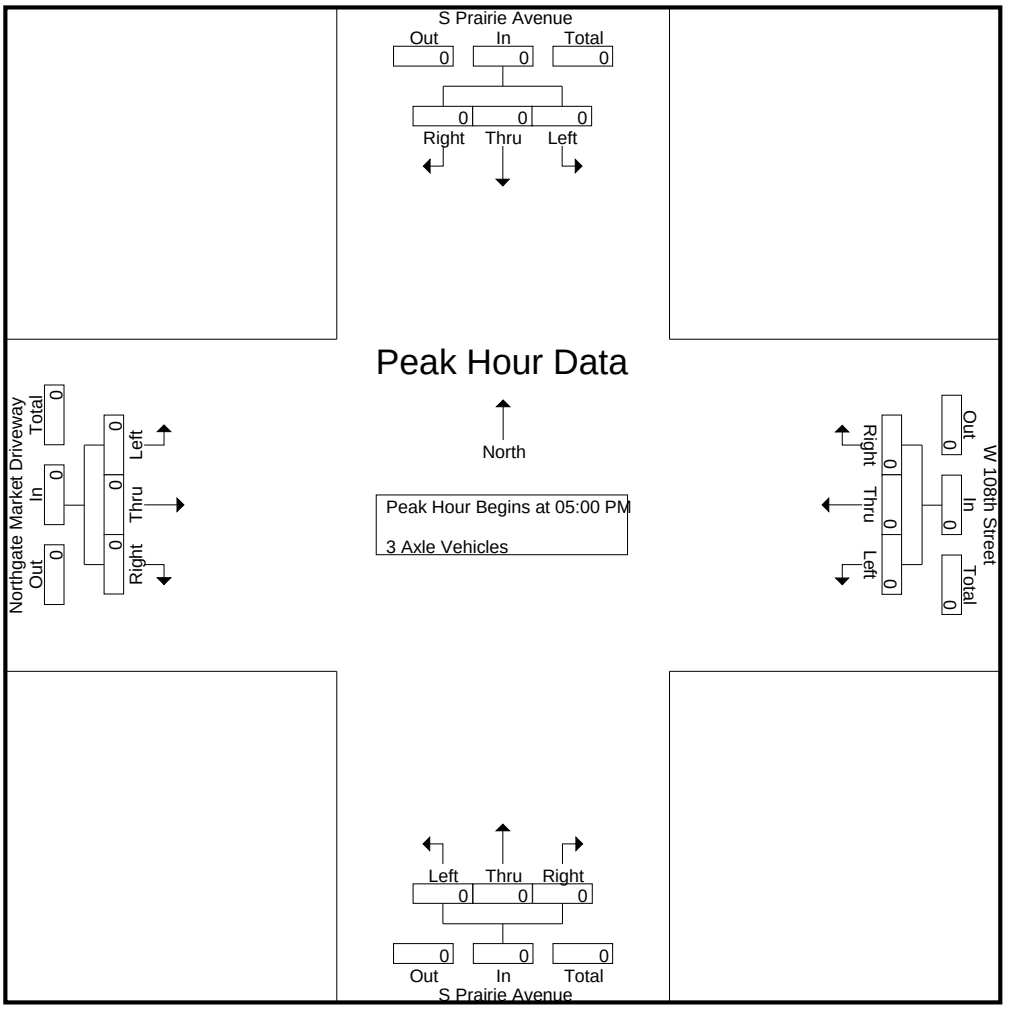
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

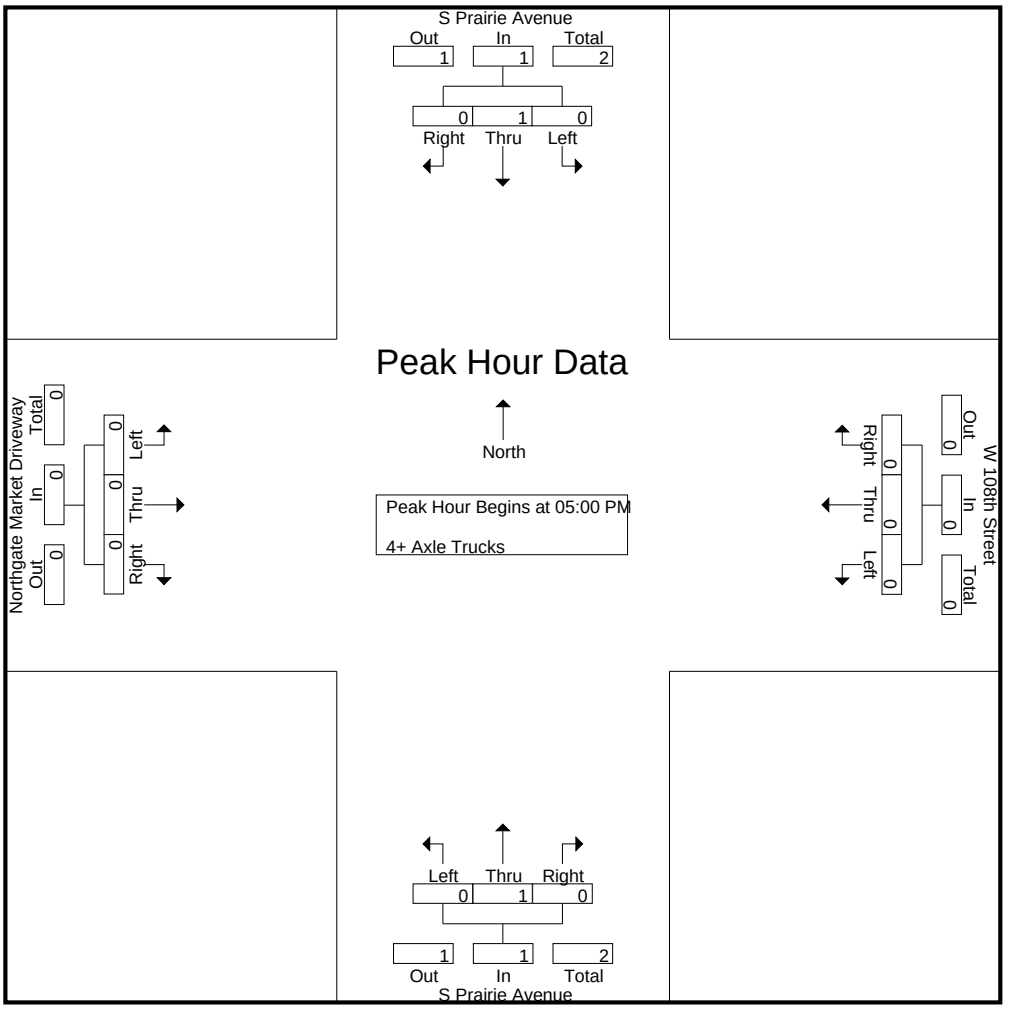
	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	50	50		0	0	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	16.7	16.7	33.3	0	0	0	0	

	S Prairie Avenue Southbound				W 108th Street Westbound				S Prairie Avenue Northbound				Northgate Market Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street
Weather: Clear

File Name : 10B_IWD_Prai_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

Location: Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg S Prairie Avenue	East Leg W 108th Street	South Leg S Prairie Avenue	West Leg Northgate Market DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	3	1	0	4
7:15 AM	0	7	7	2	16
7:30 AM	0	8	2	0	10
7:45 AM	0	2	7	3	12
8:00 AM	0	11	10	4	25
8:15 AM	0	4	7	3	14
8:30 AM	0	6	4	5	15
8:45 AM	0	3	5	2	10
TOTAL VOLUMES:	0	44	43	19	106

	North Leg S Prairie Avenue	East Leg W 108th Street	South Leg S Prairie Avenue	West Leg Northgate Market DW	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	5	5	4	14
4:15 PM	0	11	8	3	22
4:30 PM	0	9	14	2	25
4:45 PM	0	12	6	0	18
5:00 PM	0	7	10	6	23
5:15 PM	0	7	6	4	17
5:30 PM	0	10	11	4	25
5:45 PM	0	8	7	5	20
TOTAL VOLUMES:	0	69	67	28	164

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Location: Inglewood
N/S: S Prairie Avenue
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound S Prairie Avenue			Westbound W 108th Street			Northbound S Prairie Avenue			Eastbound Northgate Market DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
TOTAL VOLUMES:	0	2	1	0	2	0	0	1	0	0	0	0	6

	Southbound S Prairie Avenue			Westbound W 108th Street			Northbound S Prairie Avenue			Eastbound Northgate Market DW			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	2	0	0	0	0	0	3
5:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	1	1	0	0	0	3	1	0	0	1	0	8

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

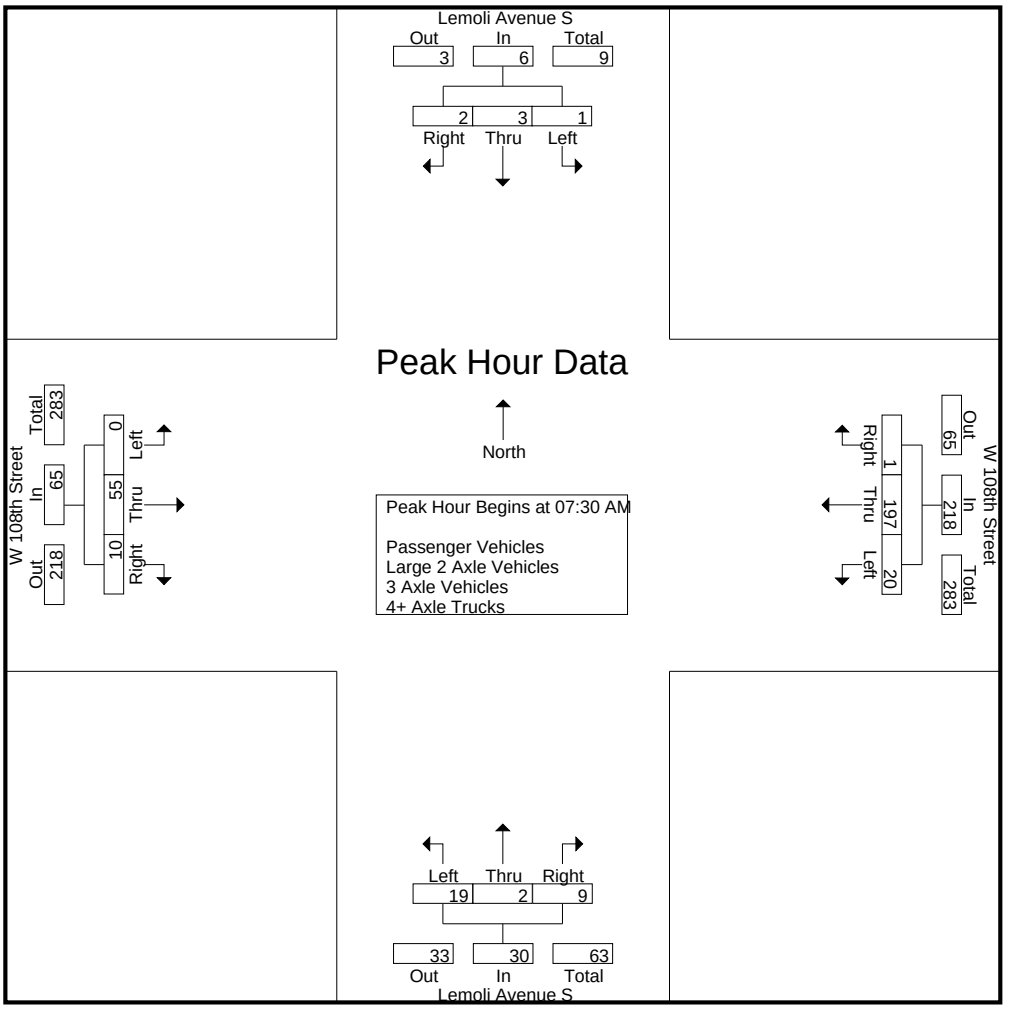
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	13	0	17	6	0	0	6	0	9	0	9	32
07:15 AM	0	0	1	1	0	27	0	27	1	0	1	2	1	11	3	15	45
07:30 AM	0	0	1	1	2	36	1	39	5	0	0	5	0	12	1	13	58
07:45 AM	0	1	0	1	8	58	0	66	5	2	2	9	0	16	3	19	95
Total	0	1	2	3	14	134	1	149	17	2	3	22	1	48	7	56	230
08:00 AM	1	0	0	1	5	58	0	63	3	0	5	8	0	17	3	20	92
08:15 AM	0	2	1	3	5	45	0	50	6	0	2	8	0	10	3	13	74
08:30 AM	0	0	0	0	3	28	0	31	5	1	1	7	0	12	0	12	50
08:45 AM	0	0	0	0	3	17	0	20	3	0	2	5	0	8	2	10	35
Total	1	2	1	4	16	148	0	164	17	1	10	28	0	47	8	55	251
Grand Total	1	3	3	7	30	282	1	313	34	3	13	50	1	95	15	111	481
Apprch %	14.3	42.9	42.9		9.6	90.1	0.3		68	6	26		0.9	85.6	13.5		
Total %	0.2	0.6	0.6	1.5	6.2	58.6	0.2	65.1	7.1	0.6	2.7	10.4	0.2	19.8	3.1	23.1	
Passenger Vehicles	1	3	3	7	29	279	1	309	33	3	13	49	1	94	15	110	475
% Passenger Vehicles	100	100	100	100	96.7	98.9	100	98.7	97.1	100	100	98	100	98.9	100	99.1	98.8
Large 2 Axle Vehicles	0	0	0	0	1	3	0	4	1	0	0	1	0	1	0	1	6
% Large 2 Axle Vehicles	0	0	0	0	3.3	1.1	0	1.3	2.9	0	0	2	0	1.1	0	0.9	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	2	36	**1**	39	5	0	0	5	0	12	1	13	58
07:45 AM	0	1	0	1	**8**	**58**	0	**66**	5	**2**	2	**9**	0	16	**3**	19	**95**
08:00 AM	**1**	0	0	1	5	58	0	63	3	0	**5**	8	0	**17**	3	**20**	92
08:15 AM	0	**2**	1	**3**	5	45	0	50	**6**	0	2	8	0	10	3	13	74
Total Volume	1	3	2	6	20	197	1	218	19	2	9	30	0	55	10	65	319
% App. Total	16.7	50	33.3		9.2	90.4	0.5		63.3	6.7	30		0	84.6	15.4		
PHF	.250	.375	.500	.500	.625	.849	.250	.826	.792	.250	.450	.833	.000	.809	.833	.813	.839

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:15 AM			
+0 mins.	0	0	**1**	1	2	36	**1**	39	5	**2**	2	**9**	**1**	11	**3**	15
+15 mins.	0	1	0	1	**8**	**58**	0	**66**	3	0	**5**	8	0	12	1	13
+30 mins.	**1**	0	0	1	5	58	0	63	**6**	0	2	8	0	16	3	19
+45 mins.	0	**2**	1	**3**	5	45	0	50	5	1	1	7	0	**17**	3	**20**
Total Volume	1	3	2	6	20	197	1	218	19	3	10	32	1	56	10	67
% App. Total	16.7	50	33.3		9.2	90.4	0.5		59.4	9.4	31.2		1.5	83.6	14.9	
PHF	.250	.375	.500	.500	.625	.849	.250	.826	.792	.375	.500	.889	.250	.824	.833	.838

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

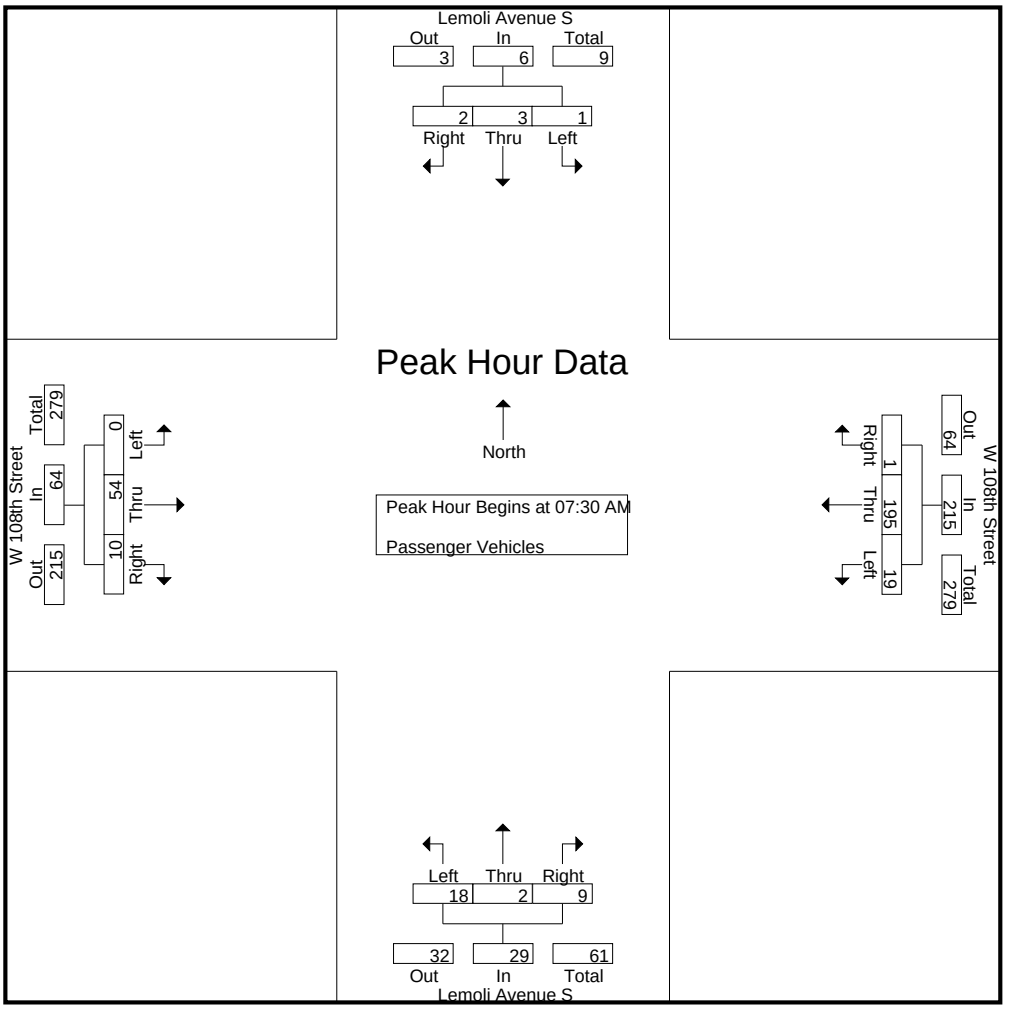
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	4	13	0	17	6	0	0	6	0	9	0	9	32
07:15 AM	0	0	1	1	0	26	0	26	1	0	1	2	1	11	3	15	44
07:30 AM	0	0	1	1	1	36	1	38	4	0	0	4	0	11	1	12	55
07:45 AM	0	1	0	1	8	58	0	66	5	2	2	9	0	16	3	19	95
Total	0	1	2	3	13	133	1	147	16	2	3	21	1	47	7	55	226
08:00 AM	1	0	0	1	5	57	0	62	3	0	5	8	0	17	3	20	91
08:15 AM	0	2	1	3	5	44	0	49	6	0	2	8	0	10	3	13	73
08:30 AM	0	0	0	0	3	28	0	31	5	1	1	7	0	12	0	12	50
08:45 AM	0	0	0	0	3	17	0	20	3	0	2	5	0	8	2	10	35
Total	1	2	1	4	16	146	0	162	17	1	10	28	0	47	8	55	249
Grand Total	1	3	3	7	29	279	1	309	33	3	13	49	1	94	15	110	475
Apprch %	14.3	42.9	42.9		9.4	90.3	0.3		67.3	6.1	26.5		0.9	85.5	13.6		
Total %	0.2	0.6	0.6	1.5	6.1	58.7	0.2	65.1	6.9	0.6	2.7	10.3	0.2	19.8	3.2	23.2	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	1	1	36	**1**	38	4	0	0	4	0	11	1	12	55
07:45 AM	0	1	0	1	**8**	**58**	0	**66**	5	**2**	2	**9**	0	16	**3**	19	**95**
08:00 AM	**1**	0	0	1	5	57	0	62	3	0	**5**	8	0	**17**	3	**20**	91
08:15 AM	0	**2**	1	**3**	5	44	0	49	**6**	0	2	8	0	10	3	13	73
Total Volume	1	3	2	6	19	195	1	215	18	2	9	29	0	54	10	64	314
% App. Total	16.7	50	33.3		8.8	90.7	0.5		62.1	6.9	31		0	84.4	15.6		
PHF	.250	.375	.500	.500	.594	.841	.250	.814	.750	.250	.450	.806	.000	.794	.833	.800	.826

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	1	1	36	**1**	38	4	0	0	4	0	11	1	12
+15 mins.	0	1	0	1	**8**	**58**	0	**66**	5	**2**	2	**9**	0	16	**3**	19
+30 mins.	**1**	0	0	1	5	57	0	62	3	0	**5**	8	0	**17**	3	**20**
+45 mins.	0	**2**	1	**3**	5	44	0	49	**6**	0	2	8	0	10	3	13
Total Volume	1	3	2	6	19	195	1	215	18	2	9	29	0	54	10	64
% App. Total	16.7	50	33.3		8.8	90.7	0.5		62.1	6.9	31		0	84.4	15.6	
PHF	.250	.375	.500	.500	.594	.841	.250	.814	.750	.250	.450	.806	.000	.794	.833	.800

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

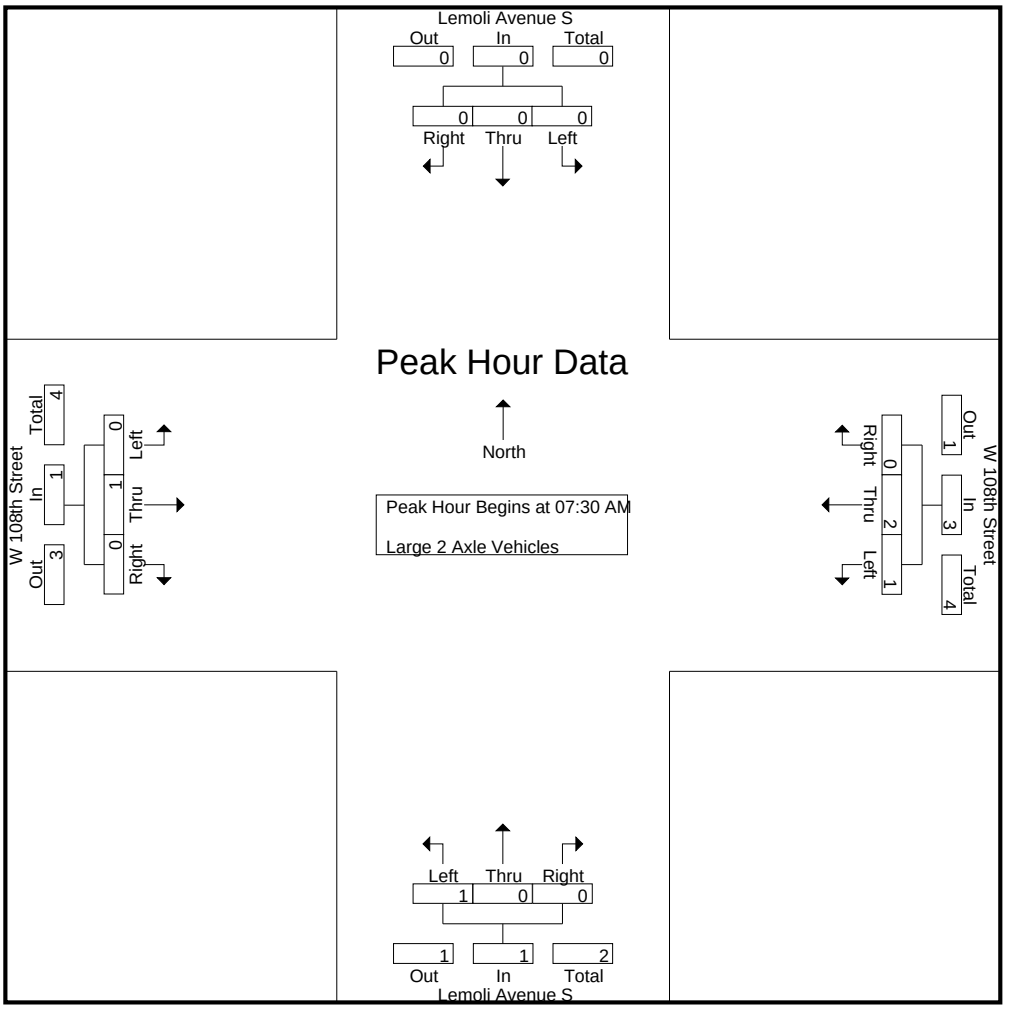
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	1	0	0	1	0	1	0	1	4
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	1	3	0	4	1	0	0	1	0	1	0	1	6
Apprch %	0	0	0		25	75	0		100	0	0		0	100	0		
Total %	0	0	0	0	16.7	50	0	66.7	16.7	0	0	16.7	0	16.7	0	16.7	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**	0	**1**	0	**1**	**3**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	2	0	3	1	0	0	1	0	1	0	1	5
% App. Total	0	0	0		33.3	66.7	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.000	.000	.250	.000	.250	.000	.250	.417

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	**1**	0	0	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	1	0	0	1	0	1	0	1
% App. Total	0	0	0		33.3	66.7	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.750	.250	.000	.000	.250	.000	.250	.000	.250

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

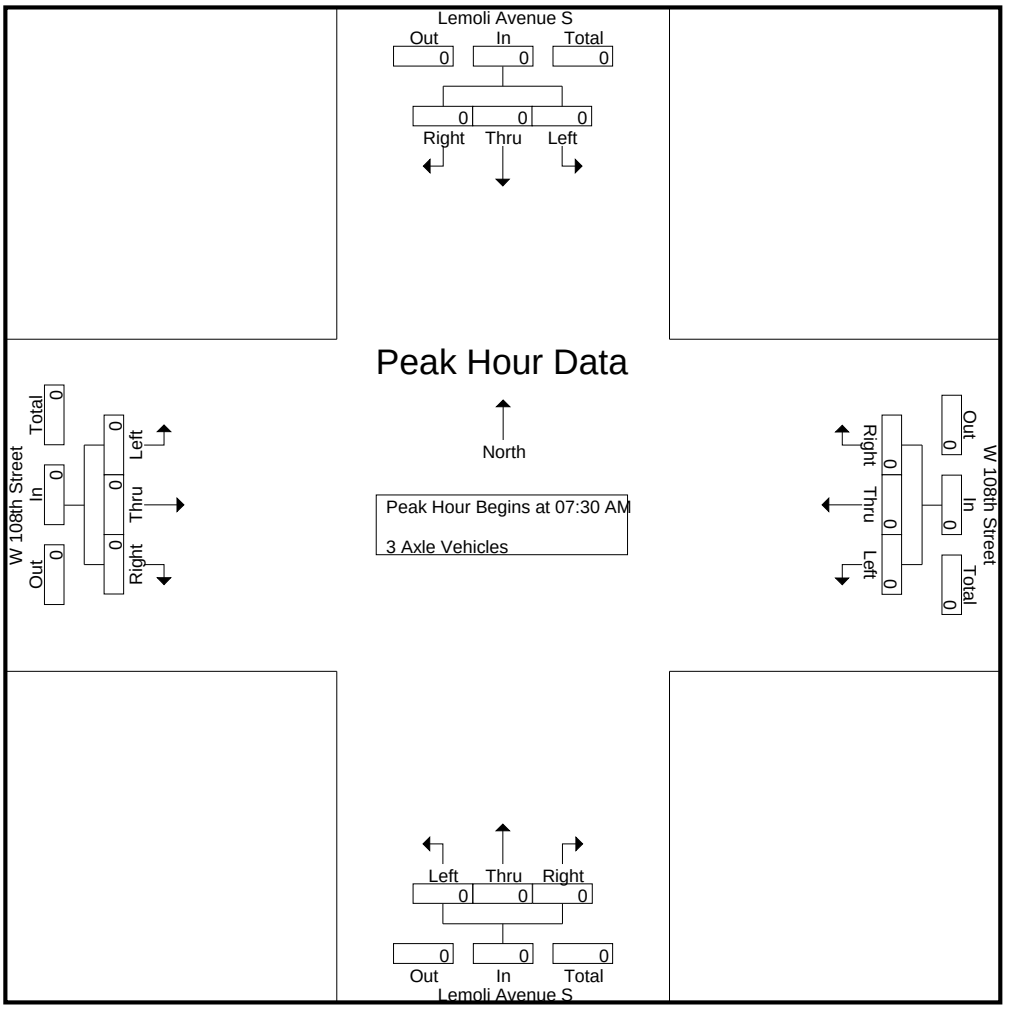
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Lemoli Avenue S
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Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

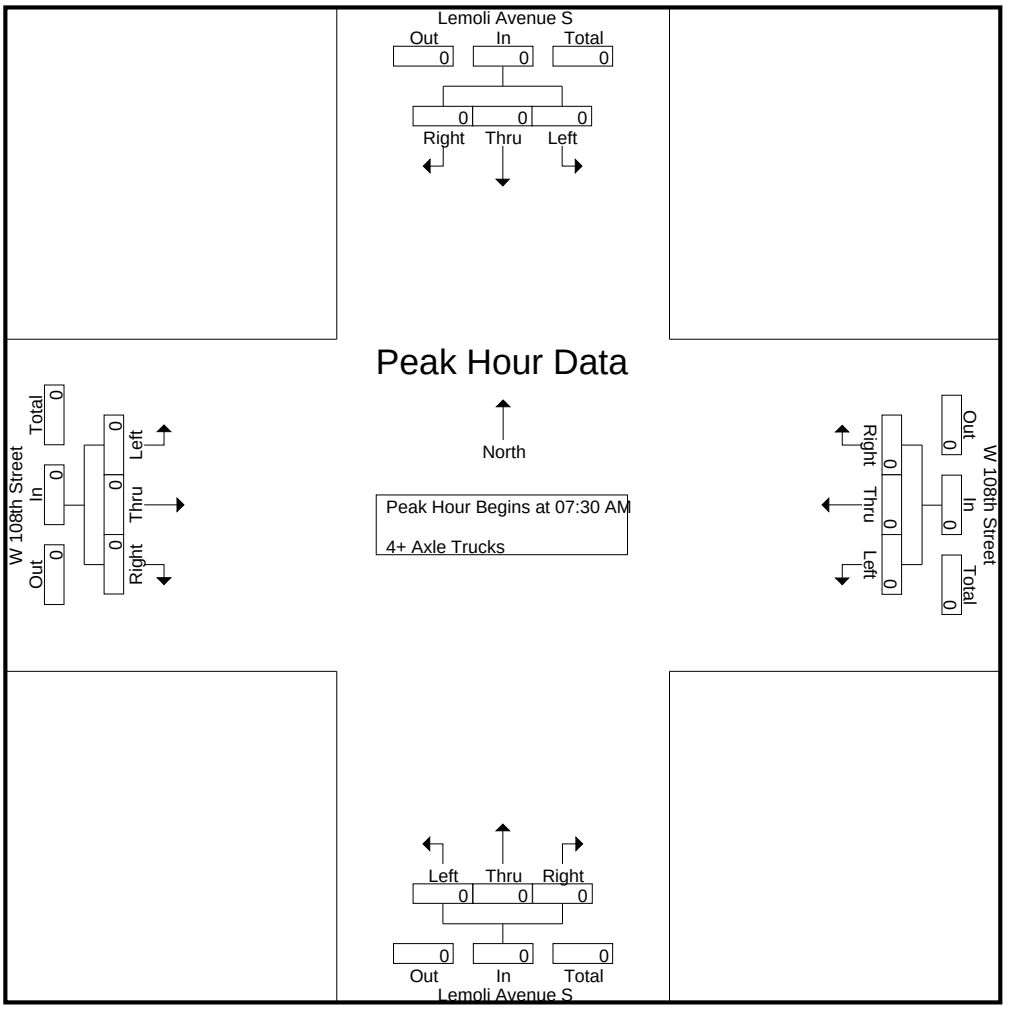
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th AM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

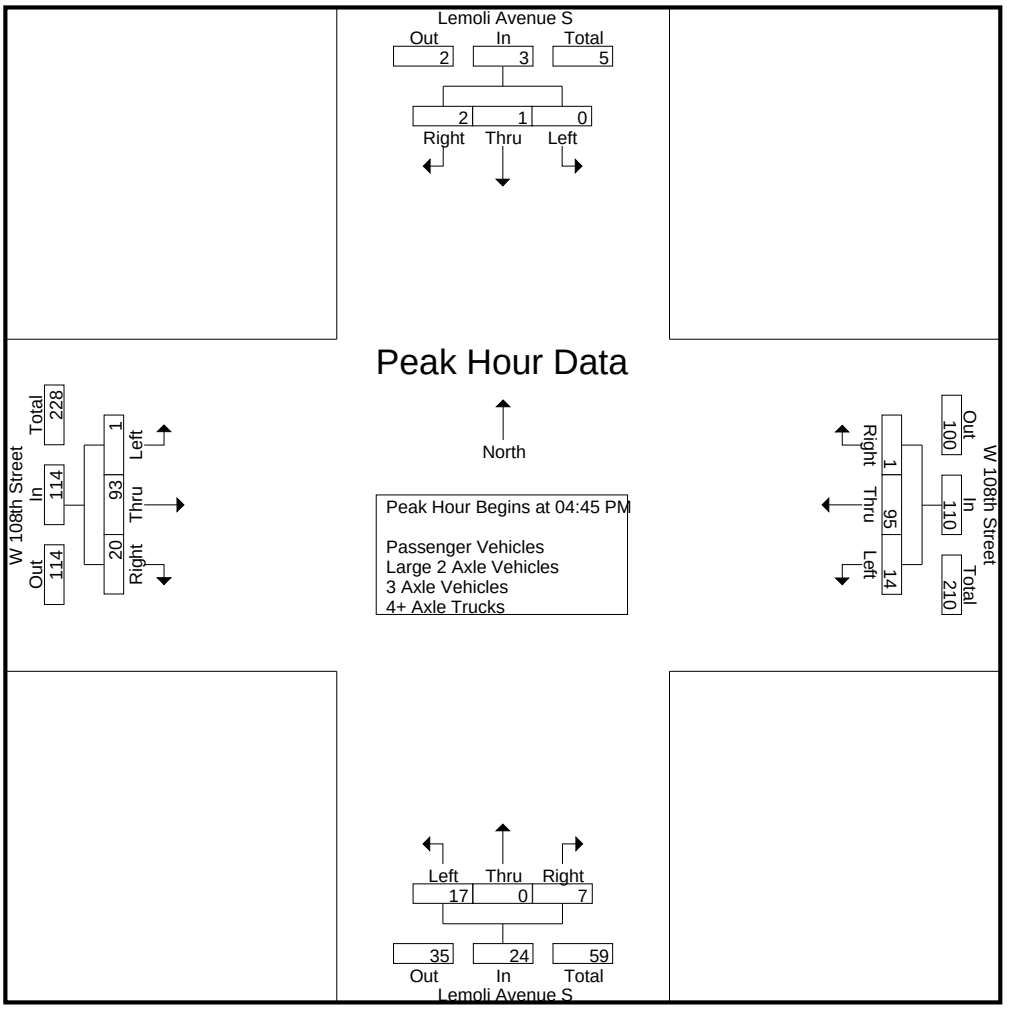
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	28	0	28	8	0	1	9	1	16	3	20	57
04:15 PM	0	0	0	0	3	23	0	26	3	0	7	10	0	19	3	22	58
04:30 PM	0	0	0	0	5	29	0	34	4	0	0	4	0	14	4	18	56
04:45 PM	0	0	0	0	3	24	0	27	3	0	1	4	0	24	5	29	60
Total	0	0	0	0	11	104	0	115	18	0	9	27	1	73	15	89	231
05:00 PM	0	0	0	0	5	29	1	35	4	0	0	4	0	16	5	21	60
05:15 PM	0	1	1	2	4	18	0	22	7	0	5	12	1	23	4	28	64
05:30 PM	0	0	1	1	2	24	0	26	3	0	1	4	0	30	6	36	67
05:45 PM	0	0	0	0	2	25	0	27	4	0	1	5	0	23	4	27	59
Total	0	1	2	3	13	96	1	110	18	0	7	25	1	92	19	112	250
Grand Total	0	1	2	3	24	200	1	225	36	0	16	52	2	165	34	201	481
Apprch %	0	33.3	66.7		10.7	88.9	0.4		69.2	0	30.8		1	82.1	16.9		
Total %	0	0.2	0.4	0.6	5	41.6	0.2	46.8	7.5	0	3.3	10.8	0.4	34.3	7.1	41.8	
Passenger Vehicles	0	1	2	3	24	197	1	222	36	0	16	52	2	162	34	198	475
% Passenger Vehicles	0	100	100	100	100	98.5	100	98.7	100	0	100	100	100	98.2	100	98.5	98.8
Large 2 Axle Vehicles	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
% Large 2 Axle Vehicles	0	0	0	0	0	1.5	0	1.3	0	0	0	0	0	1.8	0	1.5	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	3	24	0	27	3	0	1	4	0	24	5	29	60
05:00 PM	0	0	0	0	**5**	**29**	**1**	**35**	4	0	0	4	0	16	5	21	60
05:15 PM	0	**1**	**1**	**2**	4	18	0	22	**7**	0	**5**	**12**	**1**	23	4	28	64
05:30 PM	0	0	1	1	2	24	0	26	3	0	1	4	0	**30**	**6**	**36**	**67**
Total Volume	0	1	2	3	14	95	1	110	17	0	7	24	1	93	20	114	251
% App. Total	0	33.3	66.7		12.7	86.4	0.9		70.8	0	29.2		0.9	81.6	17.5		
PHF	.000	.250	.500	.375	.700	.819	.250	.786	.607	.000	.350	.500	.250	.775	.833	.792	.937

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:15 PM				04:00 PM				04:45 PM			
+0 mins.	0	0	0	0	3	23	0	26	**8**	0	1	9	0	24	5	29
+15 mins.	0	0	0	0	**5**	**29**	0	34	3	0	**7**	**10**	0	16	5	21
+30 mins.	0	**1**	**1**	**2**	3	24	0	27	4	0	0	4	**1**	23	4	28
+45 mins.	0	0	1	1	5	29	**1**	**35**	3	0	1	4	0	**30**	**6**	**36**
Total Volume	0	1	2	3	16	105	1	122	18	0	9	27	1	93	20	114
% App. Total	0	33.3	66.7		13.1	86.1	0.8		66.7	0	33.3		0.9	81.6	17.5	
PHF	.000	.250	.500	.375	.800	.905	.250	.871	.563	.000	.321	.675	.250	.775	.833	.792

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City of Inglewood
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File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Passenger Vehicles

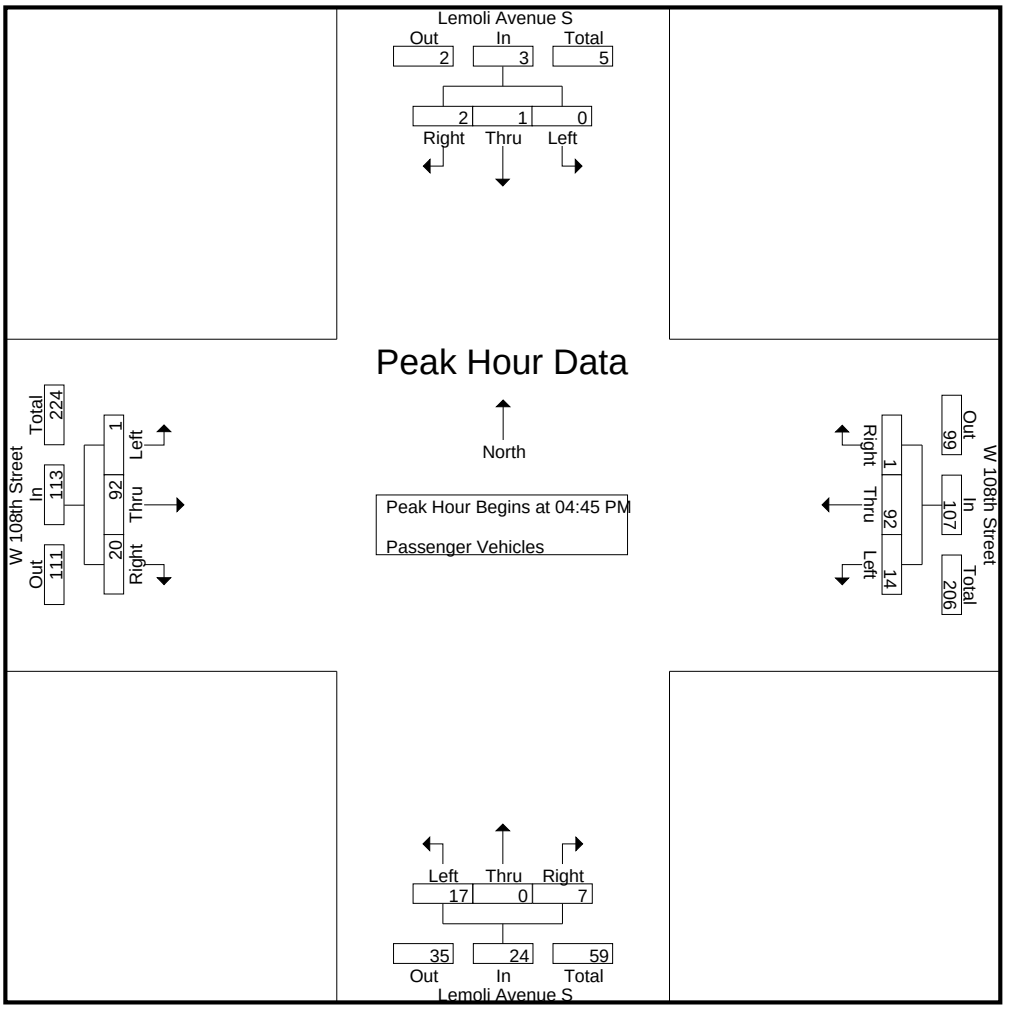
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	28	0	28	8	0	1	9	1	16	3	20	57
04:15 PM	0	0	0	0	3	23	0	26	3	0	7	10	0	19	3	22	58
04:30 PM	0	0	0	0	5	29	0	34	4	0	0	4	0	13	4	17	55
04:45 PM	0	0	0	0	3	22	0	25	3	0	1	4	0	24	5	29	58
Total	0	0	0	0	11	102	0	113	18	0	9	27	1	72	15	88	228
05:00 PM	0	0	0	0	5	28	1	34	4	0	0	4	0	16	5	21	59
05:15 PM	0	1	1	2	4	18	0	22	7	0	5	12	1	22	4	27	63
05:30 PM	0	0	1	1	2	24	0	26	3	0	1	4	0	30	6	36	67
05:45 PM	0	0	0	0	2	25	0	27	4	0	1	5	0	22	4	26	58
Total	0	1	2	3	13	95	1	109	18	0	7	25	1	90	19	110	247
Grand Total	0	1	2	3	24	197	1	222	36	0	16	52	2	162	34	198	475
Apprch %	0	33.3	66.7		10.8	88.7	0.5		69.2	0	30.8		1	81.8	17.2		
Total %	0	0.2	0.4	0.6	5.1	41.5	0.2	46.7	7.6	0	3.4	10.9	0.4	34.1	7.2	41.7	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	3	22	0	25	3	0	1	4	0	24	5	29	58
05:00 PM	0	0	0	0	**5**	**28**	**1**	**34**	4	0	0	4	0	16	5	21	59
05:15 PM	0	**1**	**1**	**2**	4	18	0	22	**7**	0	**5**	**12**	**1**	22	4	27	63
05:30 PM	0	0	1	1	2	24	0	26	3	0	1	4	0	**30**	**6**	**36**	**67**
Total Volume	0	1	2	3	14	92	1	107	17	0	7	24	1	92	20	113	247
% App. Total	0	33.3	66.7		13.1	86	0.9		70.8	0	29.2		0.9	81.4	17.7		
PHF	.000	.250	.500	.375	.700	.821	.250	.787	.607	.000	.350	.500	.250	.767	.833	.785	.922

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City of Inglewood
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File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	3	22	0	25	3	0	1	4	0	24	5	29
+15 mins.	0	0	0	0	**5**	**28**	**1**	**34**	4	0	0	4	0	16	5	21
+30 mins.	0	**1**	**1**	**2**	4	18	0	22	**7**	0	**5**	**12**	**1**	22	4	27
+45 mins.	0	0	1	1	2	24	0	26	3	0	1	4	0	**30**	**6**	**36**
Total Volume	0	1	2	3	14	92	1	107	17	0	7	24	1	92	20	113
% App. Total	0	33.3	66.7		13.1	86	0.9		70.8	0	29.2		0.9	81.4	17.7	
PHF	.000	.250	.500	.375	.700	.821	.250	.787	.607	.000	.350	.500	.250	.767	.833	.785

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File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- Large 2 Axle Vehicles

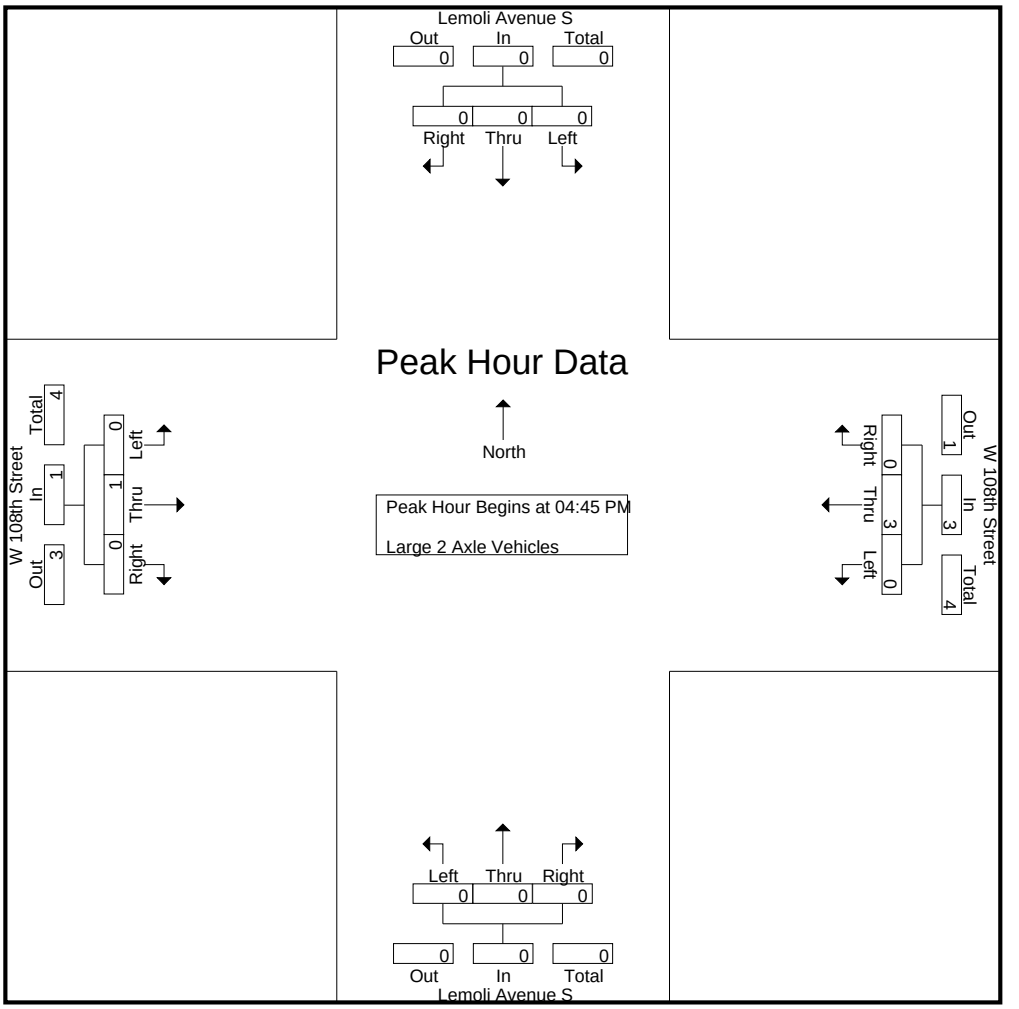
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250	.500

Counts Unlimited, Inc.
PO Box 1178
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(951) 268-6268

City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.000	.250	.000	.250

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 3 Axle Vehicles

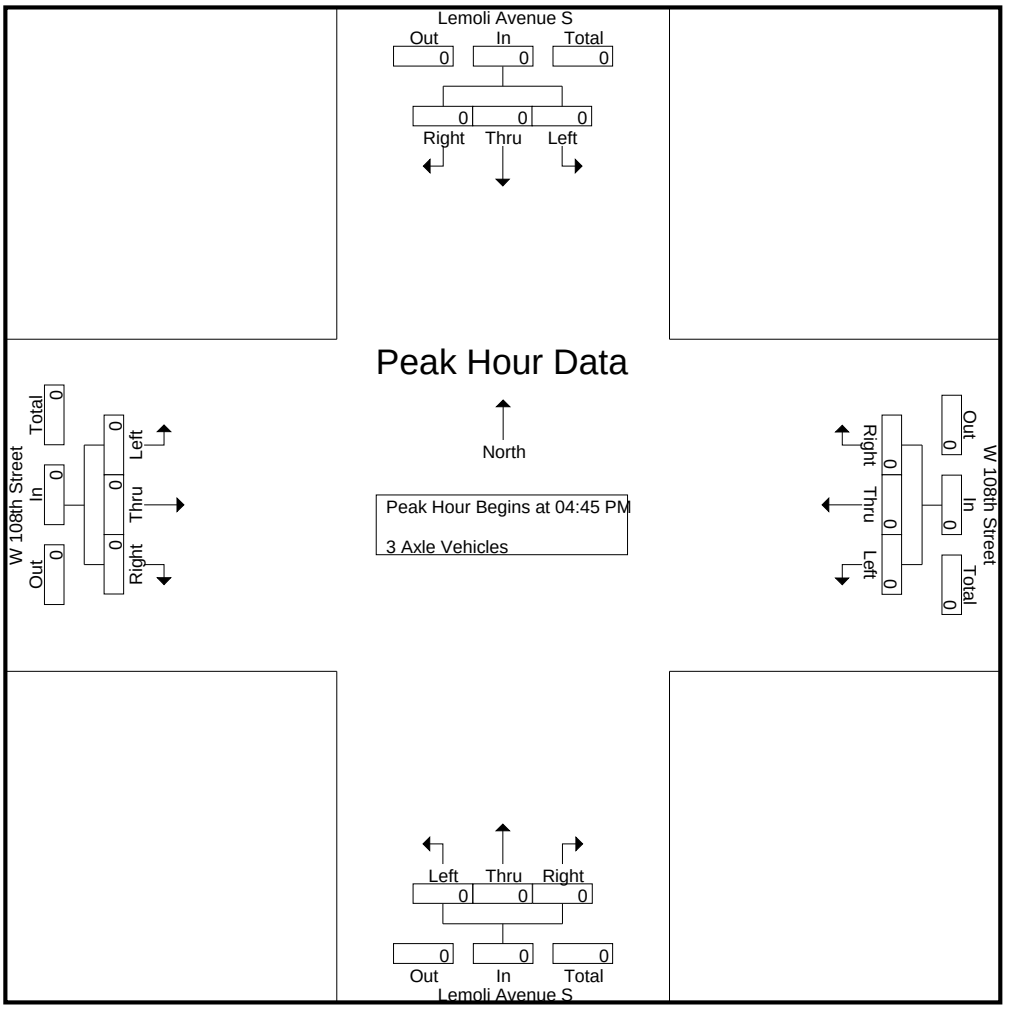
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 1

Groups Printed- 4+ Axle Trucks

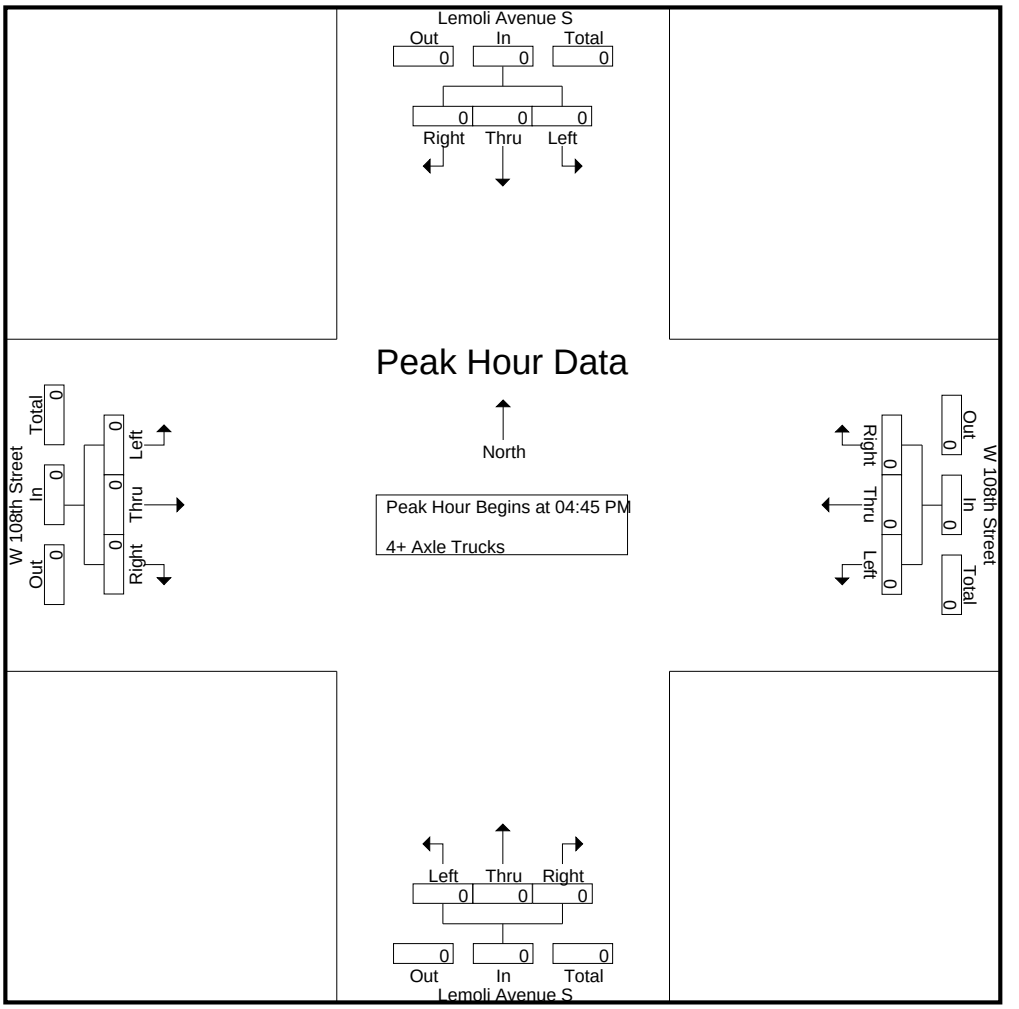
	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Lemoli Avenue S Southbound				W 108th Street Westbound				Lemoli Avenue S Northbound				W 108th Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street
Weather: Clear

File Name : 11_IWD_Lem_108th PM
Site Code : 10824407
Start Date : 5/2/2024
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

PEDESTRIANS

	North Leg Lemoli Avenue S	East Leg W 108th Street	South Leg Lemoli Avenue S	West Leg W 108th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	1	1	0	3
7:15 AM	0	0	1	1	2
7:30 AM	2	0	0	2	4
7:45 AM	6	2	4	0	12
8:00 AM	3	4	3	0	10
8:15 AM	3	4	3	2	12
8:30 AM	1	0	1	0	2
8:45 AM	0	1	1	0	2
TOTAL VOLUMES:	16	12	14	5	47

	North Leg Lemoli Avenue S	East Leg W 108th Street	South Leg Lemoli Avenue S	West Leg W 108th Street	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	3	0	3	1	7
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	3	0	3
5:00 PM	2	0	0	0	2
5:15 PM	1	0	0	2	3
5:30 PM	1	0	0	1	2
5:45 PM	1	0	0	0	1
TOTAL VOLUMES:	9	0	6	4	19

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Location: Inglewood
N/S: Lemoli Avenue S
E/W: W 108th Street

Date: 5/2/2024
Day: Thursday

BICYCLES

	Southbound Lemoli Avenue S			Westbound W 108th Street			Northbound Lemoli Avenue S			Eastbound W 108th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	2	0	1	0	2	0	1	1	7

	Southbound Lemoli Avenue S			Westbound W 108th Street			Northbound Lemoli Avenue S			Eastbound W 108th Street			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	2	0	0	0	0	0	3	0	5

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951-268-6268

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Prairie Ave & W Century Blvd
City: Inglewood
Control: Signalized

Project ID: 24-020043-002
Date: 2/13/2024

Data - Totals

NS/EW Streets:	S Prairie Ave				S Prairie Ave				W Century Blvd				W Century Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	0	0	2	3	0	0	2	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	32	105	15	0	28	113	14	0	20	63	18	0	28	308	78	0	822
7:15 AM	18	109	6	0	33	136	10	0	45	74	17	0	24	282	89	0	843
7:30 AM	31	117	8	0	41	192	20	0	27	96	21	0	25	258	109	0	945
7:45 AM	20	113	11	0	59	206	15	0	47	84	25	0	15	254	125	0	974
8:00 AM	12	102	8	0	57	186	15	0	62	133	22	0	31	235	94	1	958
8:15 AM	17	93	10	0	65	165	21	0	44	101	23	0	15	204	123	1	882
8:30 AM	16	93	18	0	63	151	12	0	48	125	19	0	21	193	88	0	847
8:45 AM	8	81	13	0	57	128	12	0	52	98	16	0	29	173	89	0	756
9:00 AM	9	119	9	0	55	154	21	0	47	108	16	0	27	134	75	0	774
9:15 AM	6	108	21	0	46	115	17	0	45	109	15	0	19	140	69	3	713
9:30 AM	20	117	20	0	58	117	11	0	41	115	28	0	21	126	63	1	738
9:45 AM	14	83	22	0	66	122	19	0	36	129	17	0	30	115	109	0	762
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	203	1240	161	0	628	1785	187	0	514	1235	237	0	285	2422	1111	6	10014
APPROACH %'s :	12.66%	77.31%	10.04%	0.00%	24.15%	68.65%	7.19%	0.00%	25.88%	62.19%	11.93%	0.00%	7.45%	63.34%	29.05%	0.16%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	80	425	37	0	222	749	71	0	180	414	91	0	86	951	451	2	3759
PEAK HR FACTOR :	0.645	0.908	0.841	0.000	0.854	0.909	0.845	0.000	0.726	0.778	0.910	0.000	0.694	0.922	0.902	0.500	0.965
	0.869				0.930				0.789				0.945				

NS/EW Streets:	S Prairie Ave				S Prairie Ave				W Century Blvd				W Century Blvd				
NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	0	0	2	3	0	0	2	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	8	96	18	0	69	104	13	0	35	106	13	0	21	120	63	1	667
10:15 AM	12	106	24	0	59	120	14	0	30	130	30	0	30	108	59	1	723
10:30 AM	10	86	24	0	72	125	20	0	29	144	13	0	32	129	76	1	761
10:45 AM	15	87	20	0	82	100	19	0	39	136	15	0	23	102	86	0	724
11:00 AM	10	102	22	0	91	144	24	0	34	122	20	0	21	126	83	2	801
11:15 AM	17	77	25	0	86	121	22	0	24	139	15	0	48	139	78	0	791
11:30 AM	13	85	23	0	81	111	24	0	24	147	22	0	38	131	103	1	803
11:45 AM	9	84	23	0	88	147	18	0	30	152	23	0	32	130	102	1	839
12:00 PM	9	85	21	0	98	115	29	0	40	193	32	0	30	152	94	0	898
12:15 PM	12	89	26	0	91	160	18	0	22	153	23	0	32	138	110	0	874
12:30 PM	11	51	18	0	95	126	18	0	31	144	39	0	47	149	136	0	865
12:45 PM	21	69	22	0	83	148	24	0	26	177	21	0	32	146	101	0	870
1:00 PM	16	62	25	0	86	163	20	0	23	153	46	0	45	185	128	0	952
1:15 PM	17	86	17	0	83	161	17	0	28	175	66	0	37	120	111	0	918
1:30 PM	18	80	17	0	85	143	23	0	40	148	55	0	65	173	114	3	964
1:45 PM	13	62	21	0	74	176	13	0	53	206	63	0	39	182	113	3	1018
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	211	1307	346	0	1323	2164	316	0	508	2425	496	0	572	2230	1557	13	13468
APPROACH %'s :	11.32%	70.12%	18.56%	0.00%	34.79%	56.90%	8.31%	0.00%	14.81%	70.72%	14.46%	0.00%	13.08%	51.01%	35.61%	0.30%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	64	290	80	0	328	643	73	0	144	682	230	0	186	660	466	6	3852
PEAK HR FACTOR :	0.889	0.843	0.800	0.000	0.953	0.913	0.793	0.000	0.679	0.828	0.871	0.000	0.715	0.892	0.910	0.500	0.946
	0.904				0.970				0.820				0.920				

NS/EW Streets:	S Prairie Ave				S Prairie Ave				W Century Blvd				W Century Blvd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	3	0	0	2	3	0	0	2	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	11	68	29	0	89	172	22	0	35	184	29	0	57	204	80	1	981
2:15 PM	10	81	18	0	86	183	21	0	42	205	63	0	38	145	99	3	994
2:30 PM	27	144	40	0	80	193	17	0	43	169	72	0	38	147	88	0	1058
2:45 PM	37	123	46	0	94	220	13	0	55	201	51	0	35	169	105	2	1151
3:00 PM	22	92	37	0	82	179	23	0	43	199	56	0	40	168	92	0	1033
3:15 PM	30	137	34	0	94	252	18	0	42	213	54	0	44	137	90	1	1146
3:30 PM	32	113	36	0	93	212	21	0	45	235	50	0	41	181	104	0	1163
3:45 PM	26	131	32	0	108	224	18	0	27	197	41	0	32	142	96	0	1074
4:00 PM	41	111	32	0	81	223	9	0	50	250	55	0	30	126	87	0	1095
4:15 PM	29	118	29	0	93	220	17	0	36	249	65	0	28	160	98	0	1142
4:30 PM	31	152	43	0	95	256	16	0	41	184	46	0	32	181	95	0	1172
4:45 PM	26	120	30	0	94	260	15	0	34	218	50	0	33	111	77	0	1068
5:00 PM	38	129	31	0	83	224	11	0	53	247	58	0	34	195	105	1	1209
5:15 PM	20	133	45	0	108	289	13	0	44	215	63	0	30	148	92	0	1200
5:30 PM	20	138	49	0	70	229	18	0	53	260	75	0	46	138	98	0	1194
5:45 PM	30	126	48	0	87	206	25	0	49	218	43	0	42	149	98	1	1122
6:00 PM	23	93	34	0	94	214	14	0	45	207	54	0	41	164	103	0	1086
6:15 PM	21	105	46	0	75	179	17	0	43	239	53	0	35	118	95	2	1028
6:30 PM	14	99	39	0	86	190	14	0	35	209	46	0	33	147	87	1	1000
6:45 PM	35	108	43	0	61	160	19	0	35	148	42	0	33	128	73	3	888
7:00 PM	27	93	27	0	82	145	15	0	19	150	34	0	46	155	84	2	879
7:15 PM	25	97	43	0	79	158	18	0	27	196	36	0	34	130	65	1	909
7:30 PM	27	89	34	0	73	118	22	0	17	136	24	0	30	119	82	1	772
7:45 PM	21	83	28	0	63	112	16	0	21	139	30	0	30	115	86	1	745
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	623	2683	873	0	2050	4818	412	0	934	4868	1190	0	882	3577	2179	20	25109
APPROACH %'s :	14.91%	64.20%	20.89%	0.00%	28.16%	66.18%	5.66%	0.00%	13.36%	69.62%	17.02%	0.00%	13.25%	53.72%	32.73%	0.30%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	108	526	173	0	348	948	67	0	199	940	239	0	152	630	393	2	4725
PEAK HR FACTOR :	0.711	0.953	0.883	0.000	0.806	0.820	0.670	0.000	0.939	0.904	0.797	0.000	0.826	0.808	0.936	0.500	0.977
	0.975				0.831				0.888				0.878				

Prepared by National Data & Surveying Services

S Prairie Ave & W Century Blvd

Peak Hour Turning Movement Count

ID: 24-020043-002
City: Inglewood

Day: Tuesday
Date: 2/13/2024

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	01:00 PM - 02:00 PM
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	7:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 08:00 PM

SOUTHBOUND (S Prairie Ave)

AM	71	749	222	0	1056	AM
NOON	73	643	328	0	900	NOON
PM	67	948	348	0	1118	PM

EASTBOUND (W Century Blvd)

AM	NOON	PM		
1102	797	805		
0	0	0	0	
180	144	199	2	
414	682	940	3	
91	230	239	0	
AM	NOON	PM		

WESTBOUND (W Century Blvd)

	PM	NOON	AM
1	393	466	451
3	630	660	951
2	152	186	86
0	2	6	2
	1463	1096	675
	PM	NOON	AM

NORTHBOUND (S Prairie Ave)

PM	1339	0	108	526	173	PM
NOON	1059	0	64	290	80	NOON
AM	926	0	80	425	37	AM

	0	0	3	0

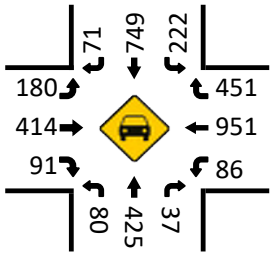
	0	3	0	0

CONTROL

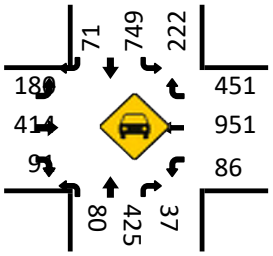
Signalized

	AM	NOON	PM
TEV	3759	3852	4725
PHF	0.96	0.95	0.98

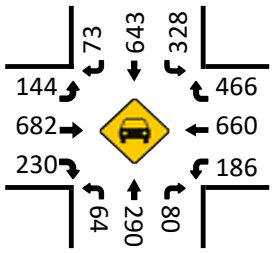
Totals (AM)



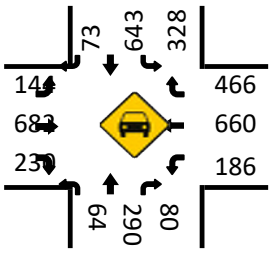
Totals (AM)



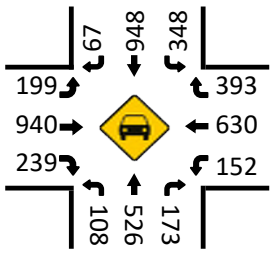
Totals (NOON)



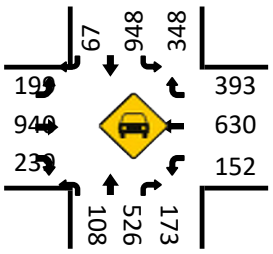
Totals (NOON)



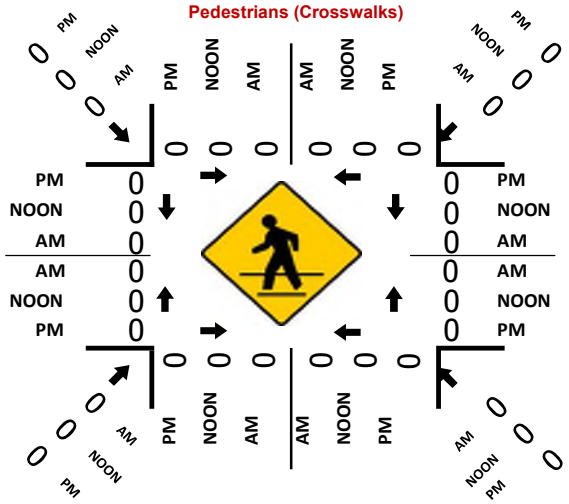
Totals (PM)



Totals (PM)



Pedestrians (Crosswalks)



INTERSECTION TURNING MOVEMENT COUNTS

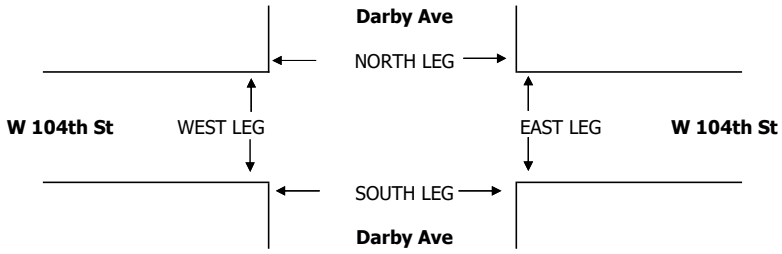
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Inglewood	PROJECT #:	SC5364
Wed, Apr 30, 25	NORTH & SOUTH:	Darby Ave	LOCATION #:	1
	EAST & WEST:	W 104th St	CONTROL:	STOP S

NOTES:

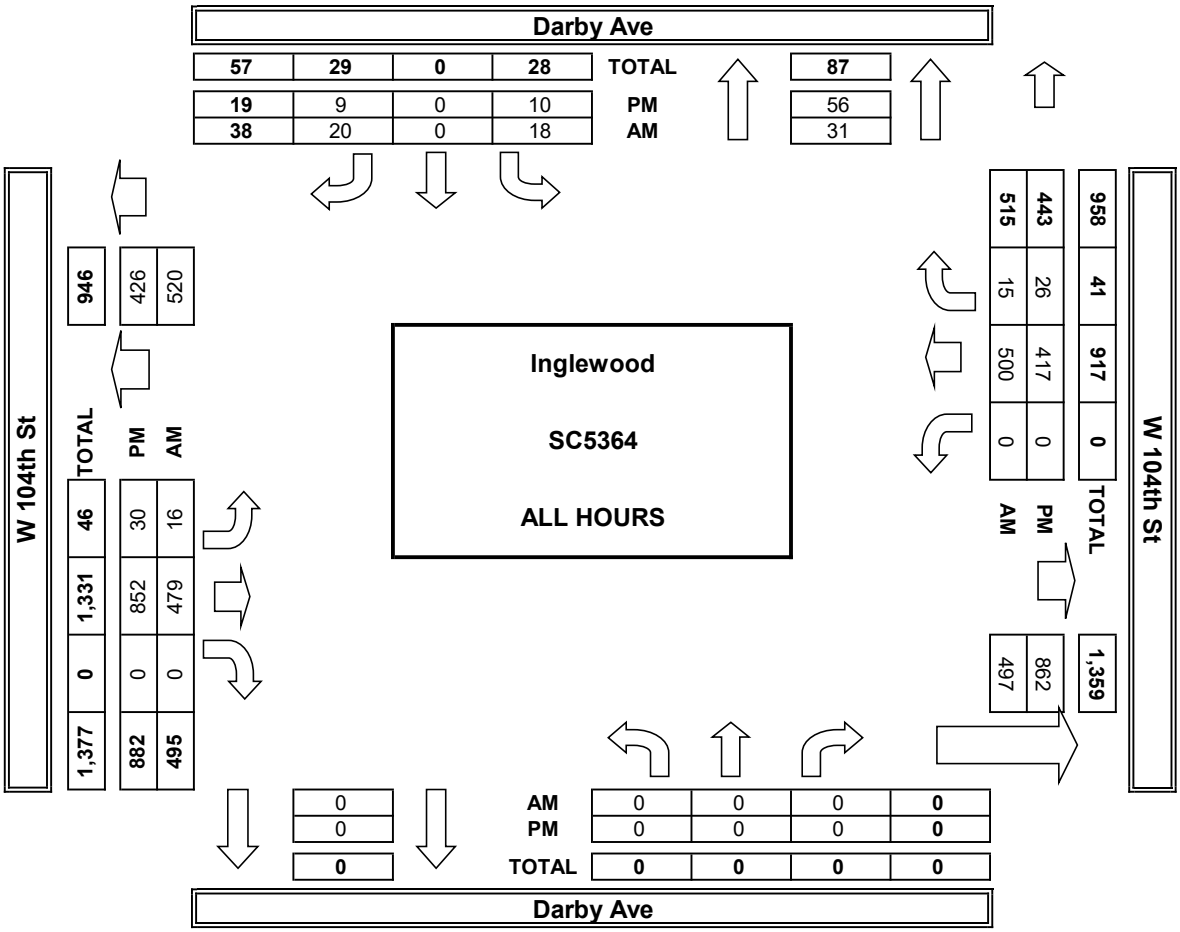
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

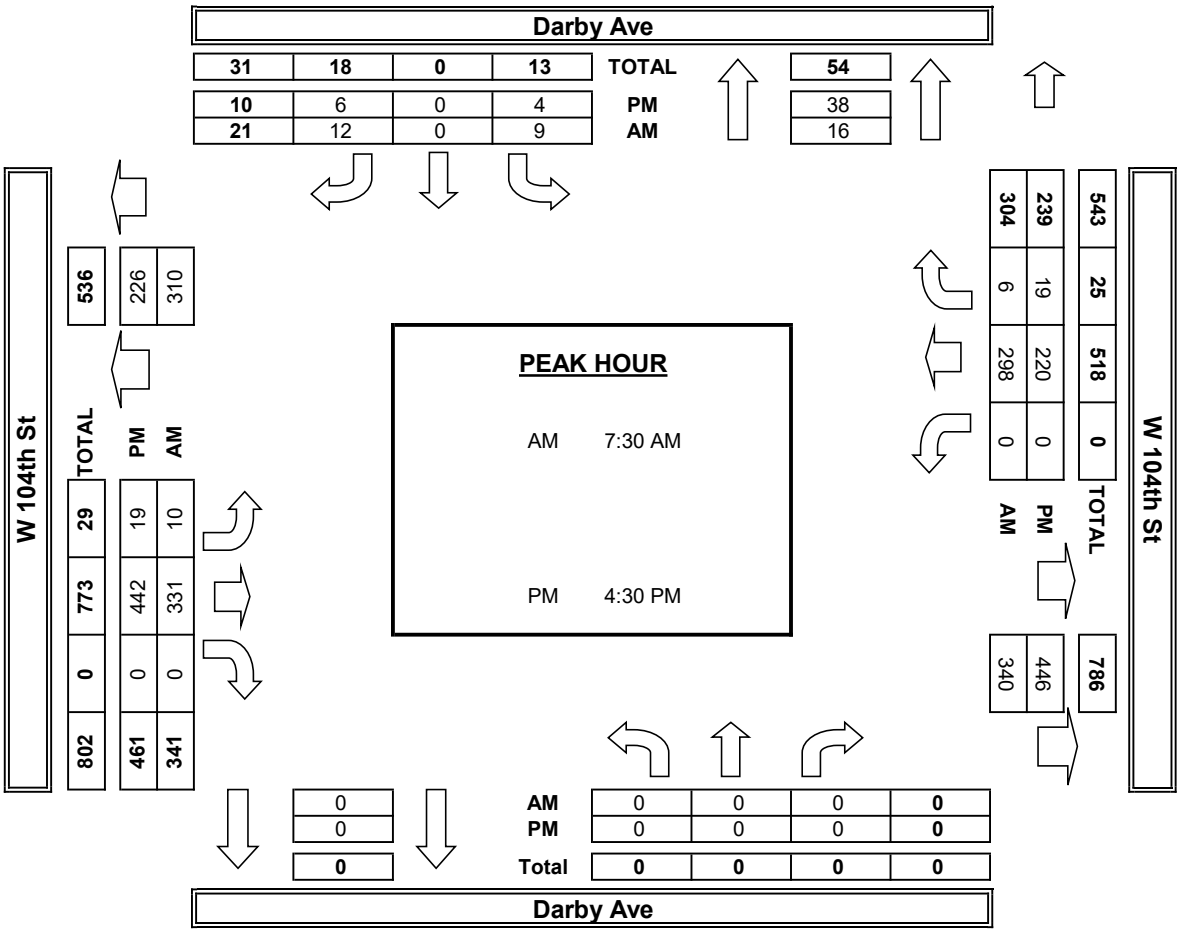
		NORTHBOUND Darby Ave			SOUTHBOUND Darby Ave			EASTBOUND W 104th St			WESTBOUND W 104th St				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	4	0	2	1	32	0	0	32	3	74	0	0	0	0	0
	7:15 AM	0	0	0	1	0	3	1	34	0	0	52	1	92	0	0	0	0	0
	7:30 AM	0	0	0	1	0	4	0	58	0	0	65	0	128	0	0	0	0	0
	7:45 AM	0	0	0	3	0	4	5	114	0	0	65	2	193	0	0	0	0	0
	8:00 AM	0	0	0	4	0	3	3	105	0	0	79	3	197	0	0	0	0	0
	8:15 AM	0	0	0	1	0	1	2	54	0	0	89	1	148	0	0	0	0	0
	8:30 AM	0	0	0	2	0	2	4	44	0	0	65	2	119	0	0	0	0	0
	8:45 AM	0	0	0	2	0	1	0	38	0	0	53	3	97	0	0	0	0	0
	VOLUMES	0	0	0	18	0	20	16	479	0	0	500	15	1,048	0	0	0	0	0
	APPROACH %	0%	0%	0%	47%	0%	53%	3%	97%	0%	0%	97%	3%						
	APP/DEPART	0	/	31	38	/	0	495	/	497	515	/	520	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	9	0	12	10	331	0	0	298	6	666	0	0	0	0	
	APPROACH %	0%	0%	0%	43%	0%	57%	3%	97%	0%	0%	98%	2%						
	PEAK HR FACTOR		0.000			0.750			0.716			0.844		0.845					
	APP/DEPART	0	/	16	21	/	0	341	/	340	304	/	310	0					
PM	4:00 PM	0	0	0	2	0	2	3	92	0	0	55	2	156	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	2	115	0	0	42	1	161	0	0	0	0	0
	4:30 PM	0	0	0	1	0	1	4	131	0	0	64	5	206	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	5	103	0	0	47	4	160	0	0	0	0	0
	5:00 PM	0	0	0	1	0	2	6	114	0	0	47	5	175	0	0	0	0	0
	5:15 PM	0	0	0	1	0	3	4	94	0	0	62	5	169	0	0	0	0	0
	5:30 PM	0	0	0	0	0	1	4	110	0	0	55	1	171	0	0	0	0	0
	5:45 PM	0	0	0	3	0	0	2	93	0	0	45	3	146	0	0	0	0	0
	VOLUMES	0	0	0	10	0	9	30	852	0	0	417	26	1,344	0	0	0	0	0
	APPROACH %	0%	0%	0%	53%	0%	47%	3%	97%	0%	0%	94%	6%						
	APP/DEPART	0	/	56	19	/	0	882	/	862	443	/	426	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	4	0	6	19	442	0	0	220	19	710	0	0	0	0	
	APPROACH %	0%	0%	0%	40%	0%	60%	4%	96%	0%	0%	92%	8%						
	PEAK HR FACTOR		0.000			0.625			0.854			0.866		0.862					
	APP/DEPART	0	/	38	10	/	0	461	/	446	239	/	226	0					



AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

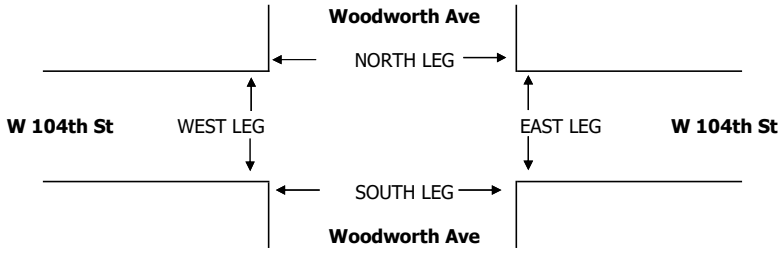
DATE:					
Wed, Apr 30, 25	LOCATION:	Inglewood	PROJECT #:	SC5364
	NORTH & SOUTH:	Woodworth Ave	LOCATION #:	2
	EAST & WEST:	W 104th St	CONTROL:	STOP ALL

NOTES:

Queue EB PM

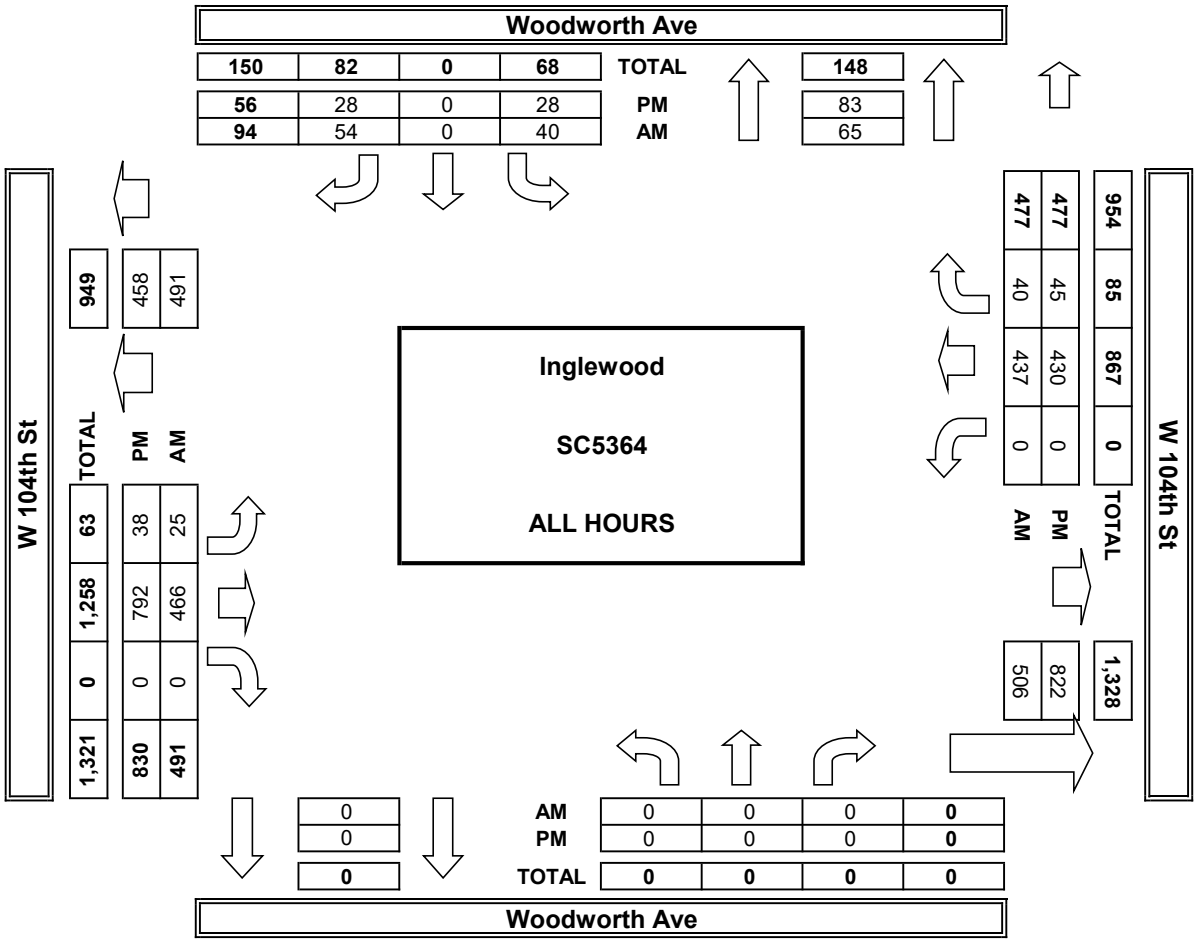
AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

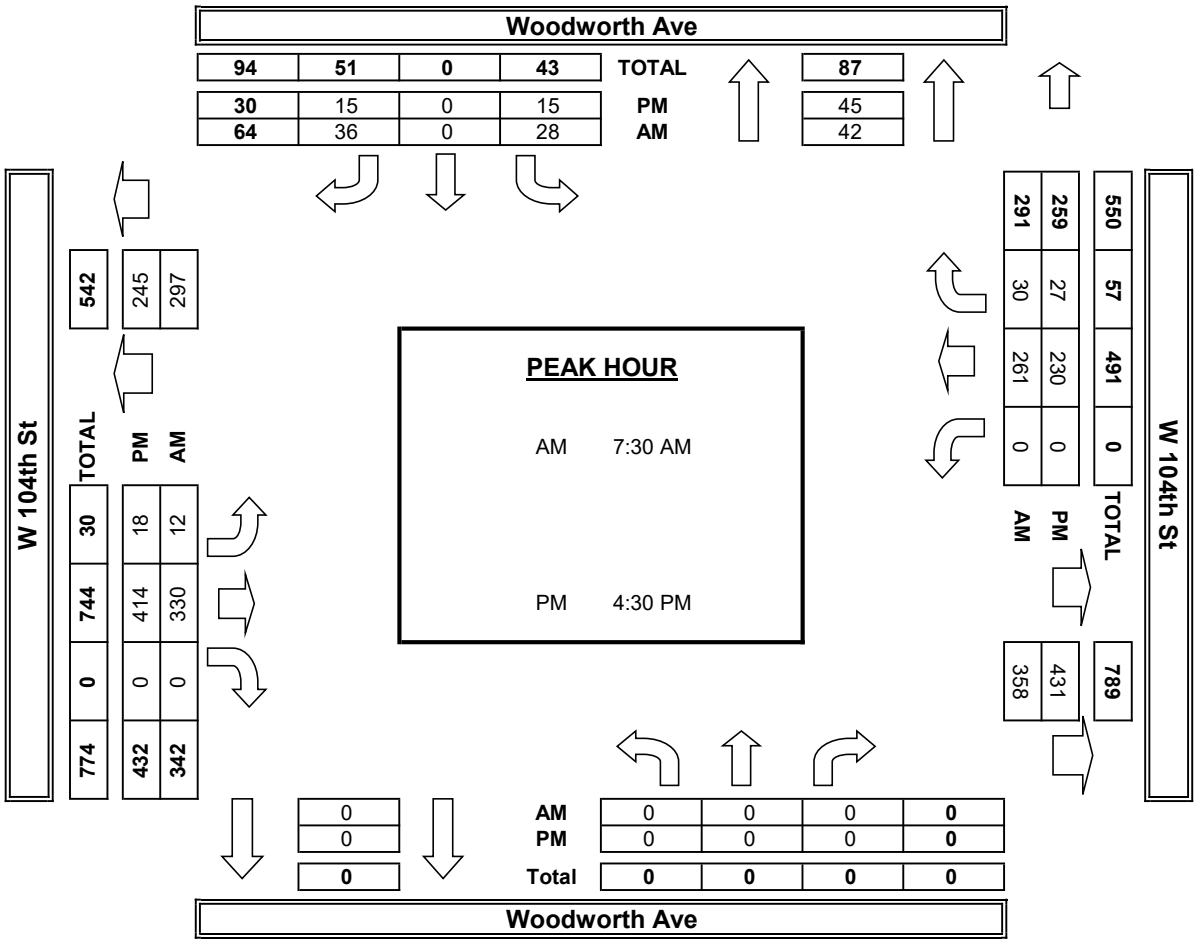
		NORTHBOUND Woodworth Ave			SOUTHBOUND Woodworth Ave			EASTBOUND W 104th St			WESTBOUND W 104th St				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	2	0	2	2	32	0	0	26	2	66	0	0	0	0	0
	7:15 AM	0	0	0	6	0	6	0	35	0	0	42	4	93	0	0	0	0	0
	7:30 AM	0	0	0	6	0	16	2	55	0	0	44	5	128	0	0	0	0	0
	7:45 AM	0	0	0	8	0	5	1	123	0	0	59	5	201	0	0	0	0	0
	8:00 AM	0	0	0	9	0	11	6	101	0	0	75	8	210	0	0	0	0	0
	8:15 AM	0	0	0	5	0	4	3	51	0	0	83	12	158	0	0	0	0	0
	8:30 AM	0	0	0	2	0	6	6	37	0	0	58	1	110	0	0	0	0	0
	8:45 AM	0	0	0	2	0	4	5	32	0	0	50	3	96	0	0	0	0	0
	VOLUMES	0	0	0	40	0	54	25	466	0	0	437	40	1,062	0	0	0	0	0
	APPROACH %	0%	0%	0%	43%	0%	57%	5%	95%	0%	0%	92%	8%						
	APP/DEPART	0	/	65	94	/	0	491	/	506	477	/	491	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	28	0	36	12	330	0	0	261	30	697	0	0	0	0	
	APPROACH %	0%	0%	0%	44%	0%	56%	4%	96%	0%	0%	90%	10%						
	PEAK HR FACTOR		0.000			0.727			0.690			0.766		0.830					
	APP/DEPART	0	/	42	64	/	0	342	/	358	291	/	297	0					
PM	4:00 PM	0	0	0	4	0	4	7	87	0	0	51	5	158	0	0	0	0	0
	4:15 PM	0	0	0	4	0	6	5	106	0	0	43	3	167	0	0	0	0	0
	4:30 PM	0	0	0	3	0	4	6	112	0	0	62	7	194	0	0	0	0	0
	4:45 PM	0	0	0	3	0	3	3	105	0	0	46	6	166	0	0	0	2	2
	5:00 PM	0	0	0	5	0	3	3	103	0	0	58	8	180	0	0	0	0	0
	5:15 PM	0	0	0	4	0	5	6	94	0	0	64	6	179	0	0	0	0	0
	5:30 PM	0	0	0	4	0	2	6	100	0	0	55	6	173	0	0	0	0	0
	5:45 PM	0	0	0	1	0	1	2	85	0	0	51	4	144	0	0	0	0	0
	VOLUMES	0	0	0	28	0	28	38	792	0	0	430	45	1,363	0	0	0	2	2
	APPROACH %	0%	0%	0%	50%	0%	50%	5%	95%	0%	0%	90%	9%						
	APP/DEPART	0	/	83	56	/	0	830	/	822	477	/	458	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	15	0	15	18	414	0	0	230	27	721	0	0	0	2	
	APPROACH %	0%	0%	0%	50%	0%	50%	4%	96%	0%	0%	89%	10%						
	PEAK HR FACTOR		0.000			0.833			0.915			0.925		0.929					
	APP/DEPART	0	/	45	30	/	0	432	/	431	259	/	245	0					



AimTD LLC

TURNING MOVEMENT COUNTS





APPENDIX C

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX C-1

INTERSECTION ANALYSIS
WORKSHEETS –
EXISTING CONDITIONS

Morningside Townhomes Project

Vistro File: K:\...\Inglewood_AM.vistro
Report File: K:\...\1 - EX_AM2.pdf

Scenario 8 EX AM V2
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.295	22.0	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	NB Left	0.528	45.2	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.362	10.5	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Right	0.479	24.4	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.511	19.8	B
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	EB Right	0.597	11.5	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.390	7.9	A
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Right	0.304	18.8	B
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.299	8.5	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.565	15.5	B
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.311	3.9	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.333	6.5	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	SB Left	0.556	45.1	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	SB Left	0.035	17.0	C
214	104th St at Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.521	11.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.295

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	242	5	222	8	1	4	5	458	133	81	861	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	242	5	222	8	1	4	5	458	133	81	861	21
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	1	61	2	0	1	1	126	36	22	236	6
Total Analysis Volume [veh/h]	266	5	244	9	1	4	5	503	146	89	945	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	32	0	0	32	0	26	46	0	10	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	33	0	15	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	15	15	4	4	4	1	77	77	8	84	84
g / C, Green / Cycle	0.13	0.13	0.13	0.03	0.03	0.03	0.01	0.64	0.64	0.06	0.70	0.70
(v / s)_i Volume / Saturation Flow Rate	0.10	0.10	0.10	0.01	0.00	0.00	0.00	0.12	0.13	0.05	0.19	0.01
s, saturation flow rate [veh/h]	1781	1686	1589	1781	1870	1589	1781	3560	1667	1781	5094	1589
c, Capacity [veh/h]	226	214	202	57	60	51	12	2292	1073	114	3572	1115
d1, Uniform Delay [s]	50.93	50.93	50.93	56.51	56.25	56.36	59.39	8.69	8.73	55.31	6.57	5.43
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.52	6.87	7.26	1.28	0.11	0.65	23.10	0.19	0.41	10.81	0.18	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.80	0.80	0.16	0.02	0.08	0.43	0.19	0.20	0.78	0.26	0.02
d, Delay for Lane Group [s/veh]	57.45	57.80	58.19	57.78	56.36	57.02	82.48	8.87	9.14	66.13	6.75	5.47
Lane Group LOS	E	E	E	E	E	E	F	A	A	E	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.70	5.42	5.13	0.29	0.03	0.13	0.23	2.30	2.30	3.00	2.79	0.18
50th-Percentile Queue Length [ft/ln]	142.61	135.56	128.36	7.15	0.78	3.18	5.66	57.39	57.48	74.89	69.68	4.38
95th-Percentile Queue Length [veh/ln]	9.62	9.24	8.85	0.52	0.06	0.23	0.41	4.13	4.14	5.39	5.02	0.32
95th-Percentile Queue Length [ft/ln]	240.53	231.04	221.27	12.88	1.41	5.72	10.18	103.30	103.47	134.80	125.42	7.88

Movement, Approach, & Intersection Results

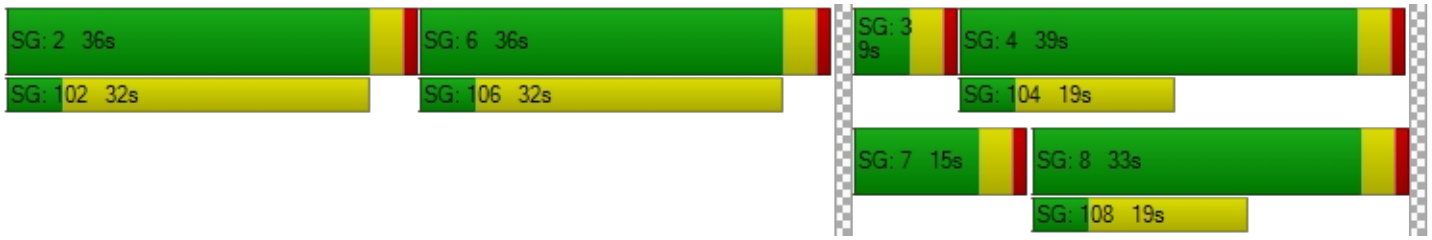
d_M, Delay for Movement [s/veh]	57.57	57.80	58.07	57.78	56.36	57.02	82.48	8.91	9.14	66.13	6.75	5.47
Movement LOS	E	E	E	E	E	E	F	A	A	E	A	A
d_A, Approach Delay [s/veh]	57.80			57.46			9.52			11.73		
Approach LOS	E			E			A			B		
d_I, Intersection Delay [s/veh]	21.96											
Intersection LOS	C											
Intersection V/C	0.295											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.329	2.158	2.968	2.962
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	583
d_b, Bicycle Delay [s]	32.27	32.27	34.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.409	1.583	1.919	2.141
Bicycle LOS	B	A	A	B

Sequence

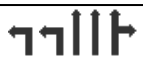
Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	45.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	271	716	45	92	890	165	197	314	129	113	859	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	716	45	92	890	165	197	314	129	113	859	209
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	184	12	24	228	42	51	81	33	29	220	54
Total Analysis Volume [veh/h]	278	735	46	94	914	169	202	322	132	116	882	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	10	33	0	11	34	0	8	32	0	18	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	37	0	11	36	0	11	36	0	16	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	27	27	7	26	26	9	63	63	6	60	60
g / C, Green / Cycle	0.07	0.23	0.23	0.06	0.22	0.22	0.08	0.53	0.53	0.05	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.03	0.05	0.18	0.11	0.06	0.09	0.08	0.03	0.21	0.21
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1689
c, Capacity [veh/h]	231	814	364	104	1123	350	261	1882	840	174	1793	851
d1, Uniform Delay [s]	56.00	44.98	36.76	56.17	44.44	40.81	54.48	14.66	14.54	55.99	18.68	18.70
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	101.57	4.05	0.15	23.11	1.49	1.03	4.91	0.20	0.40	4.35	0.71	1.50
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.21	0.90	0.13	0.90	0.81	0.48	0.78	0.17	0.16	0.67	0.41	0.42
d, Delay for Lane Group [s/veh]	157.57	49.03	36.91	79.28	45.93	41.84	59.40	14.85	14.94	60.34	19.39	20.20
Lane Group LOS	F	D	D	E	D	D	E	B	B	E	B	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.74	11.03	1.10	3.50	8.73	4.47	3.17	2.32	1.94	1.83	6.59	6.46
50th-Percentile Queue Length [ft/ln]	168.49	275.71	27.42	87.39	218.32	111.73	79.36	57.99	48.44	45.80	164.76	161.48
95th-Percentile Queue Length [veh/ln]	11.63	16.47	1.97	6.29	13.58	7.94	5.71	4.18	3.49	3.30	10.80	10.63
95th-Percentile Queue Length [ft/ln]	290.63	411.87	49.36	157.31	339.48	198.41	142.85	104.38	87.19	82.44	270.01	265.69

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	157.57	49.03	36.91	79.28	45.93	41.84	59.40	14.85	14.94	60.34	19.52	20.20
Movement LOS	F	D	D	E	D	D	E	B	B	E	B	C
d_A, Approach Delay [s/veh]	76.99			48.01			28.59			23.54		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	45.15											
Intersection LOS	D											
Intersection V/C	0.528											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.011	2.934	2.983	2.842
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	533	533	617
d_b, Bicycle Delay [s]	31.54	32.27	32.27	28.70
l_b,int, Bicycle LOS Score for Intersection	2.433	2.207	2.101	2.227
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	901	127	51	873	25	58	66	62	83	59	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	901	127	51	873	25	58	66	62	83	59	51
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	239	34	14	231	7	15	17	16	22	16	14
Total Analysis Volume [veh/h]	89	955	135	54	926	27	62	70	66	88	63	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	15	0	0	15	0	0	37	0	0	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	0	53	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	74	74	74	74	74	74	18	18
g / C, Green / Cycle	0.74	0.74	0.74	0.74	0.74	0.74	0.18	0.18
(v / s)_i Volume / Saturation Flow Rate	0.15	0.20	0.21	0.10	0.18	0.18	0.13	0.16
s, saturation flow rate [veh/h]	589	3560	1754	517	3560	1843	1468	1306
c, Capacity [veh/h]	465	2634	1298	411	2634	1364	312	287
d1, Uniform Delay [s]	6.52	4.25	4.26	6.60	4.11	4.11	38.45	39.74
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.91	0.26	0.53	0.66	0.21	0.41	2.14	3.32
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.28	0.28	0.13	0.24	0.24	0.64	0.72
d, Delay for Lane Group [s/veh]	7.43	4.52	4.79	7.26	4.32	4.52	40.60	43.06
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.79	2.09	2.17	0.48	1.74	1.88	4.71	5.12
50th-Percentile Queue Length [ft/ln]	19.64	52.32	54.13	11.95	43.41	46.90	117.87	128.09
95th-Percentile Queue Length [veh/ln]	1.41	3.77	3.90	0.86	3.13	3.38	8.28	8.84
95th-Percentile Queue Length [ft/ln]	35.35	94.18	97.44	21.52	78.13	84.42	206.90	220.90

Movement, Approach, & Intersection Results

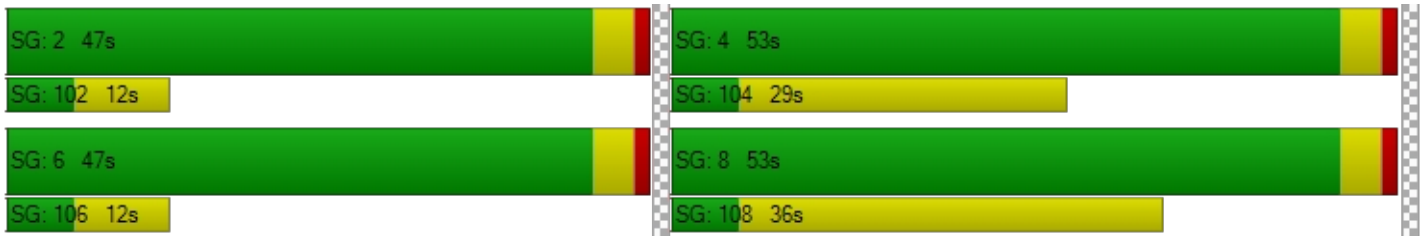
d_M, Delay for Movement [s/veh]	7.43	4.58	4.79	7.26	4.38	4.52	40.60	40.60	40.60	43.06	43.06	43.06
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.82			4.54			40.60			43.06		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.48											
Intersection LOS	B											
Intersection V/C	0.362											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.226	3.074	2.032	2.024
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	860	860	980	980
d_b, Bicycle Delay [s]	16.25	16.25	13.01	13.01
l_b,int, Bicycle LOS Score for Intersection	2.208	2.113	1.886	1.898
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	24.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	33	244	123	67	126	18	63	155	33	71	112	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	244	123	67	126	18	63	155	33	71	112	158
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	66	33	18	34	5	17	42	9	19	30	43
Total Analysis Volume [veh/h]	36	265	134	73	137	20	68	168	36	77	122	172
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	41	0	0	41	0	0	21	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	61	0	0	61	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	65	65	65	65	27	27
g / C, Green / Cycle	0.65	0.65	0.65	0.65	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.03	0.23	0.07	0.09	0.21	0.25
s, saturation flow rate [veh/h]	1229	1765	985	1829	1283	1466
c, Capacity [veh/h]	804	1141	591	1182	396	445
d1, Uniform Delay [s]	8.43	8.08	12.11	6.84	32.16	35.14
k, delay calibration	0.50	0.50	0.50	0.50	0.17	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.85	0.43	0.23	3.22	9.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.35	0.12	0.13	0.69	0.83
d, Delay for Lane Group [s/veh]	8.53	8.93	12.54	7.07	35.38	44.30
Lane Group LOS	A	A	B	A	D	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.34	3.97	0.88	1.27	6.20	9.87
50th-Percentile Queue Length [ft/ln]	8.55	99.23	22.03	31.77	154.95	246.80
95th-Percentile Queue Length [veh/ln]	0.62	7.14	1.59	2.29	10.28	15.02
95th-Percentile Queue Length [ft/ln]	15.39	178.61	39.66	57.18	257.02	375.62

Movement, Approach, & Intersection Results

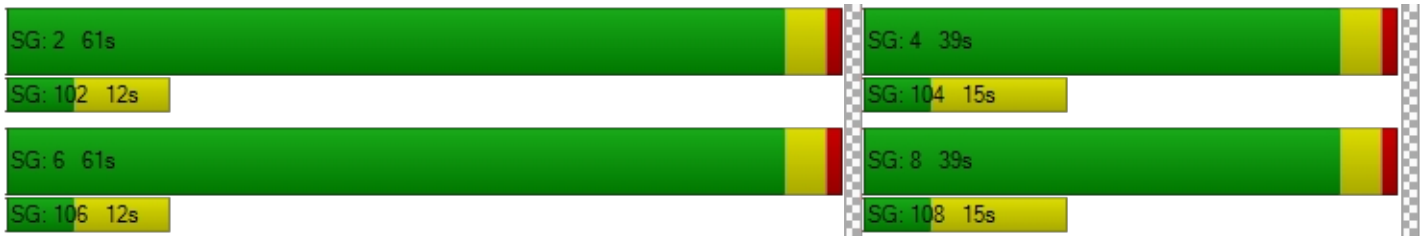
d_M, Delay for Movement [s/veh]	8.53	8.93	8.93	12.54	7.07	7.07	35.38	35.38	35.38	44.30	44.30	44.30
Movement LOS	A	A	A	B	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	8.89			8.81			35.38			44.30		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	24.43											
Intersection LOS	C											
Intersection V/C	0.479											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.242	2.282	1.992	2.128
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1140	1140	700	700
d_b, Bicycle Delay [s]	9.25	9.25	21.13	21.13
l_b,int, Bicycle LOS Score for Intersection	2.277	1.939	2.008	2.172
Bicycle LOS	B	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	19.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.511

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	143	880	19	23	1008	105	92	91	55	33	163	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	880	19	23	1008	105	92	91	55	33	163	68
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	230	5	6	264	27	24	24	14	9	43	18
Total Analysis Volume [veh/h]	150	921	20	24	1055	110	96	95	58	35	171	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	19	24	0	5	10	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	58	0	9	28	0	0	33	0	0	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	62	62	2	54	54	23	23
g / C, Green / Cycle	0.10	0.62	0.62	0.02	0.54	0.54	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.01	0.22	0.22	0.21	0.17
s, saturation flow rate [veh/h]	1781	3560	1850	1781	3560	1781	1193	1676
c, Capacity [veh/h]	187	2225	1156	44	1939	970	325	427
d1, Uniform Delay [s]	43.75	8.52	8.52	48.23	13.27	13.27	37.41	35.15
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.24	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.81	0.31	0.60	10.33	0.62	1.24	8.21	2.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.28	0.28	0.55	0.40	0.40	0.77	0.65
d, Delay for Lane Group [s/veh]	51.56	8.83	9.12	58.55	13.88	14.51	45.62	37.22
Lane Group LOS	D	A	A	E	B	B	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.01	2.93	3.14	0.71	5.02	5.20	6.70	6.34
50th-Percentile Queue Length [ft/ln]	100.20	73.17	78.40	17.86	125.40	129.88	167.55	158.50
95th-Percentile Queue Length [veh/ln]	7.21	5.27	5.65	1.29	8.69	8.93	10.95	10.47
95th-Percentile Queue Length [ft/ln]	180.36	131.71	141.13	32.15	217.23	223.34	273.70	261.73

Movement, Approach, & Intersection Results

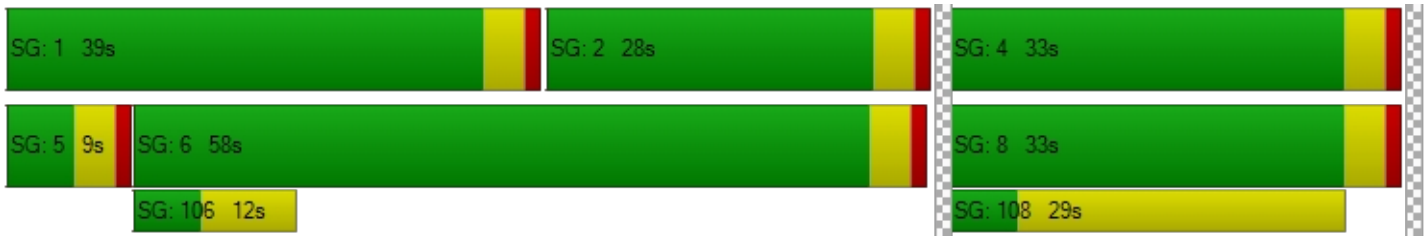
d_M, Delay for Movement [s/veh]	51.56	8.93	9.12	58.55	14.05	14.51	45.62	45.62	45.62	37.22	37.22	37.22
Movement LOS	D	A	A	E	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	14.79			14.99			45.62			37.22		
Approach LOS	B			B			D			D		
d_I, Intersection Delay [s/veh]	19.82											
Intersection LOS	B											
Intersection V/C	0.511											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.148	0.000	0.000	1.924
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	480	580	580
d_b, Bicycle Delay [s]	10.58	28.88	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.160	2.214	1.970	2.017
Bicycle LOS	B	B	A	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.597

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	172	1089	8	6	1085	148	177	5	226	0	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	172	1089	8	6	1085	148	177	5	226	0	3	6
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	288	2	2	287	39	47	1	60	0	1	2
Total Analysis Volume [veh/h]	182	1154	8	6	1149	157	188	5	239	0	3	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	80	0	0	80	0	0	32	0	0	32	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.43	0.21	0.21	0.01	0.25	0.25	0.13	0.17	0.01
s, saturation flow rate [veh/h]	421	3560	1863	483	3560	1757	1450	1446	1671
c, Capacity [veh/h]	330	2598	1360	375	2598	1282	347	275	354
d1, Uniform Delay [s]	13.29	4.65	4.65	7.07	4.84	4.84	37.56	39.27	32.96
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.52	0.29	0.55	0.08	0.35	0.71	1.39	8.19	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.55	0.29	0.29	0.02	0.34	0.34	0.56	0.87	0.03
d, Delay for Lane Group [s/veh]	19.81	4.94	5.20	7.15	5.19	5.55	38.95	47.46	32.99
Lane Group LOS	B	A	A	A	A	A	D	D	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.13	2.34	2.55	0.05	2.79	2.89	4.49	6.25	0.18
50th-Percentile Queue Length [ft/ln]	78.13	58.47	63.67	1.34	69.86	72.22	112.28	156.14	4.51
95th-Percentile Queue Length [veh/ln]	5.63	4.21	4.58	0.10	5.03	5.20	7.97	10.34	0.32
95th-Percentile Queue Length [ft/ln]	140.63	105.25	114.61	2.41	125.75	130.00	199.17	258.60	8.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.81	5.02	5.20	7.15	5.28	5.55	38.95	38.95	47.46	32.99	32.99	32.99
Movement LOS	B	A	A	A	A	A	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	7.03			5.32			43.66			32.99		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	11.49											
Intersection LOS	B											
Intersection V/C	0.597											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.238	2.457	1.964
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.299	2.281	1.916	1.574
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	7.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	1189	43	46	1217	22	11	17	7	102	29	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1189	43	46	1217	22	11	17	7	102	29	85
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	316	11	12	324	6	3	5	2	27	8	23
Total Analysis Volume [veh/h]	13	1265	46	49	1295	23	12	18	7	109	31	90
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	92	0	0	92	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	75	75	75	75	17	17
g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.03	0.24	0.24	0.12	0.24	0.24	0.02	0.15
s, saturation flow rate [veh/h]	417	3560	1837	419	3560	1853	1553	1574
c, Capacity [veh/h]	342	2682	1383	344	2682	1396	307	315
d1, Uniform Delay [s]	6.37	4.02	4.02	6.97	4.02	4.02	35.44	40.39
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.32	0.62	0.87	0.32	0.61	0.17	3.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.32	0.32	0.14	0.32	0.32	0.12	0.73
d, Delay for Lane Group [s/veh]	6.57	4.34	4.64	7.84	4.34	4.64	35.62	43.62
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.11	2.37	2.56	0.46	2.38	2.59	0.78	5.73
50th-Percentile Queue Length [ft/ln]	2.79	59.34	64.11	11.56	59.52	64.82	19.52	143.36
95th-Percentile Queue Length [veh/ln]	0.20	4.27	4.62	0.83	4.29	4.67	1.41	9.66
95th-Percentile Queue Length [ft/ln]	5.02	106.82	115.39	20.82	107.14	116.68	35.14	241.55

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	6.57	4.43	4.64	7.84	4.44	4.64	35.62	35.62	35.62	43.62	43.62	43.62
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.46			4.57			35.62			43.62		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	7.94											
Intersection LOS	A											
Intersection V/C	0.390											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.137	0.000	1.791	1.958
Crosswalk LOS	C	F	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.288	2.311	1.621	1.939
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	256	5	22	197	24	49	33	12	18	94	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	256	5	22	197	24	49	33	12	18	94	111
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	70	1	6	54	7	13	9	3	5	26	31
Total Analysis Volume [veh/h]	11	282	6	24	217	26	54	36	13	20	104	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	52	0	0	52	0	0	48	0	0	48	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	76	76	16	16
g / C, Green / Cycle	0.76	0.76	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.16	0.15	0.11	0.14
s, saturation flow rate [veh/h]	1843	1758	978	1732
c, Capacity [veh/h]	1429	1367	216	324
d1, Uniform Delay [s]	3.56	3.50	38.12	40.63
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.33	0.32	1.63	3.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.20	0.48	0.76
d, Delay for Lane Group [s/veh]	3.90	3.82	39.76	44.28
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.52	1.41	2.42	6.15
50th-Percentile Queue Length [ft/ln]	37.90	35.14	60.46	153.76
95th-Percentile Queue Length [veh/ln]	2.73	2.53	4.35	10.22
95th-Percentile Queue Length [ft/ln]	68.21	63.25	108.83	255.44

Movement, Approach, & Intersection Results

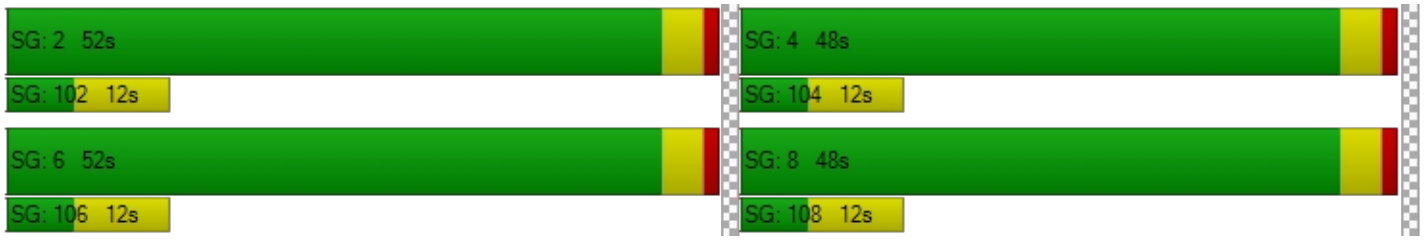
d_M, Delay for Movement [s/veh]	3.90	3.90	3.90	3.82	3.82	3.82	39.76	39.76	39.76	44.28	44.28	44.28
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.90			3.82			39.76			44.28		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	18.77											
Intersection LOS	B											
Intersection V/C	0.304											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.018	2.093	1.856	1.908
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	960	960	880	880
d_b, Bicycle Delay [s]	13.52	13.52	15.68	15.68
l_b,int, Bicycle LOS Score for Intersection	2.053	2.000	1.730	1.966
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.299

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	2	9	1	3	2	0	55	10	20	197	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	9	1	3	2	0	55	10	20	197	1
Peak Hour Factor	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	3	0	1	1	0	16	3	6	59	0
Total Analysis Volume [veh/h]	23	2	11	1	4	2	0	66	12	24	235	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	779	787	857	871
Degree of Utilization, x	0.05	0.01	0.09	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.15	0.03	0.30	1.26
95th-Percentile Queue Length [ft]	3.63	0.67	7.49	31.40
Approach Delay [s/veh]	7.85	7.61	7.62	8.88
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.50			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	902	97	149	1145	0	0	1	7	240	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	902	97	149	1145	0	0	1	7	240	0	156
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	25	39	299	0	0	0	2	63	0	41
Total Analysis Volume [veh/h]	1	942	101	156	1195	0	0	1	7	251	0	163
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	53	0	0	53	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	65	0	0	65	0	0	35	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	63	63	63	63	29	29
g / C, Green / Cycle	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20	0.20	0.29	0.22	0.22	0.00	0.28
s, saturation flow rate [veh/h]	1868	1702	1613	541	3560	1870	1610	1497
c, Capacity [veh/h]	1207	1066	1011	347	2231	1172	508	497
d1, Uniform Delay [s]	8.72	8.73	8.74	16.93	8.94	8.94	25.09	34.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.37
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.67	0.80	0.84	4.15	0.44	0.83	0.01	11.64
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.32	0.32	0.45	0.35	0.35	0.02	0.83
d, Delay for Lane Group [s/veh]	9.40	9.52	9.58	21.08	9.37	9.77	25.10	45.91
Lane Group LOS	A	A	A	C	A	A	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.74	3.44	3.29	2.75	3.89	4.21	0.14	11.18
50th-Percentile Queue Length [ft/ln]	93.48	85.90	82.19	68.84	97.17	105.27	3.41	279.55
95th-Percentile Queue Length [veh/ln]	6.73	6.19	5.92	4.96	7.00	7.58	0.25	16.67
95th-Percentile Queue Length [ft/ln]	168.26	154.63	147.94	123.92	174.91	189.41	6.14	416.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.40	9.49	9.58	21.08	9.51	9.77	25.10	25.10	25.10	45.91	45.91	45.91
Movement LOS	A	A	A	C	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	9.50			10.85			25.10			45.91		
Approach LOS	A			B			C			D		
d_I, Intersection Delay [s/veh]	15.54											
Intersection LOS	B											
Intersection V/C	0.565											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.943	0.000	2.271
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1220	1220	620	620
d_b, Bicycle Delay [s]	7.61	7.61	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.134	2.303	1.573	2.243
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.311

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	14	971	1269	27	71	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	971	1269	27	71	25
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	254	332	7	19	7
Total Analysis Volume [veh/h]	15	1015	1326	28	74	26
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	12	12	0	40	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	48	48	0	52	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	85	85	85	85	7
g / C, Green / Cycle	0.85	0.85	0.85	0.85	0.07
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.25	0.24	0.06
s, saturation flow rate [veh/h]	402	5094	3560	1850	1727
c, Capacity [veh/h]	379	4303	3008	1563	130
d1, Uniform Delay [s]	2.92	1.50	1.61	1.59	45.39
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.13	0.26	0.47	9.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.24	0.30	0.29	0.77
d, Delay for Lane Group [s/veh]	3.12	1.63	1.87	2.06	54.59
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	0.65	0.96	1.05	2.75
50th-Percentile Queue Length [ft/ln]	1.95	16.21	24.03	26.16	68.85
95th-Percentile Queue Length [veh/ln]	0.14	1.17	1.73	1.88	4.96
95th-Percentile Queue Length [ft/ln]	3.51	29.18	43.26	47.08	123.94

Movement, Approach, & Intersection Results

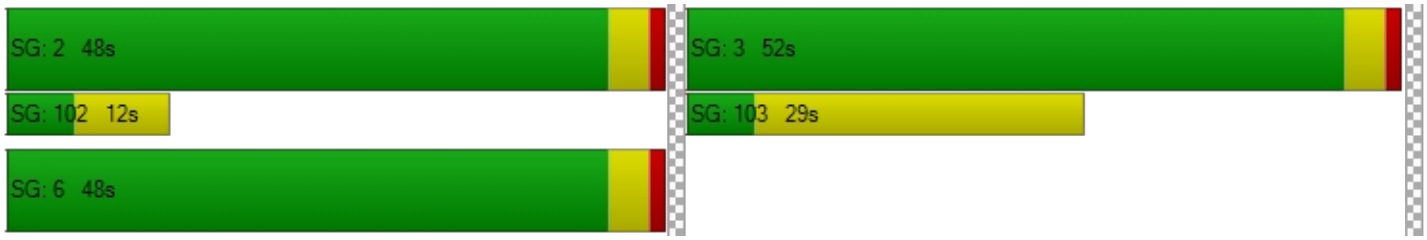
d_M, Delay for Movement [s/veh]	3.12	1.63	1.93	2.06	54.59	54.59
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	1.65		1.93		54.59	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.94					
Intersection LOS	A					
Intersection V/C	0.311					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.932	0.000	1.813
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	880	880	960
d_b, Bicycle Delay [s]	15.68	15.68	13.52
l_b,int, Bicycle LOS Score for Intersection	2.126	2.304	1.725
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	32	851	24	56	1241	19	53	13	25	65	18	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	851	24	56	1241	19	53	13	25	65	18	51
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	224	6	15	327	5	14	3	7	17	5	13
Total Analysis Volume [veh/h]	34	896	25	59	1306	20	56	14	26	68	19	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	37	0	0	37	0	0	63	0	0	63	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	81	81	81	81	81	81	11	11
g / C, Green / Cycle	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.10	0.24	0.24	0.07	0.09
s, saturation flow rate [veh/h]	413	3560	1844	607	3560	1856	1470	1605
c, Capacity [veh/h]	366	2896	1500	519	2896	1509	214	225
d1, Uniform Delay [s]	4.55	2.10	2.10	3.85	2.31	2.31	42.50	43.58
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.50	0.16	0.32	0.44	0.27	0.51	1.47	2.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.21	0.21	0.11	0.30	0.30	0.45	0.63
d, Delay for Lane Group [s/veh]	5.05	2.27	2.42	4.30	2.58	2.82	43.97	46.44
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.24	0.90	1.00	0.35	1.43	1.59	2.34	3.56
50th-Percentile Queue Length [ft/ln]	6.02	22.51	24.96	8.83	35.63	39.71	58.43	89.07
95th-Percentile Queue Length [veh/ln]	0.43	1.62	1.80	0.64	2.57	2.86	4.21	6.41
95th-Percentile Queue Length [ft/ln]	10.84	40.52	44.93	15.89	64.13	71.48	105.18	160.32

Movement, Approach, & Intersection Results

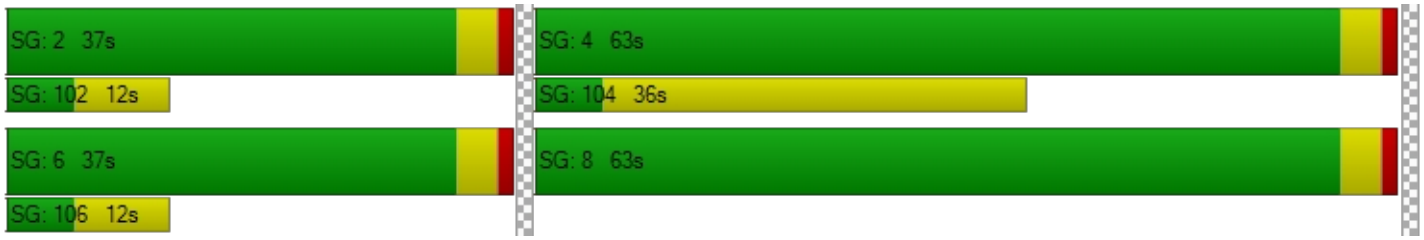
d_M, Delay for Movement [s/veh]	5.05	2.32	2.42	4.30	2.66	2.82	43.97	43.97	43.97	46.44	46.44	46.44
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.42			2.73			43.97			46.44		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.54											
Intersection LOS	A											
Intersection V/C	0.333											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.195	1.852	1.922
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	660	1180	1180
d_b, Bicycle Delay [s]	22.45	22.45	8.41	8.41
l_b,int, Bicycle LOS Score for Intersection	2.085	2.321	1.718	1.792
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	45.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	425	37	266	749	71	180	440	91	88	956	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	425	37	266	749	71	180	440	91	88	956	460
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	110	10	69	194	18	47	114	24	23	248	119
Total Analysis Volume [veh/h]	83	440	38	276	776	74	187	456	94	91	991	477
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	30	45	0	17	32	0	5	27	0	5	27	27
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	45	63	0	18	36	0	9	30	0	9	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	16	16	14	23	23	9	69	69	5	65	83
g / C, Green / Cycle	0.06	0.13	0.13	0.12	0.19	0.19	0.07	0.58	0.58	0.04	0.54	0.69
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.02	0.15	0.16	0.16	0.05	0.10	0.11	0.03	0.19	0.30
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1788	3459	3560	1713	3459	5094	1589
c, Capacity [veh/h]	108	671	209	208	668	336	254	2050	987	147	2775	1104
d1, Uniform Delay [s]	55.52	49.51	46.34	53.00	47.07	47.09	54.44	12.04	12.07	56.51	15.44	7.99
k, delay calibration	0.11	0.11	0.11	0.48	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.76	1.10	0.41	176.18	3.07	5.96	4.09	0.19	0.41	4.23	0.36	1.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.66	0.18	1.33	0.85	0.85	0.73	0.18	0.18	0.62	0.36	0.43
d, Delay for Lane Group [s/veh]	66.28	50.61	46.75	229.18	50.14	53.05	58.53	12.23	12.48	60.74	15.80	9.22
Lane Group LOS	E	D	D	F	D	D	E	B	B	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.80	4.25	1.04	16.42	8.42	8.74	2.91	2.37	2.39	1.44	5.13	5.34
50th-Percentile Queue Length [ft/ln]	69.97	106.34	25.97	410.39	210.40	218.61	72.79	59.17	59.74	36.08	128.25	133.55
95th-Percentile Queue Length [veh/ln]	5.04	7.64	1.87	25.69	13.17	13.59	5.24	4.26	4.30	2.60	8.84	9.13
95th-Percentile Queue Length [ft/ln]	125.95	190.90	46.75	642.20	329.35	339.85	131.02	106.51	107.53	64.94	221.11	228.31

Movement, Approach, & Intersection Results

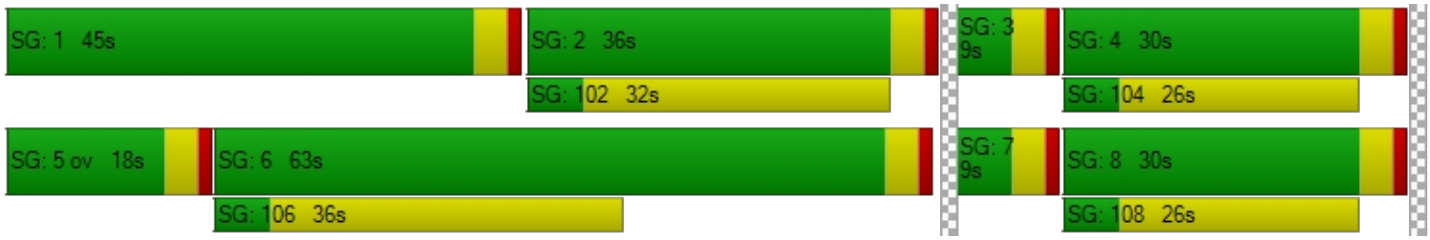
d_M, Delay for Movement [s/veh]	66.28	50.61	46.75	229.18	50.93	53.05	58.53	12.28	12.48	60.74	15.80	9.22
Movement LOS	E	D	D	F	D	D	E	B	B	E	B	A
d_A, Approach Delay [s/veh]	52.67			94.76			24.04			16.41		
Approach LOS	D			F			C			B		
d_I, Intersection Delay [s/veh]	45.08											
Intersection LOS	D											
Intersection V/C	0.556											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.130	2.920	2.970	3.117
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	983	533	433	433
d_b, Bicycle Delay [s]	15.50	32.27	36.82	36.82
l_b,int, Bicycle LOS Score for Intersection	1.868	2.179	1.965	2.417
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	17.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.035

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	0	12	10	331	0	0	298	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	9	0	12	10	331	0	0	298	6
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	0	4	3	98	0	0	88	2
Total Analysis Volume [veh/h]	0	0	0	11	0	14	12	392	0	0	353	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	16.90	16.10	10.48	17.00	16.52	10.71	8.02	0.00	0.00	8.09	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.18	0.18	0.18	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	4.40	4.40	4.40	0.50	0.50	0.50	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	14.49			13.48			0.24			0.00		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	0.55											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St at Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	11.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.521

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	28	0	36	12	330	0	0	261	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	28	0	36	12	330	0	0	261	30
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	8	0	11	4	99	0	0	79	9
Total Analysis Volume [veh/h]	0	0	0	34	0	43	14	398	0	0	314	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	620	670	792	791
Degree of Utilization, x	0.00	0.12	0.52	0.44

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.39	3.06	2.28
95th-Percentile Queue Length [ft]	0.00	9.70	76.49	57.08
Approach Delay [s/veh]	0.00	9.08	12.38	11.10
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	11.54			
Intersection LOS	B			

Morningside Townhomes Project

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Report File: K:\...\1 - EX_PM.pdf

Scenario 9 EX PM V2
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.441	24.7	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	NB Left	0.648	47.7	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.396	10.5	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.497	24.1	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.543	20.8	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	EB Left	0.679	16.4	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.362	5.5	A
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.300	15.0	B
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.155	7.8	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.862	10.4	B
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.385	6.0	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Right	0.348	6.3	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	SB Left	0.608	37.4	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	SB Left	0.018	17.8	C
214	104th St and Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.558	11.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.441

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	256	4	249	10	15	11	6	962	202	133	745	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	256	4	249	10	15	11	6	962	202	133	745	3
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	1	68	3	4	3	2	262	55	36	203	1
Total Analysis Volume [veh/h]	279	4	272	11	16	12	7	1049	220	145	812	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	12	33	0	15	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	16	7	7	7	1	69	69	12	79	79
g / C, Green / Cycle	0.14	0.14	0.14	0.06	0.06	0.06	0.01	0.57	0.57	0.10	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.11	0.01	0.01	0.01	0.00	0.24	0.24	0.08	0.16	0.00
s, saturation flow rate [veh/h]	1781	1676	1589	1781	1870	1589	1781	3560	1709	1781	5094	1589
c, Capacity [veh/h]	242	227	216	109	115	98	16	2033	976	175	3365	1050
d1, Uniform Delay [s]	50.36	50.36	50.37	53.18	53.31	53.26	59.17	14.54	14.55	53.08	8.22	6.92
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.38	6.78	7.16	0.40	0.55	0.56	18.11	0.64	1.34	9.41	0.17	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.81	0.81	0.10	0.14	0.12	0.44	0.42	0.42	0.83	0.24	0.00
d, Delay for Lane Group [s/veh]	56.73	57.15	57.53	53.58	53.86	53.81	77.28	15.18	15.89	62.49	8.39	6.93
Lane Group LOS	E	E	E	D	D	D	E	B	B	E	A	A
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.13	5.80	5.53	0.33	0.48	0.36	0.29	6.61	6.55	4.75	2.76	0.03
50th-Percentile Queue Length [ft/ln]	153.19	145.00	138.18	8.16	11.90	8.97	7.29	165.37	163.75	118.66	68.99	0.67
95th-Percentile Queue Length [veh/ln]	10.19	9.75	9.38	0.59	0.86	0.65	0.52	10.83	10.75	8.32	4.97	0.05
95th-Percentile Queue Length [ft/ln]	254.68	243.74	234.57	14.70	21.42	16.14	13.12	270.82	268.68	207.99	124.19	1.20

Movement, Approach, & Intersection Results

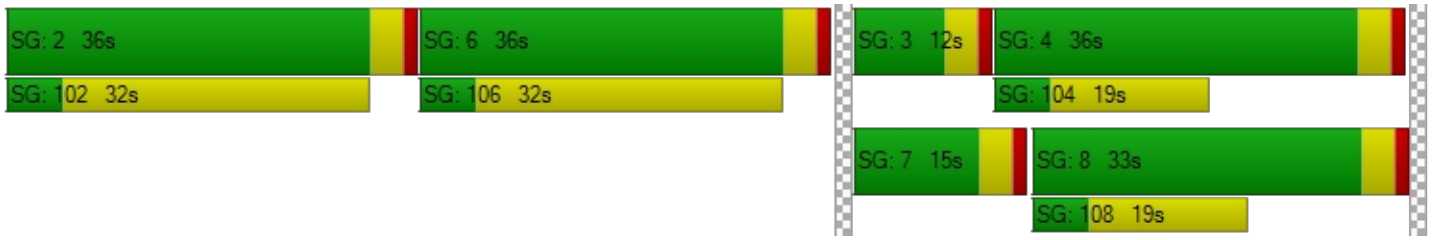
d_M, Delay for Movement [s/veh]	56.87	57.15	57.40	53.58	53.86	53.81	77.28	15.31	15.89	62.49	8.39	6.93
Movement LOS	E	E	E	D	D	D	E	B	B	E	A	A
d_A, Approach Delay [s/veh]	57.12			53.77			15.75			16.56		
Approach LOS	E			D			B			B		
d_I, Intersection Delay [s/veh]	24.66											
Intersection LOS	C											
Intersection V/C	0.441											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.374	2.159	3.031	3.020
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	533
d_b, Bicycle Delay [s]	32.27	32.27	34.50	32.27
l_b,int, Bicycle LOS Score for Intersection	2.475	1.624	2.261	2.088
Bicycle LOS	B	A	B	B

Sequence

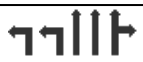
Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	47.7
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.648

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	329	746	78	211	902	279	369	977	345	87	711	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	329	746	78	211	902	279	369	977	345	87	711	70
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	192	20	54	233	72	95	252	89	22	183	18
Total Analysis Volume [veh/h]	340	770	80	218	931	288	381	1008	356	90	734	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	29	63	0	34	68	0	49	71	0	26	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	33	0	17	36	0	17	36	0	14	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	28	28	13	31	31	14	58	58	5	49	49
g / C, Green / Cycle	0.08	0.23	0.23	0.11	0.26	0.26	0.12	0.48	0.48	0.04	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.10	0.22	0.05	0.12	0.18	0.18	0.11	0.28	0.22	0.03	0.15	0.15
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1786
c, Capacity [veh/h]	288	828	370	193	1312	410	405	1721	768	142	1450	728
d1, Uniform Delay [s]	55.00	45.08	37.20	53.50	40.46	40.38	52.57	22.35	20.65	56.64	24.80	24.83
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	88.91	5.30	0.29	72.58	0.72	2.21	10.93	1.47	2.01	4.59	0.72	1.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.18	0.93	0.22	1.13	0.71	0.70	0.94	0.59	0.46	0.63	0.37	0.37
d, Delay for Lane Group [s/veh]	143.91	50.38	37.49	126.08	41.18	42.59	63.51	23.82	22.65	61.23	25.53	26.29
Lane Group LOS	F	D	D	F	D	D	E	C	C	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.91	11.76	1.94	9.70	8.39	7.94	6.30	10.41	6.99	1.43	5.46	5.67
50th-Percentile Queue Length [ft/ln]	197.73	293.96	48.54	242.43	209.72	198.52	157.42	260.35	174.87	35.86	136.45	141.65
95th-Percentile Queue Length [veh/ln]	13.23	17.38	3.49	15.52	13.14	12.56	10.41	15.71	11.33	2.58	9.29	9.57
95th-Percentile Queue Length [ft/ln]	330.80	434.55	87.37	388.10	328.47	314.06	260.31	392.66	283.30	64.55	232.23	239.24

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	143.91	50.38	37.49	126.08	41.18	42.59	63.51	23.82	22.65	61.23	25.73	26.29
Movement LOS	F	D	D	F	D	D	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	76.24			54.34			32.24			29.34		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	47.72											
Intersection LOS	D											
Intersection V/C	0.648											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.054	2.980	3.119	2.916
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	533	533	483
d_b, Bicycle Delay [s]	34.50	32.27	32.27	34.50
l_b,int, Bicycle LOS Score for Intersection	2.541	2.350	2.999	2.052
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.5
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.396

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	44	742	140	122	1245	46	24	148	62	71	58	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	742	140	122	1245	46	24	148	62	71	58	48
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	196	37	32	329	12	6	39	16	19	15	13
Total Analysis Volume [veh/h]	47	784	148	129	1316	49	25	156	66	75	61	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	16	0	0	16	0	0	36	0	0	36	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	43	0	0	57	0	0	57	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	75	75	75	75	17	17
g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.12	0.18	0.18	0.21	0.25	0.25	0.14	0.14
s, saturation flow rate [veh/h]	398	3560	1723	600	3560	1836	1773	1308
c, Capacity [veh/h]	315	2683	1298	460	2683	1383	335	268
d1, Uniform Delay [s]	8.63	3.69	3.69	7.97	4.07	4.07	40.28	40.36
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.00	0.20	0.43	1.52	0.34	0.66	3.18	3.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.23	0.24	0.28	0.34	0.34	0.74	0.70
d, Delay for Lane Group [s/veh]	9.63	3.89	4.12	9.49	4.41	4.72	43.45	43.62
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.51	1.58	1.62	1.33	2.51	2.71	6.10	4.69
50th-Percentile Queue Length [ft/ln]	12.77	39.44	40.55	33.32	62.70	67.71	152.53	117.31
95th-Percentile Queue Length [veh/ln]	0.92	2.84	2.92	2.40	4.51	4.87	10.15	8.25
95th-Percentile Queue Length [ft/ln]	22.99	70.99	72.99	59.97	112.86	121.87	253.81	206.13

Movement, Approach, & Intersection Results

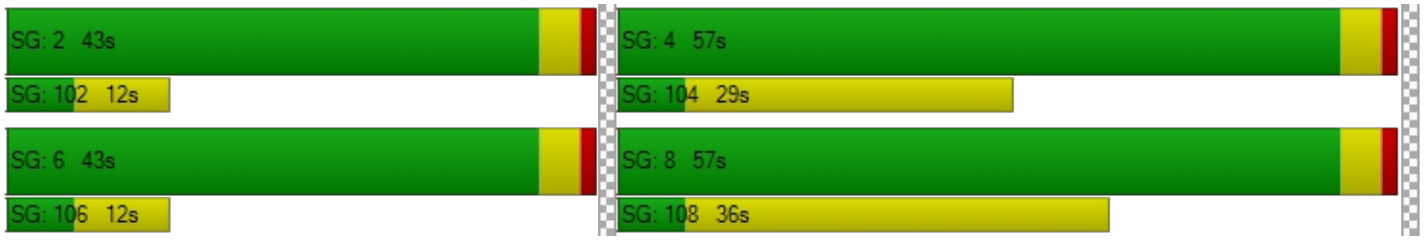
d_M, Delay for Movement [s/veh]	9.63	3.94	4.12	9.49	4.51	4.72	43.45	43.45	43.45	43.62	43.62	43.62
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.24			4.94			43.45			43.62		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.47											
Intersection LOS	B											
Intersection V/C	0.396											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.226	3.055	1.985	2.207
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	780	780	1060	1060
d_b, Bicycle Delay [s]	18.61	18.61	11.05	11.05
l_b,int, Bicycle LOS Score for Intersection	2.098	2.381	1.967	1.868
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	276	55	136	236	42	114	214	32	41	79	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	276	55	136	236	42	114	214	32	41	79	150
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	76	15	37	65	12	31	59	9	11	22	41
Total Analysis Volume [veh/h]	32	304	61	150	260	46	126	236	35	45	87	165
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	33	0	0	33	0	0	19	0	0	19	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	62	0	0	62	0	0	38	0	0	38	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	60	60	32	32
g / C, Green / Cycle	0.60	0.60	0.60	0.60	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.03	0.20	0.15	0.17	0.30	0.19
s, saturation flow rate [veh/h]	1073	1816	1017	1822	1340	1539
c, Capacity [veh/h]	620	1100	572	1103	469	525
d1, Uniform Delay [s]	12.32	9.73	15.14	9.34	34.00	28.59
k, delay calibration	0.50	0.50	0.50	0.50	0.36	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	0.81	1.11	0.62	12.95	1.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.33	0.26	0.28	0.85	0.57
d, Delay for Lane Group [s/veh]	12.48	10.54	16.26	9.97	46.95	29.80
Lane Group LOS	B	B	B	A	D	C
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.39	4.05	2.16	3.17	10.92	6.11
50th-Percentile Queue Length [ft/ln]	9.71	101.17	53.94	79.18	272.93	152.76
95th-Percentile Queue Length [veh/ln]	0.70	7.28	3.88	5.70	16.34	10.16
95th-Percentile Queue Length [ft/ln]	17.47	182.11	97.08	142.53	408.39	254.10

Movement, Approach, & Intersection Results

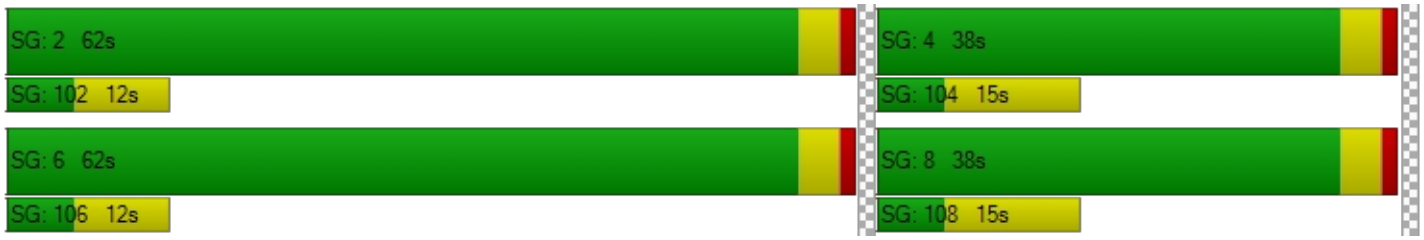
d_M, Delay for Movement [s/veh]	12.48	10.54	10.54	16.26	9.97	9.97	46.95	46.95	46.95	29.80	29.80	29.80
Movement LOS	B	B	B	B	A	A	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	10.69			12.03			46.95			29.80		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	24.06											
Intersection LOS	C											
Intersection V/C	0.497											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.210	2.468	2.041	2.237
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1160	1160	680	680
d_b, Bicycle Delay [s]	8.82	8.82	21.78	21.78
l_b,int, Bicycle LOS Score for Intersection	2.215	2.312	2.215	2.050
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	140	1030	53	59	1187	76	66	219	69	33	111	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	1030	53	59	1187	76	66	219	69	33	111	39
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	267	14	15	308	20	17	57	18	9	29	10
Total Analysis Volume [veh/h]	145	1068	55	61	1231	79	68	227	72	34	115	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	17	24	0	5	12	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	28	0	9	16	0	0	33	0	0	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	60	60	4	54	54	24	24
g / C, Green / Cycle	0.10	0.60	0.60	0.04	0.54	0.54	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.21	0.03	0.24	0.24	0.22	0.12
s, saturation flow rate [veh/h]	1781	3560	1823	1781	3560	1813	1684	1519
c, Capacity [veh/h]	178	2130	1091	78	1931	983	441	402
d1, Uniform Delay [s]	44.12	10.20	10.20	47.32	13.84	13.84	37.08	32.55
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.27	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.82	0.45	0.88	15.11	0.76	1.49	9.59	0.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.35	0.35	0.78	0.45	0.45	0.83	0.47
d, Delay for Lane Group [s/veh]	52.94	10.65	11.08	62.42	14.60	15.33	46.66	33.41
Lane Group LOS	D	B	B	E	B	B	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.93	4.01	4.24	1.82	5.83	6.14	9.86	3.96
50th-Percentile Queue Length [ft/ln]	98.19	100.29	106.03	45.60	145.85	153.51	246.61	99.06
95th-Percentile Queue Length [veh/ln]	7.07	7.22	7.62	3.28	9.80	10.20	15.02	7.13
95th-Percentile Queue Length [ft/ln]	176.74	180.52	190.47	82.09	244.89	255.11	375.38	178.31

Movement, Approach, & Intersection Results

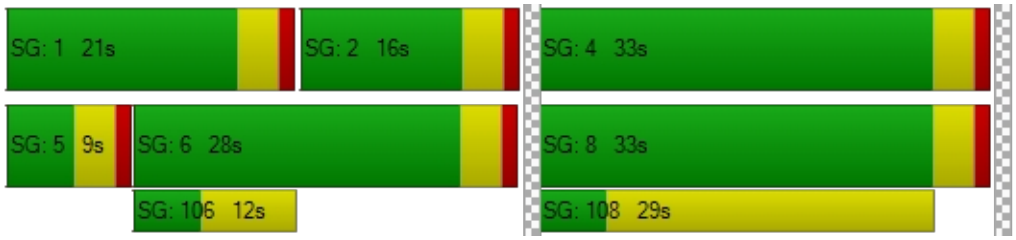
d_M, Delay for Movement [s/veh]	52.94	10.79	11.08	62.42	14.81	15.33	46.66	46.66	46.66	33.41	33.41	33.41
Movement LOS	D	B	B	E	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	15.62			16.96			46.66			33.41		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	20.81											
Intersection LOS	C											
Intersection V/C	0.543											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.186	0.000	0.000	1.981
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	480	240	580	580
d_b, Bicycle Delay [s]	28.88	38.72	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.257	2.314	2.165	1.871
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	16.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	115	945	3	5	1310	132	198	2	269	2	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	115	945	3	5	1310	132	198	2	269	2	3	6
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	252	1	1	349	35	53	1	72	1	1	2
Total Analysis Volume [veh/h]	122	1006	3	5	1395	141	211	2	286	2	3	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	83	0	0	83	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	63	63	63	63	29	29	29
g / C, Green / Cycle	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.36	0.19	0.19	0.01	0.29	0.29	0.32	0.20	0.01
s, saturation flow rate [veh/h]	338	3560	1867	558	3560	1783	663	1448	968
c, Capacity [veh/h]	230	2247	1178	368	2247	1126	264	418	322
d1, Uniform Delay [s]	22.20	8.36	8.36	11.10	9.55	9.55	39.91	31.56	26.12
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.22	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.51	0.33	0.64	0.07	0.67	1.33	22.03	4.05	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.29	0.29	0.01	0.46	0.46	0.80	0.69	0.03
d, Delay for Lane Group [s/veh]	30.71	8.69	9.00	11.17	10.22	10.88	61.94	35.61	26.16
Lane Group LOS	C	A	A	B	B	B	E	D	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.82	3.10	3.35	0.06	5.51	5.72	6.85	6.53	0.19
50th-Percentile Queue Length [ft/ln]	70.52	77.59	83.86	1.45	137.66	143.12	171.24	163.23	4.76
95th-Percentile Queue Length [veh/ln]	5.08	5.59	6.04	0.10	9.36	9.65	11.14	10.72	0.34
95th-Percentile Queue Length [ft/ln]	126.94	139.66	150.95	2.62	233.88	241.21	278.54	268.00	8.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	30.71	8.80	9.00	11.17	10.39	10.88	61.94	35.61	35.61	26.16	26.16	26.16
Movement LOS	C	A	A	B	B	B	E	D	D	C	C	C
d_A, Approach Delay [s/veh]	11.16			10.44			46.74			26.16		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	16.44											
Intersection LOS	B											
Intersection V/C	0.679											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.286	2.369	1.961
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.182	2.407	1.971	1.578
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	5.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.362

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	1081	72	77	1402	38	22	27	27	64	18	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	1081	72	77	1402	38	22	27	27	64	18	35
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	287	19	20	372	10	6	7	7	17	5	9
Total Analysis Volume [veh/h]	11	1148	76	82	1488	40	23	29	29	68	19	37
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	81	0	0	81	0	0	31	0	0	31	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	82	82	82	82	82	82	10	10
g / C, Green / Cycle	0.82	0.82	0.82	0.82	0.82	0.82	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.03	0.23	0.23	0.18	0.28	0.28	0.05	0.08
s, saturation flow rate [veh/h]	341	3560	1811	456	3560	1845	1721	1559
c, Capacity [veh/h]	318	2926	1488	409	2926	1516	215	209
d1, Uniform Delay [s]	3.99	2.06	2.06	4.10	2.22	2.22	42.62	44.02
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.20	0.24	0.46	1.10	0.32	0.62	1.08	2.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.03	0.28	0.28	0.20	0.34	0.34	0.38	0.59
d, Delay for Lane Group [s/veh]	4.20	2.29	2.52	5.20	2.54	2.84	43.70	46.69
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.07	1.17	1.29	0.55	1.57	1.75	1.95	3.14
50th-Percentile Queue Length [ft/ln]	1.82	29.29	32.18	13.87	39.19	43.78	48.72	78.44
95th-Percentile Queue Length [veh/ln]	0.13	2.11	2.32	1.00	2.82	3.15	3.51	5.65
95th-Percentile Queue Length [ft/ln]	3.27	52.72	57.92	24.96	70.55	78.80	87.69	141.19

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.20	2.36	2.52	5.20	2.64	2.84	43.70	43.70	43.70	46.69	46.69	46.69
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.39			2.77			43.70			46.69		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	5.49											
Intersection LOS	A											
Intersection V/C	0.362											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.090	0.000	1.811	1.990
Crosswalk LOS	C	F	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.239	2.445	1.693	1.764
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.300

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	6	238	11	40	278	19	38	70	21	5	44	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	238	11	40	278	19	38	70	21	5	44	59
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	66	3	11	77	5	10	19	6	1	12	16
Total Analysis Volume [veh/h]	7	262	12	44	307	21	42	77	23	6	49	65
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	82	82	10	10
g / C, Green / Cycle	0.82	0.82	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.15	0.21	0.09	0.07
s, saturation flow rate [veh/h]	1843	1740	1649	1757
c, Capacity [veh/h]	1542	1461	217	219
d1, Uniform Delay [s]	1.98	2.10	43.89	43.25
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.26	0.42	3.33	2.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.25	0.66	0.55
d, Delay for Lane Group [s/veh]	2.24	2.52	47.22	45.38
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.85	1.31	3.62	2.97
50th-Percentile Queue Length [ft/ln]	21.20	32.79	90.42	74.24
95th-Percentile Queue Length [veh/ln]	1.53	2.36	6.51	5.35
95th-Percentile Queue Length [ft/ln]	38.17	59.02	162.75	133.63

Movement, Approach, & Intersection Results

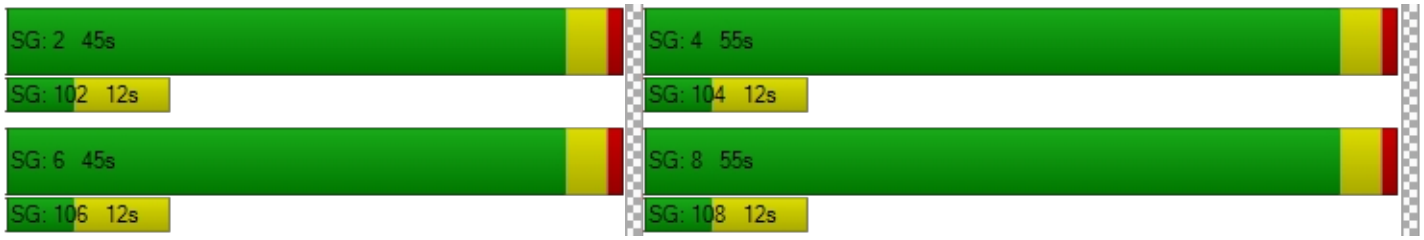
d_M, Delay for Movement [s/veh]	2.24	2.24	2.24	2.52	2.52	2.52	47.22	47.22	47.22	45.38	45.38	45.38
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.24			2.52			47.22			45.38		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	14.99											
Intersection LOS	B											
Intersection V/C	0.300											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.031	2.082	1.838	1.907
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.023	2.173	1.794	1.758
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	7.8
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.155

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	0	7	0	1	2	1	93	20	14	95	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	7	0	1	2	1	93	20	14	95	1
Peak Hour Factor	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	2	0	0	1	0	28	6	4	29	0
Total Analysis Volume [veh/h]	21	0	8	0	1	2	1	113	24	17	115	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	800	868	892	865
Degree of Utilization, x	0.04	0.00	0.15	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.01	0.55	0.54
95th-Percentile Queue Length [ft]	2.82	0.26	13.65	13.55
Approach Delay [s/veh]	7.67	7.16	7.77	7.92
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.82			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	10.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.862

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1175	279	236	1110	2	0	1	1	109	0	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1175	279	236	1110	2	0	1	1	109	0	82
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	309	73	62	292	1	0	0	0	29	0	22
Total Analysis Volume [veh/h]	0	1237	294	248	1168	2	0	1	1	115	0	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	27	0	0	27	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	77	77	77	77	77	77	15	15
g / C, Green / Cycle	0.77	0.77	0.77	0.77	0.77	0.77	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.30	0.30	0.30	0.73	0.22	0.22	0.00	0.13
s, saturation flow rate [veh/h]	1870	1702	1529	340	3560	1868	1543	1526
c, Capacity [veh/h]	1471	1306	1174	289	2733	1434	270	288
d1, Uniform Delay [s]	3.86	3.86	3.86	21.99	3.44	3.44	36.03	41.26
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.75	0.88	0.98	26.50	0.26	0.49	0.01	3.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.38	0.39	0.39	0.86	0.28	0.28	0.01	0.70
d, Delay for Lane Group [s/veh]	4.61	4.74	4.84	48.49	3.70	3.93	36.04	44.32
Lane Group LOS	A	A	A	D	A	A	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.16	2.91	2.65	8.30	1.83	2.02	0.04	5.03
50th-Percentile Queue Length [ft/ln]	78.90	72.80	66.24	207.56	45.86	50.45	1.06	125.69
95th-Percentile Queue Length [veh/ln]	5.68	5.24	4.77	13.03	3.30	3.63	0.08	8.70
95th-Percentile Queue Length [ft/ln]	142.02	131.04	119.23	325.70	82.56	90.81	1.90	217.62

Movement, Approach, & Intersection Results

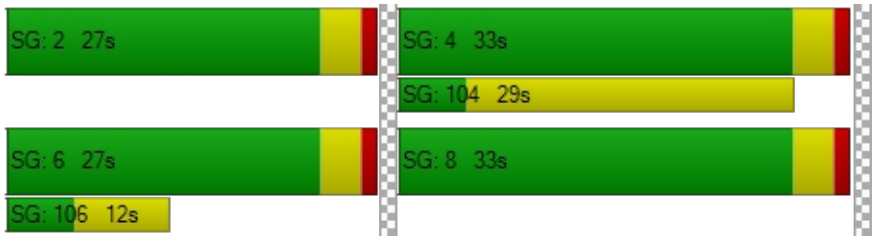
d_M, Delay for Movement [s/veh]	4.61	4.69	4.84	48.49	3.78	3.93	36.04	36.04	36.04	44.32	44.32	44.32
Movement LOS	A	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.72			11.60			36.04			44.32		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	10.36											
Intersection LOS	B											
Intersection V/C	0.862											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.982	0.000	2.437
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	460	460	580	580
d_b, Bicycle Delay [s]	29.65	29.65	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.402	2.340	1.563	1.891
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	31	1366	1202	36	132	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1366	1202	36	132	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	359	316	9	35	10
Total Analysis Volume [veh/h]	33	1438	1265	38	139	39
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	19	19	0	33	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	57	57	0	43	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	12
g / C, Green / Cycle	0.80	0.80	0.80	0.80	0.12
(v / s)_i Volume / Saturation Flow Rate	0.08	0.28	0.24	0.24	0.10
s, saturation flow rate [veh/h]	423	5094	3560	1842	1735
c, Capacity [veh/h]	368	4054	2833	1465	216
d1, Uniform Delay [s]	4.87	2.91	2.76	2.73	42.73
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.48	0.24	0.28	0.52	7.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.35	0.31	0.30	0.83
d, Delay for Lane Group [s/veh]	5.35	3.15	3.04	3.25	50.51
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.24	1.94	1.70	1.79	4.72
50th-Percentile Queue Length [ft/ln]	6.09	48.62	42.61	44.69	118.04
95th-Percentile Queue Length [veh/ln]	0.44	3.50	3.07	3.22	8.29
95th-Percentile Queue Length [ft/ln]	10.95	87.52	76.71	80.44	207.13

Movement, Approach, & Intersection Results

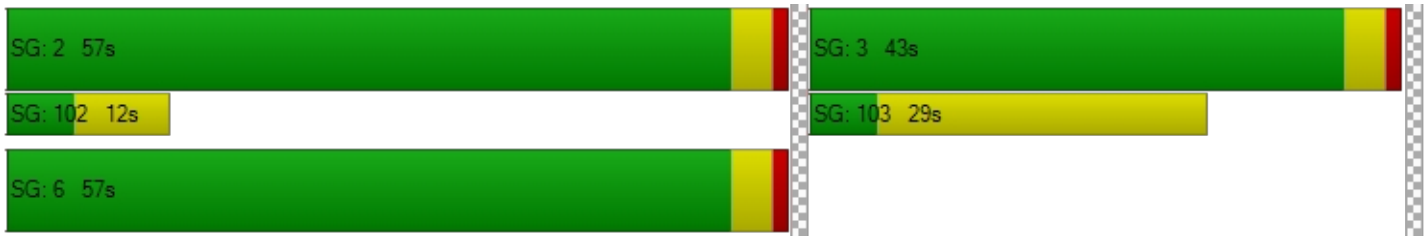
d_M, Delay for Movement [s/veh]	5.35	3.15	3.10	3.25	50.51	50.51
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	3.20		3.11		50.51	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	6.01					
Intersection LOS	A					
Intersection V/C	0.385					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.987	0.000	1.890
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1060	1060	780
d_b, Bicycle Delay [s]	11.05	11.05	18.61
l_b,int, Bicycle LOS Score for Intersection	2.369	2.276	1.853
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.348

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	61	1282	71	91	1174	19	35	48	31	41	10	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1282	71	91	1174	19	35	48	31	41	10	72
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	340	19	24	311	5	9	13	8	11	3	19
Total Analysis Volume [veh/h]	65	1359	75	97	1245	20	37	51	33	43	11	76
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	60	0	0	60	0	0	40	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	82	82	82	82	82	82	10	10
g / C, Green / Cycle	0.82	0.82	0.82	0.82	0.82	0.82	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.15	0.27	0.27	0.26	0.23	0.23	0.07	0.08
s, saturation flow rate [veh/h]	438	3560	1820	373	3560	1855	1632	1595
c, Capacity [veh/h]	394	2922	1494	341	2922	1522	209	206
d1, Uniform Delay [s]	4.14	2.19	2.19	5.19	2.10	2.10	43.68	44.06
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.90	0.30	0.58	2.08	0.24	0.47	2.52	3.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.32	0.32	0.28	0.28	0.28	0.58	0.63
d, Delay for Lane Group [s/veh]	5.05	2.49	2.77	7.26	2.34	2.57	46.20	47.20
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	1.47	1.62	0.83	1.23	1.38	3.04	3.31
50th-Percentile Queue Length [ft/ln]	11.03	36.78	40.54	20.66	30.82	34.49	75.92	82.75
95th-Percentile Queue Length [veh/ln]	0.79	2.65	2.92	1.49	2.22	2.48	5.47	5.96
95th-Percentile Queue Length [ft/ln]	19.85	66.21	72.98	37.19	55.48	62.09	136.65	148.95

Movement, Approach, & Intersection Results

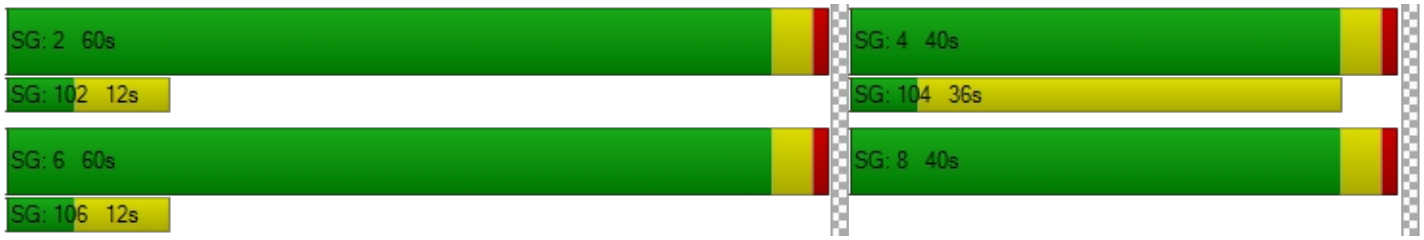
d_M, Delay for Movement [s/veh]	5.05	2.58	2.77	7.26	2.42	2.57	46.20	46.20	46.20	47.20	47.20	47.20
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.69			2.77			46.20			47.20		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.28											
Intersection LOS	A											
Intersection V/C	0.348											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.215	1.920	2.032
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1120	1120	720	720
d_b, Bicycle Delay [s]	9.68	9.68	20.48	20.48
l_b,int, Bicycle LOS Score for Intersection	2.384	2.309	1.759	1.774
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	37.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.608

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	526	173	378	948	67	199	958	239	154	660	441
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	526	173	378	948	67	199	958	239	154	660	441
Peak Hour Factor	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	135	44	97	243	17	51	245	61	39	169	113
Total Analysis Volume [veh/h]	111	538	177	387	970	69	204	981	245	158	676	451
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	22	36	0	27	41	0	5	26	0	5	26	26
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	35	40	0	34	39	0	16	37	0	9	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	9	17	17	28	36	36	9	51	51	8	49	82
g / C, Green / Cycle	0.08	0.14	0.14	0.24	0.30	0.30	0.08	0.43	0.43	0.06	0.41	0.68
(v / s)_i Volume / Saturation Flow Rate	0.06	0.11	0.11	0.22	0.19	0.19	0.06	0.23	0.23	0.05	0.13	0.28
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1807	3459	3560	1685	3459	5094	1589
c, Capacity [veh/h]	140	720	225	419	1062	539	273	1517	718	221	2094	1080
d1, Uniform Delay [s]	54.33	49.45	49.77	44.82	36.64	36.64	54.10	25.79	25.80	55.10	24.00	8.59
k, delay calibration	0.11	0.11	0.11	0.35	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.65	1.57	6.03	22.26	0.67	1.32	4.09	1.43	3.00	4.29	0.41	1.19
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.75	0.79	0.92	0.65	0.65	0.75	0.55	0.55	0.72	0.32	0.42
d, Delay for Lane Group [s/veh]	63.98	51.03	55.80	67.08	37.32	37.97	58.19	27.23	28.80	59.40	24.41	9.78
Lane Group LOS	E	D	E	E	D	D	E	C	C	E	C	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.67	5.27	5.50	13.77	8.86	9.09	3.17	9.12	8.95	2.48	4.43	5.26
50th-Percentile Queue Length [ft/ln]	91.79	131.67	137.61	344.21	221.51	227.29	79.26	228.06	223.70	61.89	110.70	131.40
95th-Percentile Queue Length [veh/ln]	6.61	9.03	9.35	19.85	13.74	14.04	5.71	14.08	13.85	4.46	7.88	9.02
95th-Percentile Queue Length [ft/ln]	165.21	225.77	233.80	496.35	343.56	350.91	142.67	351.89	346.35	111.40	196.98	225.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.98	51.03	55.80	67.08	37.51	37.97	58.19	27.47	28.80	59.40	24.41	9.78
Movement LOS	E	D	E	E	D	D	E	C	C	E	C	A
d_A, Approach Delay [s/veh]	53.79			45.55			32.08			23.58		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.36											
Intersection LOS	D											
Intersection V/C	0.608											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.196	2.974	3.019	3.171
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	583	550	433
d_b, Bicycle Delay [s]	29.40	30.10	31.54	36.82
l_b,int, Bicycle LOS Score for Intersection	2.014	2.344	2.346	2.266
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	17.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	4	0	6	19	442	0	0	220	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4	0	6	19	442	0	0	220	19
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	2	6	128	0	0	64	6
Total Analysis Volume [veh/h]	0	0	0	5	0	7	22	513	0	0	255	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.01	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	17.79	17.13	11.41	17.83	17.17	9.88	7.82	0.00	0.00	8.42	0.00	0.00
Movement LOS	C	C	B	C	C	A	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.08	0.08	0.08	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.04	2.04	2.04	0.93	0.93	0.93	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.45			13.19			0.32			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St and Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.558

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	15	0	15	18	414	0	0	230	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	15	0	15	18	414	0	0	230	27
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	4	5	111	0	0	62	7
Total Analysis Volume [veh/h]	0	0	0	16	0	16	19	446	0	0	248	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	642	675	833	812
Degree of Utilization, x	0.00	0.05	0.56	0.34

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.15	3.52	1.52
95th-Percentile Queue Length [ft]	0.00	3.73	88.03	37.97
Approach Delay [s/veh]	0.00	8.60	12.64	9.71
Approach LOS	A	A	B	A
Intersection Delay [s/veh]	11.43			
Intersection LOS	B			

APPENDIX C-2

INTERSECTION ANALYSIS
WORKSHEETS –
EXISTING PLUS PROJECT

Morningside Townhomes Project

Vistro File: K:\...\Inglewood_AM.vistro
Report File: K:\...\2 - EX_WP_AM2.pdf

Scenario 7 7 EX WP AM V2
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.305	22.7	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	NB Left	0.528	45.2	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.368	10.8	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Right	0.497	25.1	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.556	21.7	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	EB Right	0.627	11.8	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.420	9.3	A
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Thru	0.347	20.3	C
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.345	9.1	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.571	15.7	B
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.317	3.9	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.338	6.5	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	SB Left	0.563	45.4	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	NB Left	0.220	20.6	C
214	104th St at Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.543	12.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	242	5	222	8	1	4	5	458	133	81	861	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	45	0	0	0	0	0	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	287	5	222	8	1	4	5	458	154	81	861	21
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	1	61	2	0	1	1	126	42	22	236	6
Total Analysis Volume [veh/h]	315	5	244	9	1	4	5	503	169	89	945	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	32	0	0	32	0	26	46	0	10	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	33	0	15	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	16	4	4	4	1	76	76	8	83	83
g / C, Green / Cycle	0.14	0.14	0.14	0.03	0.03	0.03	0.01	0.63	0.63	0.06	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.11	0.01	0.00	0.00	0.00	0.13	0.13	0.05	0.19	0.01
s, saturation flow rate [veh/h]	1781	1710	1589	1781	1870	1589	1781	3560	1644	1781	5094	1589
c, Capacity [veh/h]	244	234	217	57	60	51	12	2256	1042	114	3521	1099
d1, Uniform Delay [s]	50.28	50.29	50.30	56.51	56.25	56.36	59.39	9.23	9.28	55.31	7.02	5.80
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.35	6.63	7.15	1.28	0.11	0.65	23.10	0.20	0.45	10.81	0.19	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.81	0.81	0.16	0.02	0.08	0.43	0.20	0.21	0.78	0.27	0.02
d, Delay for Lane Group [s/veh]	56.63	56.92	57.45	57.78	56.36	57.02	82.48	9.43	9.73	66.13	7.21	5.84
Lane Group LOS	E	E	E	E	E	E	F	A	A	E	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.18	5.96	5.58	0.29	0.03	0.13	0.23	2.49	2.46	3.00	2.92	0.18
50th-Percentile Queue Length [ft/ln]	154.52	148.97	139.49	7.15	0.78	3.18	5.66	62.19	61.60	74.89	72.92	4.58
95th-Percentile Queue Length [veh/ln]	10.26	9.96	9.45	0.52	0.06	0.23	0.41	4.48	4.44	5.39	5.25	0.33
95th-Percentile Queue Length [ft/ln]	256.45	249.05	236.34	12.88	1.41	5.72	10.18	111.94	110.88	134.80	131.26	8.24

Movement, Approach, & Intersection Results

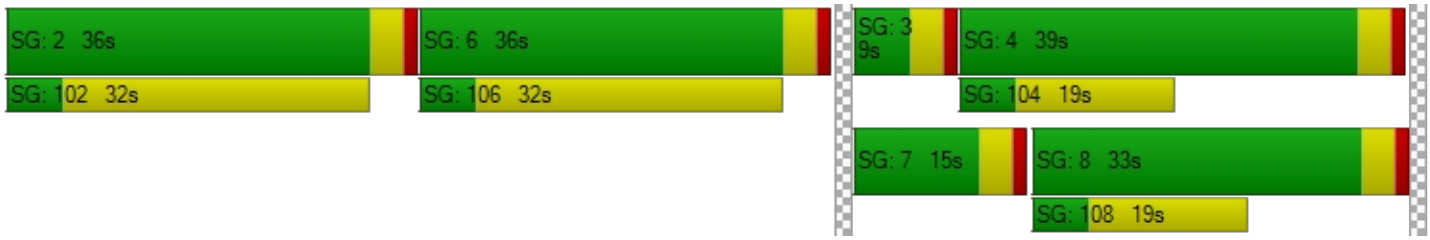
d_M, Delay for Movement [s/veh]	56.75	56.92	57.32	57.78	56.36	57.02	82.48	9.46	9.73	66.13	7.21	5.84
Movement LOS	E	E	E	E	E	E	F	A	A	E	A	A
d_A, Approach Delay [s/veh]	56.98			57.46			10.07			12.14		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	22.75											
Intersection LOS	C											
Intersection V/C	0.305											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.347	2.158	2.977	2.962
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	583
d_b, Bicycle Delay [s]	32.27	32.27	34.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.490	1.583	1.932	2.141
Bicycle LOS	B	A	A	B

Sequence

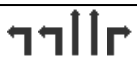
Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	45.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	271	716	45	92	890	165	197	314	129	113	859	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	19	0	9	0	0	0	0	9	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	735	64	92	899	165	197	314	129	122	859	209
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	189	16	24	231	42	51	81	33	31	220	54
Total Analysis Volume [veh/h]	278	755	66	94	923	169	202	322	132	125	882	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	10	33	0	11	34	0	8	32	0	18	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	12	37	0	11	36	0	11	36	0	16	41	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	28	28	7	27	27	9	62	62	6	60	60
g / C, Green / Cycle	0.07	0.23	0.23	0.06	0.23	0.23	0.08	0.52	0.52	0.05	0.50	0.50
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.04	0.05	0.18	0.11	0.06	0.09	0.08	0.04	0.21	0.21
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1689
c, Capacity [veh/h]	231	834	372	104	1151	359	259	1850	826	184	1772	841
d1, Uniform Delay [s]	56.00	44.65	36.70	56.17	43.91	40.23	54.52	15.23	15.11	55.79	19.13	19.14
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	101.57	4.06	0.22	23.11	1.35	0.96	5.02	0.21	0.41	4.32	0.73	1.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.21	0.91	0.18	0.90	0.80	0.47	0.78	0.17	0.16	0.68	0.42	0.42
d, Delay for Lane Group [s/veh]	157.57	48.71	36.93	79.28	45.25	41.19	59.55	15.44	15.52	60.11	19.86	20.69
Lane Group LOS	F	D	D	E	D	D	E	B	B	E	B	C
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.74	11.32	1.58	3.50	8.76	4.43	3.18	2.37	1.98	1.97	6.68	6.55
50th-Percentile Queue Length [ft/ln]	168.49	282.94	39.56	87.39	218.88	110.74	79.46	59.31	49.54	49.25	167.05	163.72
95th-Percentile Queue Length [veh/ln]	11.63	16.83	2.85	6.29	13.61	7.88	5.72	4.27	3.57	3.55	10.92	10.75
95th-Percentile Queue Length [ft/ln]	290.63	420.87	71.20	157.31	340.20	197.03	143.04	106.77	89.18	88.66	273.03	268.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	157.57	48.71	36.93	79.28	45.25	41.19	59.55	15.44	15.52	60.11	19.99	20.69
Movement LOS	F	D	D	E	D	D	E	B	B	E	B	C
d_A, Approach Delay [s/veh]	75.54			47.37			29.04			24.22		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	45.15											
Intersection LOS	D											
Intersection V/C	0.528											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.018	2.938	2.983	2.846
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	550	533	533	617
d_b, Bicycle Delay [s]	31.54	32.27	32.27	28.70
l_b,int, Bicycle LOS Score for Intersection	2.466	2.212	2.101	2.232
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	901	127	51	873	25	58	66	62	83	59	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	4	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	901	127	51	873	25	58	70	62	83	69	51
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	239	34	14	231	7	15	19	16	22	18	14
Total Analysis Volume [veh/h]	89	955	135	54	926	27	62	74	66	88	73	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	15	0	0	15	0	0	37	0	0	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	0	53	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.15	0.20	0.21	0.10	0.18	0.18	0.14	0.16
s, saturation flow rate [veh/h]	589	3560	1754	517	3560	1843	1456	1320
c, Capacity [veh/h]	461	2613	1287	408	2613	1353	318	296
d1, Uniform Delay [s]	6.80	4.45	4.46	6.89	4.30	4.30	38.02	39.44
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.93	0.27	0.54	0.67	0.22	0.42	2.10	3.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.28	0.28	0.13	0.24	0.24	0.64	0.73
d, Delay for Lane Group [s/veh]	7.74	4.72	5.00	7.57	4.52	4.72	40.12	42.81
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.81	2.17	2.24	0.49	1.80	1.94	4.79	5.37
50th-Percentile Queue Length [ft/ln]	20.20	54.25	56.07	12.29	45.01	48.58	119.65	134.25
95th-Percentile Queue Length [veh/ln]	1.45	3.91	4.04	0.88	3.24	3.50	8.37	9.17
95th-Percentile Queue Length [ft/ln]	36.36	97.65	100.92	22.12	81.01	87.44	209.34	229.26

Movement, Approach, & Intersection Results

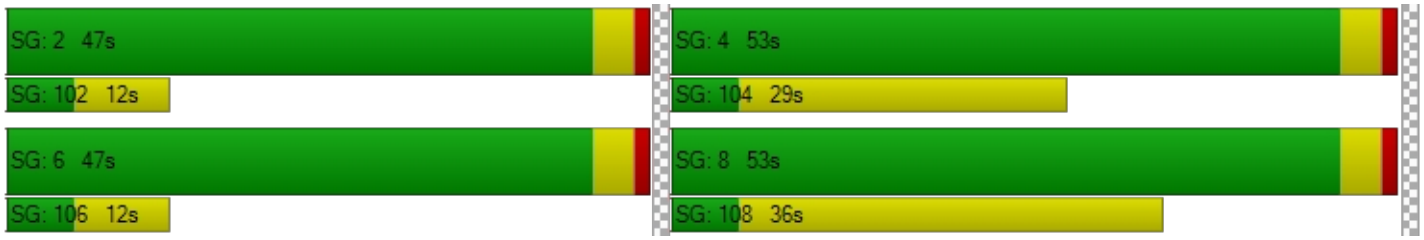
d_M, Delay for Movement [s/veh]	7.74	4.79	5.00	7.57	4.58	4.72	40.12	40.12	40.12	42.81	42.81	42.81
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.03			4.75			40.12			42.81		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.76											
Intersection LOS	B											
Intersection V/C	0.368											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.226	3.074	2.039	2.031
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	860	860	980	980
d_b, Bicycle Delay [s]	16.25	16.25	13.01	13.01
l_b,int, Bicycle LOS Score for Intersection	2.208	2.113	1.893	1.914
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	33	244	123	67	126	18	63	155	33	71	112	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	0	0	4	0	0	10	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	244	123	88	126	18	63	159	33	71	122	203
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	66	33	24	34	5	17	43	9	19	33	55
Total Analysis Volume [veh/h]	36	265	134	96	137	20	68	173	36	77	133	221
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	41	0	0	41	0	0	21	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	61	0	0	61	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	63	63	29	29
g / C, Green / Cycle	0.63	0.63	0.63	0.63	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.23	0.10	0.09	0.20	0.27
s, saturation flow rate [veh/h]	1229	1765	985	1829	1396	1591
c, Capacity [veh/h]	752	1110	544	1150	452	506
d1, Uniform Delay [s]	10.28	8.91	15.06	7.55	30.45	34.21
k, delay calibration	0.50	0.50	0.50	0.50	0.14	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	0.91	0.71	0.25	1.71	10.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.36	0.18	0.14	0.61	0.85
d, Delay for Lane Group [s/veh]	10.40	9.82	15.77	7.79	32.16	44.46
Lane Group LOS	B	A	B	A	C	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.39	4.21	1.34	1.35	5.97	11.50
50th-Percentile Queue Length [ft/ln]	9.65	105.37	33.45	33.78	149.15	287.54
95th-Percentile Queue Length [veh/ln]	0.69	7.58	2.41	2.43	9.97	17.06
95th-Percentile Queue Length [ft/ln]	17.36	189.54	60.21	60.80	249.29	426.58

Movement, Approach, & Intersection Results

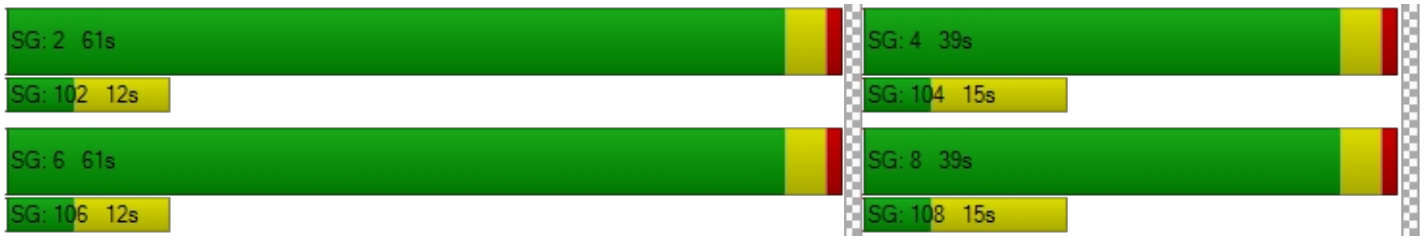
d_M, Delay for Movement [s/veh]	10.40	9.82	9.82	15.77	7.79	7.79	32.16	32.16	32.16	44.46	44.46	44.46
Movement LOS	B	A	A	B	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	9.87			10.82			32.16			44.46		
Approach LOS	A			B			C			D		
d_I, Intersection Delay [s/veh]	25.14											
Intersection LOS	C											
Intersection V/C	0.497											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.242	2.306	2.000	2.197
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1140	1140	700	700
d_b, Bicycle Delay [s]	9.25	9.25	21.13	21.13
l_b,int, Bicycle LOS Score for Intersection	2.277	1.977	2.017	2.271
Bicycle LOS	B	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	143	880	19	23	1008	105	92	91	55	33	163	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	18	38	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	880	19	23	1008	123	130	91	55	33	163	68
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	230	5	6	264	32	34	24	14	9	43	18
Total Analysis Volume [veh/h]	150	921	20	24	1055	129	136	95	58	35	171	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	19	24	0	5	10	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	58	0	9	28	0	0	33	0	0	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	59	59	2	51	51	27	27
g / C, Green / Cycle	0.10	0.59	0.59	0.02	0.51	0.51	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.01	0.22	0.22	0.25	0.16
s, saturation flow rate [veh/h]	1781	3560	1850	1781	3560	1768	1161	1703
c, Capacity [veh/h]	187	2083	1082	44	1797	892	367	501
d1, Uniform Delay [s]	43.75	10.42	10.42	48.23	15.77	15.77	36.24	31.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.35	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.81	0.37	0.70	10.33	0.78	1.58	11.24	1.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.30	0.30	0.55	0.44	0.44	0.79	0.55
d, Delay for Lane Group [s/veh]	51.56	10.78	11.12	58.55	16.55	17.35	47.48	32.65
Lane Group LOS	D	B	B	E	B	B	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.01	3.34	3.57	0.71	5.71	5.88	8.03	5.87
50th-Percentile Queue Length [ft/ln]	100.20	83.48	89.34	17.86	142.74	146.95	200.68	146.76
95th-Percentile Queue Length [veh/ln]	7.21	6.01	6.43	1.29	9.63	9.85	12.67	9.84
95th-Percentile Queue Length [ft/ln]	180.36	150.26	160.81	32.15	240.71	246.35	316.85	246.10

Movement, Approach, & Intersection Results

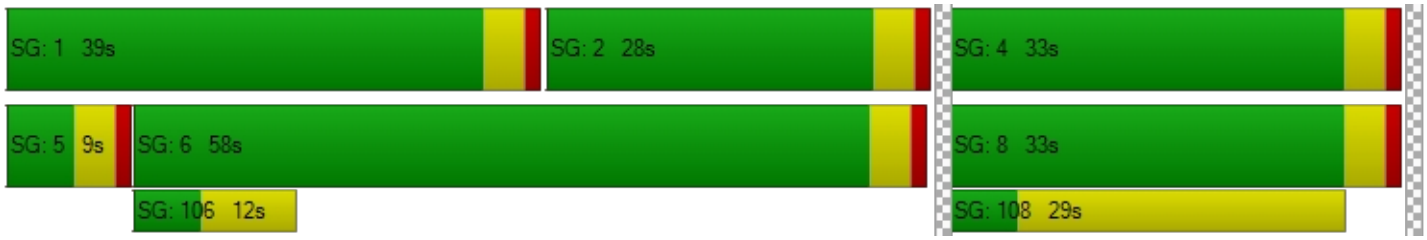
d_M, Delay for Movement [s/veh]	51.56	10.90	11.12	58.55	16.75	17.35	47.48	47.48	47.48	32.65	32.65	32.65
Movement LOS	D	B	B	E	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	16.49			17.65			47.48			32.65		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	21.67											
Intersection LOS	C											
Intersection V/C	0.556											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.148	0.000	0.000	1.924
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	480	580	580
d_b, Bicycle Delay [s]	10.58	28.88	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.160	2.224	2.036	2.017
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	172	1089	8	6	1085	148	177	5	226	0	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	0	0	0	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	1089	8	6	1085	148	177	5	230	0	3	6
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	288	2	2	287	39	47	1	61	0	1	2
Total Analysis Volume [veh/h]	193	1154	8	6	1149	157	188	5	244	0	3	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	80	0	0	80	0	0	32	0	0	32	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.46	0.21	0.21	0.01	0.25	0.25	0.13	0.17	0.01
s, saturation flow rate [veh/h]	421	3560	1863	483	3560	1757	1450	1446	1669
c, Capacity [veh/h]	328	2586	1354	373	2586	1276	352	280	359
d1, Uniform Delay [s]	14.22	4.76	4.76	7.22	4.96	4.96	37.25	39.11	32.69
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.54	0.29	0.56	0.08	0.35	0.72	1.34	8.24	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.29	0.29	0.02	0.34	0.34	0.55	0.87	0.03
d, Delay for Lane Group [s/veh]	21.76	5.05	5.32	7.30	5.32	5.68	38.58	47.35	32.72
Lane Group LOS	C	A	A	A	A	A	D	D	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	2.38	2.60	0.05	2.85	2.94	4.47	6.37	0.18
50th-Percentile Queue Length [ft/ln]	88.42	59.61	64.89	1.36	71.23	73.59	111.66	159.36	4.49
95th-Percentile Queue Length [veh/ln]	6.37	4.29	4.67	0.10	5.13	5.30	7.93	10.51	0.32
95th-Percentile Queue Length [ft/ln]	159.16	107.31	116.80	2.44	128.22	132.47	198.30	262.87	8.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.76	5.14	5.32	7.30	5.40	5.68	38.58	38.58	47.35	32.72	32.72	32.72
Movement LOS	C	A	A	A	A	A	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	7.51			5.44			43.48			32.72		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	11.76											
Intersection LOS	B											
Intersection V/C	0.627											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.238	2.478	1.964
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.305	2.281	1.920	1.574
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	9.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.420

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	1189	43	46	1217	22	11	17	7	102	29	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	4	0	0	0	0	0	29	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1189	56	50	1217	22	11	17	7	131	29	95
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	316	15	13	324	6	3	5	2	35	8	25
Total Analysis Volume [veh/h]	13	1265	60	53	1295	23	12	18	7	139	31	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	92	0	0	92	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.03	0.25	0.25	0.13	0.24	0.24	0.02	0.17
s, saturation flow rate [veh/h]	417	3560	1827	414	3560	1853	1546	1553
c, Capacity [veh/h]	326	2580	1324	324	2580	1343	350	358
d1, Uniform Delay [s]	7.86	5.02	5.02	8.79	5.01	5.01	33.06	38.93
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.23	0.36	0.70	1.09	0.35	0.68	0.13	4.34
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.34	0.34	0.16	0.34	0.34	0.11	0.76
d, Delay for Lane Group [s/veh]	8.09	5.38	5.72	9.88	5.36	5.68	33.19	43.27
Lane Group LOS	A	A	A	A	A	A	C	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.13	2.88	3.08	0.58	2.84	3.08	0.75	6.82
50th-Percentile Queue Length [ft/ln]	3.18	71.93	76.95	14.54	70.97	76.90	18.73	170.41
95th-Percentile Queue Length [veh/ln]	0.23	5.18	5.54	1.05	5.11	5.54	1.35	11.10
95th-Percentile Queue Length [ft/ln]	5.72	129.48	138.51	26.18	127.74	138.43	33.72	277.46

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	8.09	5.49	5.72	9.88	5.47	5.68	33.19	33.19	33.19	43.27	43.27	43.27
Movement LOS	A	A	A	A	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	5.52			5.64			33.19			43.27		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	9.31											
Intersection LOS	A											
Intersection V/C	0.420											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.185	0.000	1.791	1.993
Crosswalk LOS	C	F	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.296	2.314	1.621	2.007
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	256	5	22	197	24	49	33	12	18	94	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	0	0	17	0	19	39	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	256	14	22	197	24	49	50	12	37	133	111
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	70	4	6	54	7	13	14	3	10	37	31
Total Analysis Volume [veh/h]	11	282	15	24	217	26	54	55	13	41	146	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	52	0	0	52	0	0	48	0	0	48	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	20	20
g / C, Green / Cycle	0.72	0.72	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.17	0.15	0.12	0.18
s, saturation flow rate [veh/h]	1835	1758	1036	1726
c, Capacity [veh/h]	1356	1303	261	388
d1, Uniform Delay [s]	4.75	4.63	35.06	38.70
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	0.36	1.31	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.20	0.47	0.80
d, Delay for Lane Group [s/veh]	5.14	4.99	36.36	42.45
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.96	1.73	2.72	7.66
50th-Percentile Queue Length [ft/ln]	49.04	43.35	68.11	191.42
95th-Percentile Queue Length [veh/ln]	3.53	3.12	4.90	12.19
95th-Percentile Queue Length [ft/ln]	88.27	78.04	122.59	304.87

Movement, Approach, & Intersection Results

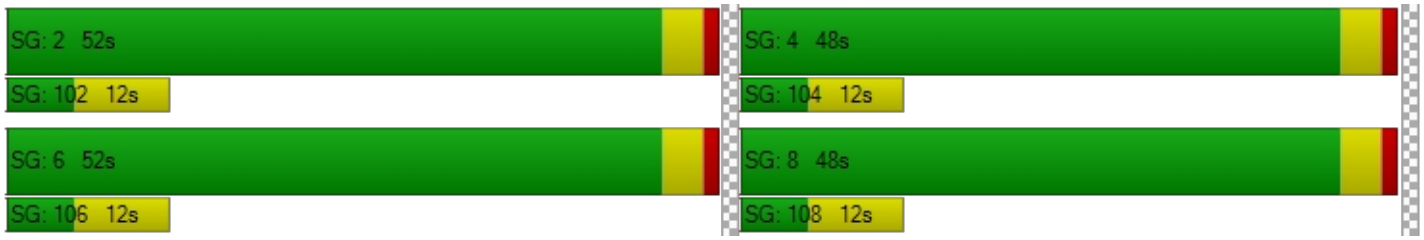
d_M, Delay for Movement [s/veh]	5.14	5.14	5.14	4.99	4.99	4.99	36.36	36.36	36.36	42.45	42.45	42.45
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.14			4.99			36.36			42.45		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	20.34											
Intersection LOS	C											
Intersection V/C	0.347											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.062	2.093	1.886	1.952
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	960	960	880	880
d_b, Bicycle Delay [s]	13.52	13.52	15.68	15.68
l_b,int, Bicycle LOS Score for Intersection	2.068	2.000	1.761	2.069
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	2	9	1	3	2	0	55	10	20	197	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	39	0	58	26	0	0	0	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	9	40	3	60	26	55	10	20	197	18
Peak Hour Factor	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	3	12	1	18	8	16	3	6	59	5
Total Analysis Volume [veh/h]	23	2	11	48	4	72	31	66	12	24	235	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	726	780	776	813
Degree of Utilization, x	0.05	0.16	0.14	0.34

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.16	0.56	0.49	1.54
95th-Percentile Queue Length [ft]	3.90	14.09	12.18	38.55
Approach Delay [s/veh]	8.21	8.49	8.39	9.74
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.09			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	902	97	149	1145	0	0	1	7	240	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	10	0	0	0	0	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	902	107	149	1145	0	0	1	7	244	0	156
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	28	39	299	0	0	0	2	64	0	41
Total Analysis Volume [veh/h]	1	942	112	156	1195	0	0	1	7	255	0	163
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	53	0	0	53	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	65	0	0	65	0	0	35	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	62	62	62	62	30	30
g / C, Green / Cycle	0.62	0.62	0.62	0.62	0.62	0.62	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20	0.20	0.29	0.22	0.22	0.00	0.28
s, saturation flow rate [veh/h]	1868	1702	1605	535	3560	1870	1604	1497
c, Capacity [veh/h]	1202	1062	1002	343	2223	1167	510	501
d1, Uniform Delay [s]	8.86	8.86	8.87	17.26	9.05	9.05	24.92	34.17
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	0.82	0.87	4.32	0.44	0.84	0.01	11.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.33	0.33	0.46	0.35	0.35	0.02	0.83
d, Delay for Lane Group [s/veh]	9.55	9.68	9.75	21.58	9.49	9.89	24.93	46.06
Lane Group LOS	A	A	A	C	A	A	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.83	3.52	3.35	2.80	3.92	4.25	0.14	11.32
50th-Percentile Queue Length [ft/ln]	95.75	87.99	83.80	69.93	98.04	106.20	3.40	282.94
95th-Percentile Queue Length [veh/ln]	6.89	6.34	6.03	5.03	7.06	7.63	0.24	16.83
95th-Percentile Queue Length [ft/ln]	172.35	158.39	150.85	125.87	176.47	190.71	6.12	420.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.55	9.64	9.75	21.58	9.63	9.89	24.93	24.93	24.93	46.06	46.06	46.06
Movement LOS	A	A	A	C	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	9.65			11.01			24.93			46.06		
Approach LOS	A			B			C			D		
d_I, Intersection Delay [s/veh]	15.72											
Intersection LOS	B											
Intersection V/C	0.571											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.943	0.000	2.278
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1220	1220	620	620
d_b, Bicycle Delay [s]	7.61	7.61	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.140	2.303	1.573	2.249
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	14	971	1269	27	71	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	29	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	984	1298	27	71	25
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	257	339	7	19	7
Total Analysis Volume [veh/h]	15	1028	1356	28	74	26
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	12	12	0	40	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	48	48	0	52	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	85	85	85	85	7
g / C, Green / Cycle	0.85	0.85	0.85	0.85	0.07
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.26	0.25	0.06
s, saturation flow rate [veh/h]	391	5094	3560	1850	1727
c, Capacity [veh/h]	370	4303	3008	1563	130
d1, Uniform Delay [s]	2.97	1.51	1.63	1.60	45.39
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.13	0.26	0.48	9.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.24	0.31	0.30	0.77
d, Delay for Lane Group [s/veh]	3.17	1.64	1.89	2.09	54.59
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	0.66	0.99	1.08	2.75
50th-Percentile Queue Length [ft/ln]	1.98	16.47	24.76	26.93	68.85
95th-Percentile Queue Length [veh/ln]	0.14	1.19	1.78	1.94	4.96
95th-Percentile Queue Length [ft/ln]	3.57	29.65	44.56	48.48	123.94

Movement, Approach, & Intersection Results

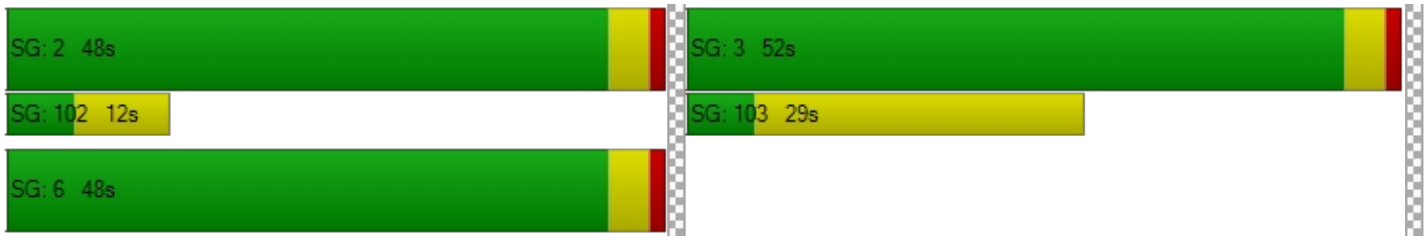
d_M, Delay for Movement [s/veh]	3.17	1.64	1.95	2.09	54.59	54.59
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	1.66		1.96		54.59	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.92					
Intersection LOS	A					
Intersection V/C	0.317					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.938	0.000	1.813
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	880	880	960
d_b, Bicycle Delay [s]	15.68	15.68	13.52
l_b,int, Bicycle LOS Score for Intersection	2.133	2.321	1.725
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	32	851	24	56	1241	19	53	13	25	65	18	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	29	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	864	24	56	1270	19	53	13	25	65	18	51
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	227	6	15	334	5	14	3	7	17	5	13
Total Analysis Volume [veh/h]	34	909	25	59	1337	20	56	14	26	68	19	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	37	0	0	37	0	0	63	0	0	63	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	81	81	81	81	81	81	11	11
g / C, Green / Cycle	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.10	0.25	0.25	0.07	0.09
s, saturation flow rate [veh/h]	401	3560	1844	599	3560	1856	1470	1605
c, Capacity [veh/h]	356	2896	1500	513	2896	1509	214	225
d1, Uniform Delay [s]	4.63	2.11	2.11	3.88	2.33	2.33	42.50	43.58
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.53	0.17	0.32	0.46	0.28	0.53	1.47	2.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.21	0.21	0.12	0.31	0.31	0.45	0.63
d, Delay for Lane Group [s/veh]	5.16	2.27	2.43	4.33	2.60	2.86	43.97	46.44
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.25	0.92	1.02	0.36	1.47	1.64	2.34	3.56
50th-Percentile Queue Length [ft/ln]	6.13	22.90	25.39	8.89	36.74	40.96	58.43	89.07
95th-Percentile Queue Length [veh/ln]	0.44	1.65	1.83	0.64	2.65	2.95	4.21	6.41
95th-Percentile Queue Length [ft/ln]	11.03	41.21	45.71	16.00	66.14	73.73	105.18	160.32

Movement, Approach, & Intersection Results

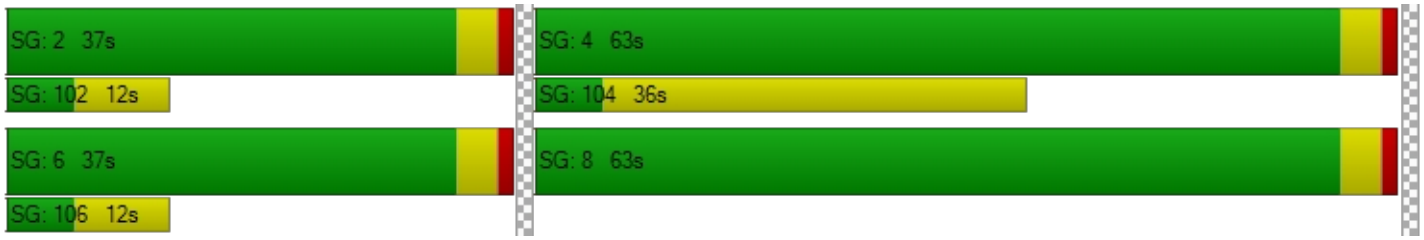
d_M, Delay for Movement [s/veh]	5.16	2.33	2.43	4.33	2.69	2.86	43.97	43.97	43.97	46.44	46.44	46.44
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.43			2.76			43.97			46.44		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.50											
Intersection LOS	A											
Intersection V/C	0.338											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.199	1.852	1.922
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	660	1180	1180
d_b, Bicycle Delay [s]	22.45	22.45	8.41	8.41
l_b,int, Bicycle LOS Score for Intersection	2.092	2.338	1.718	1.792
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	45.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	425	37	266	749	71	180	440	91	88	956	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	0	0	0	17	0	0	35	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	425	37	270	749	71	180	457	91	88	991	470
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	110	10	70	194	18	47	118	24	23	257	122
Total Analysis Volume [veh/h]	83	440	38	280	776	74	187	474	94	91	1027	487
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	30	45	0	17	32	0	5	27	0	5	27	27
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	45	63	0	18	36	0	9	30	0	9	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	16	16	14	23	23	9	69	69	5	65	83
g / C, Green / Cycle	0.06	0.13	0.13	0.12	0.19	0.19	0.07	0.58	0.58	0.04	0.54	0.69
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.02	0.16	0.16	0.16	0.05	0.11	0.11	0.03	0.20	0.31
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1788	3459	3560	1718	3459	5094	1589
c, Capacity [veh/h]	108	671	209	208	668	336	254	2050	989	147	2775	1104
d1, Uniform Delay [s]	55.52	49.51	46.34	53.00	47.07	47.09	54.44	12.08	12.11	56.51	15.58	8.06
k, delay calibration	0.11	0.11	0.11	0.49	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.76	1.10	0.41	184.57	3.07	5.96	4.09	0.20	0.42	4.23	0.38	1.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.66	0.18	1.35	0.85	0.85	0.73	0.19	0.19	0.62	0.37	0.44
d, Delay for Lane Group [s/veh]	66.28	50.61	46.75	237.57	50.14	53.05	58.53	12.28	12.54	60.74	15.96	9.34
Lane Group LOS	E	D	D	F	D	D	E	B	B	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.80	4.25	1.04	16.90	8.42	8.74	2.91	2.45	2.48	1.44	5.36	5.51
50th-Percentile Queue Length [ft/ln]	69.97	106.34	25.97	422.50	210.41	218.60	72.79	61.32	61.96	36.08	134.11	137.65
95th-Percentile Queue Length [veh/ln]	5.04	7.64	1.87	26.46	13.17	13.59	5.24	4.41	4.46	2.60	9.16	9.35
95th-Percentile Queue Length [ft/ln]	125.95	190.90	46.75	661.44	329.36	339.83	131.02	110.37	111.53	64.94	229.07	233.85

Movement, Approach, & Intersection Results

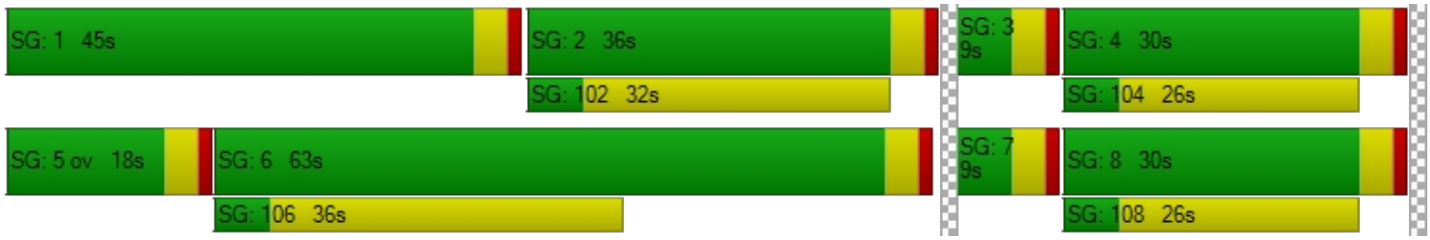
d_M, Delay for Movement [s/veh]	66.28	50.61	46.75	237.57	50.93	53.05	58.53	12.33	12.54	60.74	15.96	9.34
Movement LOS	E	D	D	F	D	D	E	B	B	E	B	A
d_A, Approach Delay [s/veh]	52.67			97.32			23.80			16.49		
Approach LOS	D			F			C			B		
d_I, Intersection Delay [s/veh]	45.41											
Intersection LOS	D											
Intersection V/C	0.563											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.130	2.922	2.977	3.124
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	983	533	433	433
d_b, Bicycle Delay [s]	15.50	32.27	36.82	36.82
l_b,int, Bicycle LOS Score for Intersection	1.868	2.181	1.975	2.442
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	0	12	10	331	0	0	298	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	0	0	0	0	0	0	0	25	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	0	9	0	12	10	331	25	0	298	6
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	3	0	4	3	98	7	0	88	2
Total Analysis Volume [veh/h]	65	0	0	11	0	14	12	392	30	0	353	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.58	19.73	13.99	17.29	16.99	10.72	8.02	0.00	0.00	8.17	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.82	0.82	0.82	0.18	0.18	0.18	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.56	20.56	20.56	4.47	4.47	4.47	0.51	0.51	0.51	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.58			13.61			0.22			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.01											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St at Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	28	0	36	12	330	0	0	261	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	38	0	0	0	0	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	38	28	0	36	12	330	0	18	261	30
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	11	8	0	11	4	99	0	5	79	9
Total Analysis Volume [veh/h]	0	0	46	34	0	43	14	398	0	22	314	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	675	642	759	759
Degree of Utilization, x	0.07	0.12	0.54	0.49

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.22	0.41	3.31	2.73
95th-Percentile Queue Length [ft]	5.47	10.17	82.85	68.21
Approach Delay [s/veh]	8.72	9.37	13.24	12.21
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	12.26			
Intersection LOS	B			

Morningside Townhomes Project

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Report File: K:\...\2 - EX_WP_AM_Queue Mitigation.pdf

Scenario 9 9 EX WP AM V2 Queue Mit
6/10/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.305	22.7	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.533	37.6	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.368	10.8	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Right	0.497	25.1	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.556	21.7	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	EB Right	0.627	11.8	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.278	10.2	B
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Thru	0.347	20.3	C
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.345	9.1	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.571	15.7	B
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.317	3.9	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.338	6.5	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	SB Left	0.563	45.4	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	NB Left	0.220	20.6	C
214	104th St at Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.543	12.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.305

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	242	5	222	8	1	4	5	458	133	81	861	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	45	0	0	0	0	0	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	287	5	222	8	1	4	5	458	154	81	861	21
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	1	61	2	0	1	1	126	42	22	236	6
Total Analysis Volume [veh/h]	315	5	244	9	1	4	5	503	169	89	945	23
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	32	0	0	32	0	26	46	0	10	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	33	0	15	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	16	16	4	4	4	1	76	76	8	83	83
g / C, Green / Cycle	0.14	0.14	0.14	0.03	0.03	0.03	0.01	0.63	0.63	0.06	0.69	0.69
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.11	0.01	0.00	0.00	0.00	0.13	0.13	0.05	0.19	0.01
s, saturation flow rate [veh/h]	1781	1710	1589	1781	1870	1589	1781	3560	1644	1781	5094	1589
c, Capacity [veh/h]	244	234	217	57	60	51	12	2256	1042	114	3521	1099
d1, Uniform Delay [s]	50.28	50.29	50.30	56.51	56.25	56.36	59.39	9.23	9.28	55.31	7.02	5.80
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.35	6.63	7.15	1.28	0.11	0.65	23.10	0.20	0.45	10.81	0.19	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.81	0.81	0.16	0.02	0.08	0.43	0.20	0.21	0.78	0.27	0.02
d, Delay for Lane Group [s/veh]	56.63	56.92	57.45	57.78	56.36	57.02	82.48	9.43	9.73	66.13	7.21	5.84
Lane Group LOS	E	E	E	E	E	E	F	A	A	E	A	A
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.18	5.96	5.58	0.29	0.03	0.13	0.23	2.49	2.46	3.00	2.92	0.18
50th-Percentile Queue Length [ft/ln]	154.52	148.97	139.49	7.15	0.78	3.18	5.66	62.19	61.60	74.89	72.92	4.58
95th-Percentile Queue Length [veh/ln]	10.26	9.96	9.45	0.52	0.06	0.23	0.41	4.48	4.44	5.39	5.25	0.33
95th-Percentile Queue Length [ft/ln]	256.45	249.05	236.34	12.88	1.41	5.72	10.18	111.94	110.88	134.80	131.26	8.24

Movement, Approach, & Intersection Results

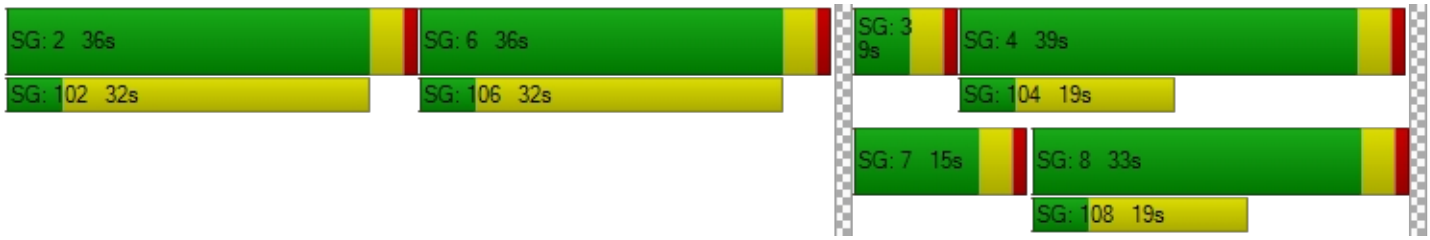
d_M, Delay for Movement [s/veh]	56.75	56.92	57.32	57.78	56.36	57.02	82.48	9.46	9.73	66.13	7.21	5.84
Movement LOS	E	E	E	E	E	E	F	A	A	E	A	A
d_A, Approach Delay [s/veh]	56.98			57.46			10.07			12.14		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	22.75											
Intersection LOS	C											
Intersection V/C	0.305											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.347	2.158	2.977	2.962
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	583
d_b, Bicycle Delay [s]	32.27	32.27	34.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.490	1.583	1.932	2.141
Bicycle LOS	B	A	A	B

Sequence

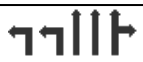
Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	37.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	271	716	45	92	890	165	197	314	129	113	859	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	19	19	0	9	0	0	0	0	9	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	271	735	64	92	899	165	197	314	129	122	859	209
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	189	16	24	231	42	51	81	33	31	220	54
Total Analysis Volume [veh/h]	278	755	66	94	923	169	202	322	132	125	882	215
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	10	33	0	11	34	0	8	32	0	18	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	36	61	0	14	39	0	12	36	0	9	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	31	8	26	26	9	59	59	6	56	56
g / C, Green / Cycle	0.10	0.26	0.07	0.22	0.22	0.08	0.49	0.49	0.05	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.05	0.18	0.11	0.06	0.09	0.08	0.04	0.21	0.21
s, saturation flow rate [veh/h]	3459	3560	1781	5094	1589	3459	3560	1589	3459	3560	1689
c, Capacity [veh/h]	356	914	118	1121	350	270	1746	779	185	1659	787
d1, Uniform Delay [s]	52.51	42.07	55.24	44.58	40.85	54.17	17.14	17.00	55.76	21.64	21.65
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.77	1.97	11.60	1.59	1.04	4.15	0.23	0.47	4.24	0.88	1.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.83	0.80	0.82	0.48	0.75	0.18	0.17	0.67	0.45	0.45
d, Delay for Lane Group [s/veh]	56.28	44.03	66.84	46.17	41.88	58.32	17.37	17.47	60.00	22.52	23.51
Lane Group LOS	E	D	E	D	D	E	B	B	E	C	C
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	4.27	10.75	3.18	8.85	4.47	3.14	2.55	2.13	1.97	7.20	7.07
50th-Percentile Queue Length [ft/ln]	106.86	268.77	79.57	221.30	111.82	78.55	63.73	53.23	49.18	180.03	176.65
95th-Percentile Queue Length [veh/ln]	7.66	16.13	5.73	13.73	7.94	5.66	4.59	3.83	3.54	11.60	11.43
95th-Percentile Queue Length [ft/ln]	191.62	403.21	143.22	343.29	198.53	141.39	114.71	95.81	88.53	290.05	285.63

Movement, Approach, & Intersection Results

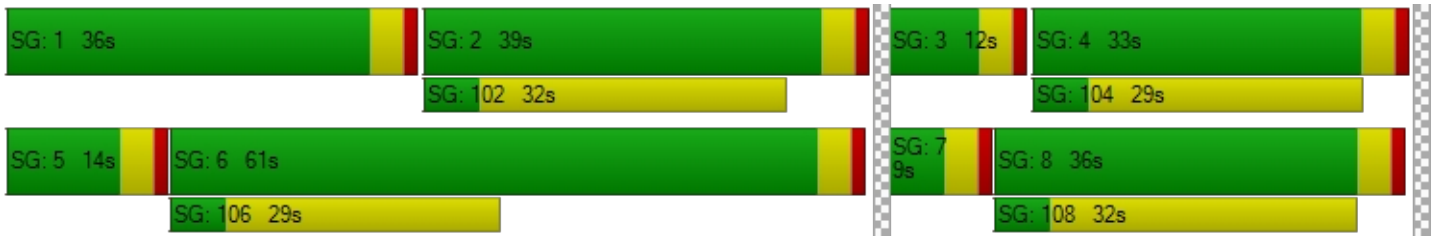
d_M, Delay for Movement [s/veh]	56.28	44.03	0.00	66.84	46.17	41.88	58.32	17.37	17.47	60.00	22.67	23.51
Movement LOS	E	D		E	D	D	E	B	B	E	C	C
d_A, Approach Delay [s/veh]	44.57			47.20			30.00			26.64		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.65											
Intersection LOS	D											
Intersection V/C	0.533											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.010	2.938	2.983	2.837
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	950	583	533	483
d_b, Bicycle Delay [s]	16.54	30.10	32.27	34.50
l_b,int, Bicycle LOS Score for Intersection	2.412	2.212	2.101	2.232
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	901	127	51	873	25	58	66	62	83	59	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	4	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	901	127	51	873	25	58	70	62	83	69	51
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	239	34	14	231	7	15	19	16	22	18	14
Total Analysis Volume [veh/h]	89	955	135	54	926	27	62	74	66	88	73	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	15	0	0	15	0	0	37	0	0	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	47	0	0	47	0	0	53	0	0	53	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.15	0.20	0.21	0.10	0.18	0.18	0.14	0.16
s, saturation flow rate [veh/h]	589	3560	1754	517	3560	1843	1456	1320
c, Capacity [veh/h]	461	2613	1287	408	2613	1353	318	296
d1, Uniform Delay [s]	6.80	4.45	4.46	6.89	4.30	4.30	38.02	39.44
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.93	0.27	0.54	0.67	0.22	0.42	2.10	3.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.28	0.28	0.13	0.24	0.24	0.64	0.73
d, Delay for Lane Group [s/veh]	7.74	4.72	5.00	7.57	4.52	4.72	40.12	42.81
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.81	2.17	2.24	0.49	1.80	1.94	4.79	5.37
50th-Percentile Queue Length [ft/ln]	20.20	54.25	56.07	12.29	45.01	48.58	119.65	134.25
95th-Percentile Queue Length [veh/ln]	1.45	3.91	4.04	0.88	3.24	3.50	8.37	9.17
95th-Percentile Queue Length [ft/ln]	36.36	97.65	100.92	22.12	81.01	87.44	209.34	229.26

Movement, Approach, & Intersection Results

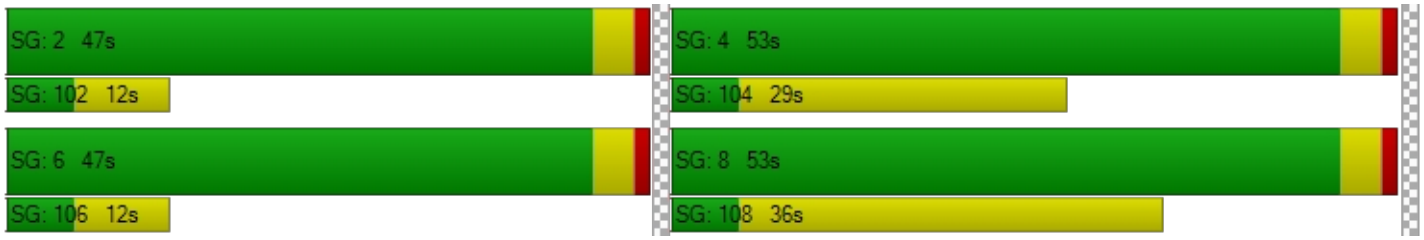
d_M, Delay for Movement [s/veh]	7.74	4.79	5.00	7.57	4.58	4.72	40.12	40.12	40.12	42.81	42.81	42.81
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.03			4.75			40.12			42.81		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.76											
Intersection LOS	B											
Intersection V/C	0.368											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.226	3.074	2.039	2.031
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	860	860	980	980
d_b, Bicycle Delay [s]	16.25	16.25	13.01	13.01
l_b,int, Bicycle LOS Score for Intersection	2.208	2.113	1.893	1.914
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	25.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.497

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	33	244	123	67	126	18	63	155	33	71	112	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	21	0	0	0	4	0	0	10	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	33	244	123	88	126	18	63	159	33	71	122	203
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	66	33	24	34	5	17	43	9	19	33	55
Total Analysis Volume [veh/h]	36	265	134	96	137	20	68	173	36	77	133	221
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	41	0	0	41	0	0	21	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	61	0	0	61	0	0	39	0	0	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	63	63	29	29
g / C, Green / Cycle	0.63	0.63	0.63	0.63	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.03	0.23	0.10	0.09	0.20	0.27
s, saturation flow rate [veh/h]	1229	1765	985	1829	1396	1591
c, Capacity [veh/h]	752	1110	544	1150	452	506
d1, Uniform Delay [s]	10.28	8.91	15.06	7.55	30.45	34.21
k, delay calibration	0.50	0.50	0.50	0.50	0.14	0.29
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	0.91	0.71	0.25	1.71	10.25
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.36	0.18	0.14	0.61	0.85
d, Delay for Lane Group [s/veh]	10.40	9.82	15.77	7.79	32.16	44.46
Lane Group LOS	B	A	B	A	C	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.39	4.21	1.34	1.35	5.97	11.50
50th-Percentile Queue Length [ft/ln]	9.65	105.37	33.45	33.78	149.15	287.54
95th-Percentile Queue Length [veh/ln]	0.69	7.58	2.41	2.43	9.97	17.06
95th-Percentile Queue Length [ft/ln]	17.36	189.54	60.21	60.80	249.29	426.58

Movement, Approach, & Intersection Results

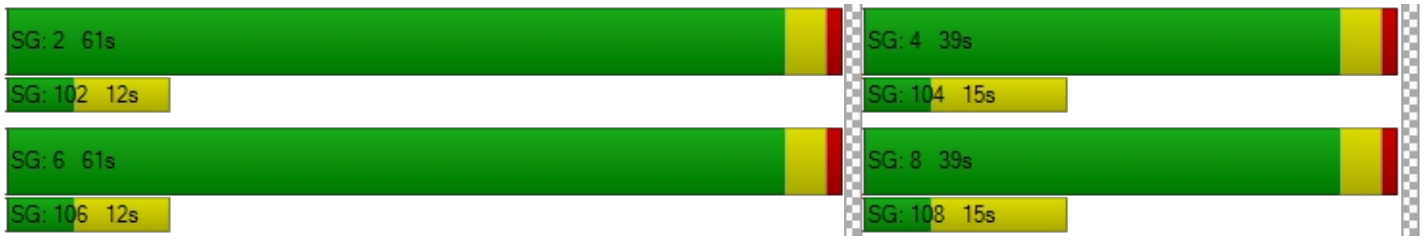
d_M, Delay for Movement [s/veh]	10.40	9.82	9.82	15.77	7.79	7.79	32.16	32.16	32.16	44.46	44.46	44.46
Movement LOS	B	A	A	B	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	9.87			10.82			32.16			44.46		
Approach LOS	A			B			C			D		
d_I, Intersection Delay [s/veh]	25.14											
Intersection LOS	C											
Intersection V/C	0.497											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.242	2.306	2.000	2.197
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1140	1140	700	700
d_b, Bicycle Delay [s]	9.25	9.25	21.13	21.13
l_b,int, Bicycle LOS Score for Intersection	2.277	1.977	2.017	2.271
Bicycle LOS	B	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.556

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	143	880	19	23	1008	105	92	91	55	33	163	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	18	38	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	880	19	23	1008	123	130	91	55	33	163	68
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	230	5	6	264	32	34	24	14	9	43	18
Total Analysis Volume [veh/h]	150	921	20	24	1055	129	136	95	58	35	171	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	19	24	0	5	10	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	39	58	0	9	28	0	0	33	0	0	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	59	59	2	51	51	27	27
g / C, Green / Cycle	0.10	0.59	0.59	0.02	0.51	0.51	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.01	0.22	0.22	0.25	0.16
s, saturation flow rate [veh/h]	1781	3560	1850	1781	3560	1768	1161	1703
c, Capacity [veh/h]	187	2083	1082	44	1797	892	367	501
d1, Uniform Delay [s]	43.75	10.42	10.42	48.23	15.77	15.77	36.24	31.53
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.35	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.81	0.37	0.70	10.33	0.78	1.58	11.24	1.12
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.80	0.30	0.30	0.55	0.44	0.44	0.79	0.55
d, Delay for Lane Group [s/veh]	51.56	10.78	11.12	58.55	16.55	17.35	47.48	32.65
Lane Group LOS	D	B	B	E	B	B	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.01	3.34	3.57	0.71	5.71	5.88	8.03	5.87
50th-Percentile Queue Length [ft/ln]	100.20	83.48	89.34	17.86	142.74	146.95	200.68	146.76
95th-Percentile Queue Length [veh/ln]	7.21	6.01	6.43	1.29	9.63	9.85	12.67	9.84
95th-Percentile Queue Length [ft/ln]	180.36	150.26	160.81	32.15	240.71	246.35	316.85	246.10

Movement, Approach, & Intersection Results

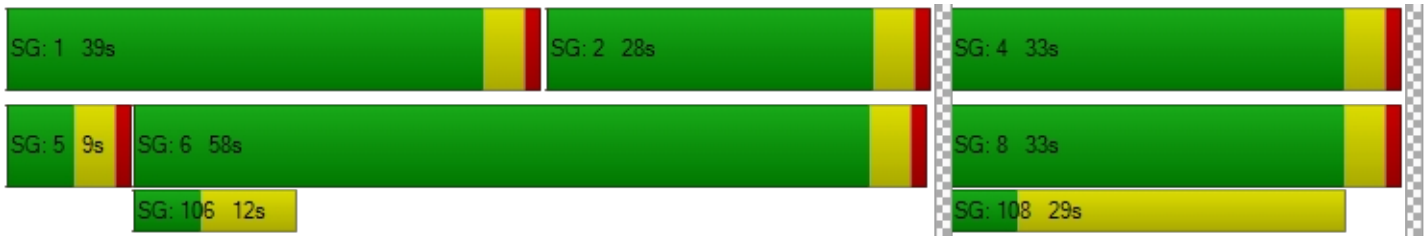
d_M, Delay for Movement [s/veh]	51.56	10.90	11.12	58.55	16.75	17.35	47.48	47.48	47.48	32.65	32.65	32.65
Movement LOS	D	B	B	E	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	16.49			17.65			47.48			32.65		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	21.67											
Intersection LOS	C											
Intersection V/C	0.556											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.148	0.000	0.000	1.924
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	480	580	580
d_b, Bicycle Delay [s]	10.58	28.88	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.160	2.224	2.036	2.017
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	11.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.627

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	172	1089	8	6	1085	148	177	5	226	0	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	0	0	0	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	182	1089	8	6	1085	148	177	5	230	0	3	6
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	288	2	2	287	39	47	1	61	0	1	2
Total Analysis Volume [veh/h]	193	1154	8	6	1149	157	188	5	244	0	3	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	80	0	0	80	0	0	32	0	0	32	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.46	0.21	0.21	0.01	0.25	0.25	0.13	0.17	0.01
s, saturation flow rate [veh/h]	421	3560	1863	483	3560	1757	1450	1446	1669
c, Capacity [veh/h]	328	2586	1354	373	2586	1276	352	280	359
d1, Uniform Delay [s]	14.22	4.76	4.76	7.22	4.96	4.96	37.25	39.11	32.69
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.54	0.29	0.56	0.08	0.35	0.72	1.34	8.24	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.29	0.29	0.02	0.34	0.34	0.55	0.87	0.03
d, Delay for Lane Group [s/veh]	21.76	5.05	5.32	7.30	5.32	5.68	38.58	47.35	32.72
Lane Group LOS	C	A	A	A	A	A	D	D	C
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	3.54	2.38	2.60	0.05	2.85	2.94	4.47	6.37	0.18
50th-Percentile Queue Length [ft/ln]	88.42	59.61	64.89	1.36	71.23	73.59	111.66	159.36	4.49
95th-Percentile Queue Length [veh/ln]	6.37	4.29	4.67	0.10	5.13	5.30	7.93	10.51	0.32
95th-Percentile Queue Length [ft/ln]	159.16	107.31	116.80	2.44	128.22	132.47	198.30	262.87	8.08

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	21.76	5.14	5.32	7.30	5.40	5.68	38.58	38.58	47.35	32.72	32.72	32.72
Movement LOS	C	A	A	A	A	A	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	7.51			5.44			43.48			32.72		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	11.76											
Intersection LOS	B											
Intersection V/C	0.627											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.238	2.478	1.964
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.305	2.281	1.920	1.574
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.278

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	1189	43	46	1217	22	11	17	7	102	29	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	13	4	0	0	0	0	0	29	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	1189	56	50	1217	22	11	17	7	131	29	95
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	316	15	13	324	6	3	5	2	35	8	25
Total Analysis Volume [veh/h]	13	1265	60	53	1295	23	12	18	7	139	31	101
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	0	92	0	5	92	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	48	0	9	57	0	0	42	0	0	43	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No		No	No			No			No	
Maximum Recall		No		No	No			No			No	
Pedestrian Recall		No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	0.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	69	69	69	77	77	77	15	15
g / C, Green / Cycle	0.69	0.69	0.69	0.77	0.77	0.77	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.03	0.25	0.25	0.10	0.24	0.24	0.02	0.17
s, saturation flow rate [veh/h]	417	3560	1827	518	3560	1853	1586	1574
c, Capacity [veh/h]	314	2445	1255	458	2725	1418	293	298
d1, Uniform Delay [s]	9.02	6.51	6.51	3.55	3.64	3.64	36.48	42.81
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	0.41	0.80	0.51	0.31	0.59	0.19	10.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.36	0.36	0.12	0.32	0.32	0.13	0.91
d, Delay for Lane Group [s/veh]	9.26	6.92	7.30	4.06	3.95	4.23	36.67	53.30
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.14	3.50	3.73	0.26	2.19	2.39	0.79	7.61
50th-Percentile Queue Length [ft/ln]	3.46	87.60	93.30	6.57	54.65	59.68	19.86	190.35
95th-Percentile Queue Length [veh/ln]	0.25	6.31	6.72	0.47	3.93	4.30	1.43	12.14
95th-Percentile Queue Length [ft/ln]	6.23	157.67	167.93	11.82	98.37	107.43	35.75	303.48

Movement, Approach, & Intersection Results

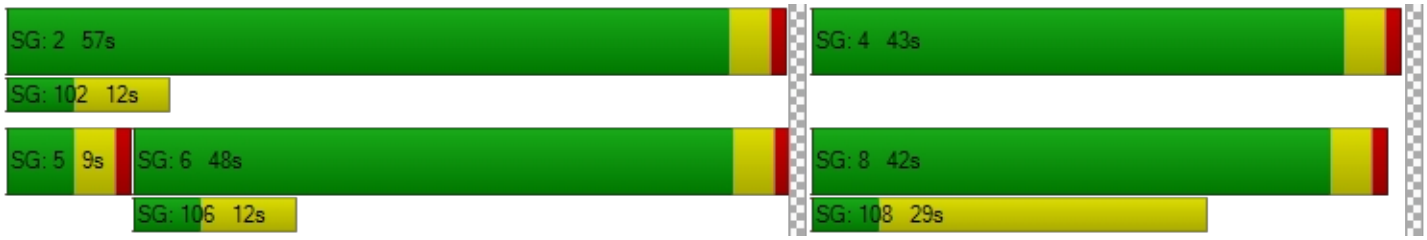
d_M, Delay for Movement [s/veh]	9.26	7.04	7.30	4.06	4.04	4.23	36.67	36.67	36.67	53.30	53.30	53.30
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.07			4.04			36.67			53.30		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.21											
Intersection LOS	B											
Intersection V/C	0.278											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.185	0.000	1.791	1.971
Crosswalk LOS	C	F	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	880	1060	760	780
d_b, Bicycle Delay [s]	15.68	11.05	19.22	18.61
l_b,int, Bicycle LOS Score for Intersection	2.296	2.314	1.621	2.007
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	20.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.347

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	256	5	22	197	24	49	33	12	18	94	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	0	0	17	0	19	39	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	256	14	22	197	24	49	50	12	37	133	111
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	70	4	6	54	7	13	14	3	10	37	31
Total Analysis Volume [veh/h]	11	282	15	24	217	26	54	55	13	41	146	122
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	52	0	0	52	0	0	48	0	0	48	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	20	20
g / C, Green / Cycle	0.72	0.72	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.17	0.15	0.12	0.18
s, saturation flow rate [veh/h]	1835	1758	1036	1726
c, Capacity [veh/h]	1356	1303	261	388
d1, Uniform Delay [s]	4.75	4.63	35.06	38.70
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	0.36	1.31	3.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.20	0.47	0.80
d, Delay for Lane Group [s/veh]	5.14	4.99	36.36	42.45
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.96	1.73	2.72	7.66
50th-Percentile Queue Length [ft/ln]	49.04	43.35	68.11	191.42
95th-Percentile Queue Length [veh/ln]	3.53	3.12	4.90	12.19
95th-Percentile Queue Length [ft/ln]	88.27	78.04	122.59	304.87

Movement, Approach, & Intersection Results

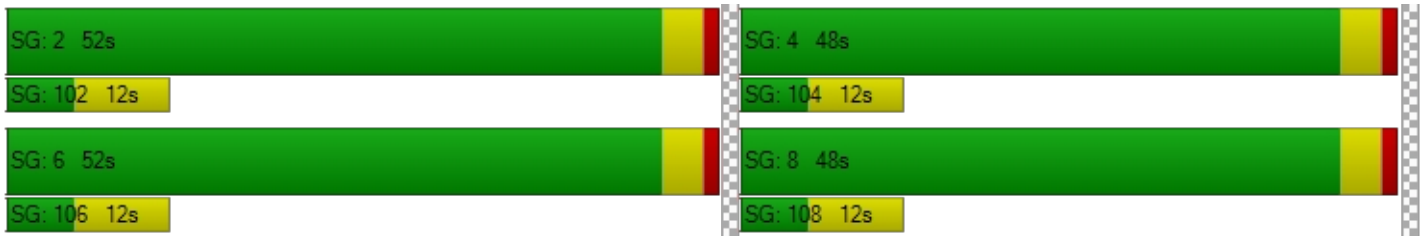
d_M, Delay for Movement [s/veh]	5.14	5.14	5.14	4.99	4.99	4.99	36.36	36.36	36.36	42.45	42.45	42.45
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.14			4.99			36.36			42.45		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	20.34											
Intersection LOS	C											
Intersection V/C	0.347											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.062	2.093	1.886	1.952
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	960	960	880	880
d_b, Bicycle Delay [s]	13.52	13.52	15.68	15.68
l_b,int, Bicycle LOS Score for Intersection	2.068	2.000	1.761	2.069
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.345

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	2	9	1	3	2	0	55	10	20	197	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	39	0	58	26	0	0	0	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	2	9	40	3	60	26	55	10	20	197	18
Peak Hour Factor	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	3	12	1	18	8	16	3	6	59	5
Total Analysis Volume [veh/h]	23	2	11	48	4	72	31	66	12	24	235	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	726	780	776	813
Degree of Utilization, x	0.05	0.16	0.14	0.34

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.16	0.56	0.49	1.54
95th-Percentile Queue Length [ft]	3.90	14.09	12.18	38.55
Approach Delay [s/veh]	8.21	8.49	8.39	9.74
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.09			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	15.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	902	97	149	1145	0	0	1	7	240	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	10	0	0	0	0	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	902	107	149	1145	0	0	1	7	244	0	156
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	235	28	39	299	0	0	0	2	64	0	41
Total Analysis Volume [veh/h]	1	942	112	156	1195	0	0	1	7	255	0	163
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	53	0	0	53	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	65	0	0	65	0	0	35	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	62	62	62	62	62	62	30	30
g / C, Green / Cycle	0.62	0.62	0.62	0.62	0.62	0.62	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.20	0.20	0.20	0.29	0.22	0.22	0.00	0.28
s, saturation flow rate [veh/h]	1868	1702	1605	535	3560	1870	1604	1497
c, Capacity [veh/h]	1202	1062	1002	343	2223	1167	510	501
d1, Uniform Delay [s]	8.86	8.86	8.87	17.26	9.05	9.05	24.92	34.17
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.69	0.82	0.87	4.32	0.44	0.84	0.01	11.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.33	0.33	0.46	0.35	0.35	0.02	0.83
d, Delay for Lane Group [s/veh]	9.55	9.68	9.75	21.58	9.49	9.89	24.93	46.06
Lane Group LOS	A	A	A	C	A	A	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.83	3.52	3.35	2.80	3.92	4.25	0.14	11.32
50th-Percentile Queue Length [ft/ln]	95.75	87.99	83.80	69.93	98.04	106.20	3.40	282.94
95th-Percentile Queue Length [veh/ln]	6.89	6.34	6.03	5.03	7.06	7.63	0.24	16.83
95th-Percentile Queue Length [ft/ln]	172.35	158.39	150.85	125.87	176.47	190.71	6.12	420.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	9.55	9.64	9.75	21.58	9.63	9.89	24.93	24.93	24.93	46.06	46.06	46.06
Movement LOS	A	A	A	C	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	9.65			11.01			24.93			46.06		
Approach LOS	A			B			C			D		
d_I, Intersection Delay [s/veh]	15.72											
Intersection LOS	B											
Intersection V/C	0.571											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.943	0.000	2.278
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1220	1220	620	620
d_b, Bicycle Delay [s]	7.61	7.61	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.140	2.303	1.573	2.249
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.317

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	14	971	1269	27	71	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	29	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	984	1298	27	71	25
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	257	339	7	19	7
Total Analysis Volume [veh/h]	15	1028	1356	28	74	26
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	12	12	0	40	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	48	48	0	52	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	85	85	85	85	7
g / C, Green / Cycle	0.85	0.85	0.85	0.85	0.07
(v / s)_i Volume / Saturation Flow Rate	0.04	0.20	0.26	0.25	0.06
s, saturation flow rate [veh/h]	391	5094	3560	1850	1727
c, Capacity [veh/h]	370	4303	3008	1563	130
d1, Uniform Delay [s]	2.97	1.51	1.63	1.60	45.39
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.21	0.13	0.26	0.48	9.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.24	0.31	0.30	0.77
d, Delay for Lane Group [s/veh]	3.17	1.64	1.89	2.09	54.59
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	0.66	0.99	1.08	2.75
50th-Percentile Queue Length [ft/ln]	1.98	16.47	24.76	26.93	68.85
95th-Percentile Queue Length [veh/ln]	0.14	1.19	1.78	1.94	4.96
95th-Percentile Queue Length [ft/ln]	3.57	29.65	44.56	48.48	123.94

Movement, Approach, & Intersection Results

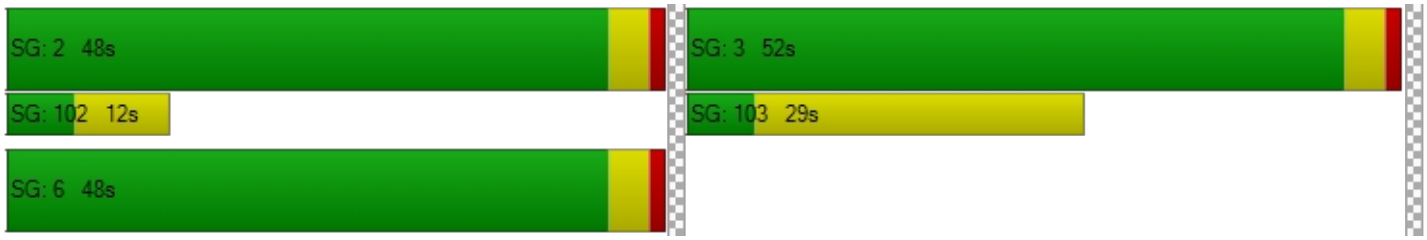
d_M, Delay for Movement [s/veh]	3.17	1.64	1.95	2.09	54.59	54.59
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	1.66		1.96		54.59	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.92					
Intersection LOS	A					
Intersection V/C	0.317					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.938	0.000	1.813
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	880	880	960
d_b, Bicycle Delay [s]	15.68	15.68	13.52
l_b,int, Bicycle LOS Score for Intersection	2.133	2.321	1.725
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	32	851	24	56	1241	19	53	13	25	65	18	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	29	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	864	24	56	1270	19	53	13	25	65	18	51
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	227	6	15	334	5	14	3	7	17	5	13
Total Analysis Volume [veh/h]	34	909	25	59	1337	20	56	14	26	68	19	54
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	37	0	0	37	0	0	63	0	0	63	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	81	81	81	81	81	81	11	11
g / C, Green / Cycle	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.08	0.17	0.17	0.10	0.25	0.25	0.07	0.09
s, saturation flow rate [veh/h]	401	3560	1844	599	3560	1856	1470	1605
c, Capacity [veh/h]	356	2896	1500	513	2896	1509	214	225
d1, Uniform Delay [s]	4.63	2.11	2.11	3.88	2.33	2.33	42.50	43.58
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.53	0.17	0.32	0.46	0.28	0.53	1.47	2.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.21	0.21	0.12	0.31	0.31	0.45	0.63
d, Delay for Lane Group [s/veh]	5.16	2.27	2.43	4.33	2.60	2.86	43.97	46.44
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.25	0.92	1.02	0.36	1.47	1.64	2.34	3.56
50th-Percentile Queue Length [ft/ln]	6.13	22.90	25.39	8.89	36.74	40.96	58.43	89.07
95th-Percentile Queue Length [veh/ln]	0.44	1.65	1.83	0.64	2.65	2.95	4.21	6.41
95th-Percentile Queue Length [ft/ln]	11.03	41.21	45.71	16.00	66.14	73.73	105.18	160.32

Movement, Approach, & Intersection Results

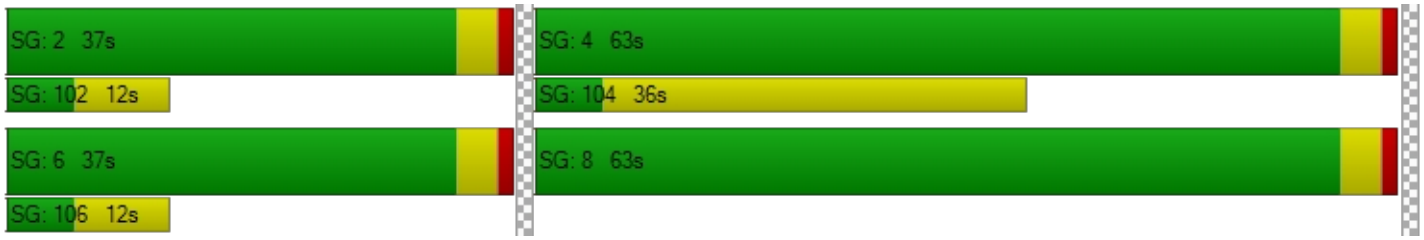
d_M, Delay for Movement [s/veh]	5.16	2.33	2.43	4.33	2.69	2.86	43.97	43.97	43.97	46.44	46.44	46.44
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.43			2.76			43.97			46.44		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.50											
Intersection LOS	A											
Intersection V/C	0.338											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.199	1.852	1.922
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	660	1180	1180
d_b, Bicycle Delay [s]	22.45	22.45	8.41	8.41
l_b,int, Bicycle LOS Score for Intersection	2.092	2.338	1.718	1.792
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	45.4
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.563

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	425	37	266	749	71	180	440	91	88	956	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	0	0	0	17	0	0	35	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	425	37	270	749	71	180	457	91	88	991	470
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	110	10	70	194	18	47	118	24	23	257	122
Total Analysis Volume [veh/h]	83	440	38	280	776	74	187	474	94	91	1027	487
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	30	45	0	17	32	0	5	27	0	5	27	27
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	45	63	0	18	36	0	9	30	0	9	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	7	16	16	14	23	23	9	69	69	5	65	83
g / C, Green / Cycle	0.06	0.13	0.13	0.12	0.19	0.19	0.07	0.58	0.58	0.04	0.54	0.69
(v / s)_i Volume / Saturation Flow Rate	0.05	0.09	0.02	0.16	0.16	0.16	0.05	0.11	0.11	0.03	0.20	0.31
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1788	3459	3560	1718	3459	5094	1589
c, Capacity [veh/h]	108	671	209	208	668	336	254	2050	989	147	2775	1104
d1, Uniform Delay [s]	55.52	49.51	46.34	53.00	47.07	47.09	54.44	12.08	12.11	56.51	15.58	8.06
k, delay calibration	0.11	0.11	0.11	0.49	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	10.76	1.10	0.41	184.57	3.07	5.96	4.09	0.20	0.42	4.23	0.38	1.28
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.66	0.18	1.35	0.85	0.85	0.73	0.19	0.19	0.62	0.37	0.44
d, Delay for Lane Group [s/veh]	66.28	50.61	46.75	237.57	50.14	53.05	58.53	12.28	12.54	60.74	15.96	9.34
Lane Group LOS	E	D	D	F	D	D	E	B	B	E	B	A
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.80	4.25	1.04	16.90	8.42	8.74	2.91	2.45	2.48	1.44	5.36	5.51
50th-Percentile Queue Length [ft/ln]	69.97	106.34	25.97	422.50	210.41	218.60	72.79	61.32	61.96	36.08	134.11	137.65
95th-Percentile Queue Length [veh/ln]	5.04	7.64	1.87	26.46	13.17	13.59	5.24	4.41	4.46	2.60	9.16	9.35
95th-Percentile Queue Length [ft/ln]	125.95	190.90	46.75	661.44	329.36	339.83	131.02	110.37	111.53	64.94	229.07	233.85

Movement, Approach, & Intersection Results

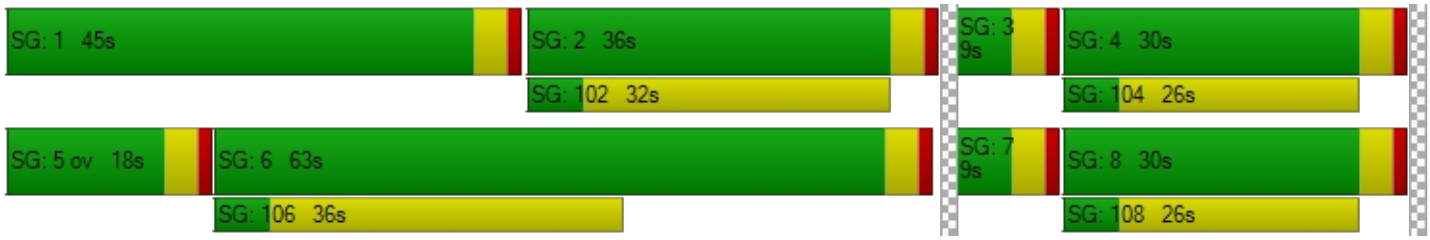
d_M, Delay for Movement [s/veh]	66.28	50.61	46.75	237.57	50.93	53.05	58.53	12.33	12.54	60.74	15.96	9.34
Movement LOS	E	D	D	F	D	D	E	B	B	E	B	A
d_A, Approach Delay [s/veh]	52.67			97.32			23.80			16.49		
Approach LOS	D			F			C			B		
d_I, Intersection Delay [s/veh]	45.41											
Intersection LOS	D											
Intersection V/C	0.563											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.130	2.922	2.977	3.124
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	983	533	433	433
d_b, Bicycle Delay [s]	15.50	32.27	36.82	36.82
l_b,int, Bicycle LOS Score for Intersection	1.868	2.181	1.975	2.442
Bicycle LOS	A	B	A	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.220

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	0	12	10	331	0	0	298	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	0	0	0	0	0	0	0	25	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	0	9	0	12	10	331	25	0	298	6
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	3	0	4	3	98	7	0	88	2
Total Analysis Volume [veh/h]	65	0	0	11	0	14	12	392	30	0	353	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.22	0.00	0.00	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	20.58	19.73	13.99	17.29	16.99	10.72	8.02	0.00	0.00	8.17	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.82	0.82	0.82	0.18	0.18	0.18	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	20.56	20.56	20.56	4.47	4.47	4.47	0.51	0.51	0.51	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	20.58			13.61			0.22			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.01											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St at Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.543

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	28	0	36	12	330	0	0	261	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	38	0	0	0	0	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	38	28	0	36	12	330	0	18	261	30
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	11	8	0	11	4	99	0	5	79	9
Total Analysis Volume [veh/h]	0	0	46	34	0	43	14	398	0	22	314	36
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	675	642	759	759
Degree of Utilization, x	0.07	0.12	0.54	0.49

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.22	0.41	3.31	2.73
95th-Percentile Queue Length [ft]	5.47	10.17	82.85	68.21
Approach Delay [s/veh]	8.72	9.37	13.24	12.21
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	12.26			
Intersection LOS	B			

Morningside Townhomes Project

Vistro File: K:\...\Inglewood_PM.vistro
Report File: K:\...\2 - EX_WP_PM.pdf

Scenario 8 EX WP PM V2
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.459	25.3	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	NB Left	0.657	48.2	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.402	10.8	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.518	25.2	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.579	22.3	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	EB Left	0.723	17.1	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.383	6.3	A
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.323	17.4	B
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	EB Thru	0.251	8.6	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.873	10.9	B
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.391	6.0	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Right	0.354	6.2	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	SB Left	0.620	37.5	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	NB Left	0.207	25.6	D
214	104th St and Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.600	12.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	25.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	256	4	249	10	15	11	6	962	202	133	745	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	33	0	0	0	0	0	0	0	46	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	289	4	249	10	15	11	6	962	248	133	745	3
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	1	68	3	4	3	2	262	68	36	203	1
Total Analysis Volume [veh/h]	315	4	272	11	16	12	7	1049	270	145	812	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	12	33	0	15	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	17	7	7	7	1	68	68	12	78	78
g / C, Green / Cycle	0.14	0.14	0.14	0.06	0.06	0.06	0.01	0.56	0.56	0.10	0.65	0.65
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.12	0.01	0.01	0.01	0.00	0.25	0.25	0.08	0.16	0.00
s, saturation flow rate [veh/h]	1781	1694	1589	1781	1870	1589	1781	3560	1681	1781	5094	1589
c, Capacity [veh/h]	255	242	227	109	115	98	16	2007	947	175	3328	1038
d1, Uniform Delay [s]	49.87	49.88	49.90	53.18	53.31	53.26	59.17	15.26	15.27	53.08	8.58	7.23
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.22	6.58	7.07	0.40	0.55	0.56	18.11	0.72	1.52	9.41	0.17	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.82	0.82	0.10	0.14	0.12	0.44	0.45	0.45	0.83	0.24	0.00
d, Delay for Lane Group [s/veh]	56.09	56.47	56.97	53.58	53.86	53.81	77.28	15.99	16.79	62.49	8.75	7.23
Lane Group LOS	E	E	E	D	D	D	E	B	B	E	A	A
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.47	6.19	5.86	0.33	0.48	0.36	0.29	7.17	6.99	4.75	2.84	0.03
50th-Percentile Queue Length [ft/ln]	161.71	154.76	146.40	8.16	11.90	8.97	7.29	179.24	174.70	118.66	71.00	0.69
95th-Percentile Queue Length [veh/ln]	10.64	10.27	9.82	0.59	0.86	0.65	0.52	11.56	11.32	8.32	5.11	0.05
95th-Percentile Queue Length [ft/ln]	265.98	256.77	245.61	14.70	21.42	16.14	13.12	289.03	283.09	207.99	127.79	1.24

Movement, Approach, & Intersection Results

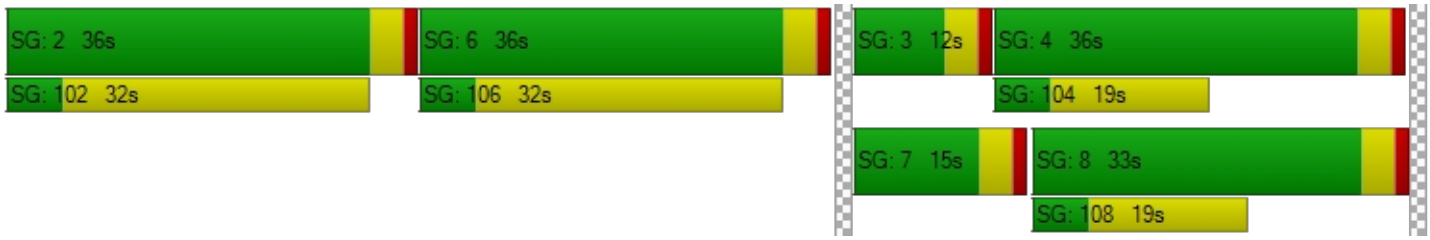
d_M, Delay for Movement [s/veh]	56.23	56.47	56.83	53.58	53.86	53.81	77.28	16.10	16.79	62.49	8.75	7.23
Movement LOS	E	E	E	D	D	D	E	B	B	E	A	A
d_A, Approach Delay [s/veh]	56.49			53.77			16.57			16.87		
Approach LOS	E			D			B			B		
d_I, Intersection Delay [s/veh]	25.25											
Intersection LOS	C											
Intersection V/C	0.459											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.395	2.159	3.041	3.020
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	483	533
d_b, Bicycle Delay [s]	32.27	32.27	34.50	32.27
l_b,int, Bicycle LOS Score for Intersection	2.535	1.624	2.289	2.088
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	329	746	78	211	902	279	369	977	345	87	711	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	14	0	18	0	0	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	329	760	92	211	920	279	369	977	345	105	711	70
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	196	24	54	237	72	95	252	89	27	183	18
Total Analysis Volume [veh/h]	340	784	95	218	949	288	381	1008	356	108	734	72
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	29	63	0	34	68	0	49	71	0	26	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	14	33	0	17	36	0	17	36	0	14	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	28	28	13	31	31	14	57	57	6	49	49
g / C, Green / Cycle	0.08	0.24	0.24	0.11	0.26	0.26	0.11	0.48	0.48	0.05	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.10	0.22	0.06	0.12	0.19	0.18	0.11	0.28	0.22	0.03	0.15	0.15
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1786
c, Capacity [veh/h]	288	839	375	193	1328	414	395	1689	754	163	1450	727
d1, Uniform Delay [s]	55.00	44.95	37.28	53.50	40.31	40.05	52.92	23.13	21.37	56.24	24.81	24.84
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	88.91	5.55	0.35	72.58	0.73	2.11	14.33	1.57	2.12	4.57	0.73	1.46
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.18	0.93	0.25	1.13	0.71	0.70	0.97	0.60	0.47	0.66	0.37	0.37
d, Delay for Lane Group [s/veh]	143.91	50.50	37.63	126.08	41.03	42.16	67.25	24.70	23.49	60.81	25.54	26.30
Lane Group LOS	F	D	D	F	D	D	E	C	C	E	C	C
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.91	12.00	2.32	9.70	8.55	7.90	6.49	10.64	7.15	1.71	5.46	5.66
50th-Percentile Queue Length [ft/ln]	197.73	300.11	57.99	242.43	213.73	197.41	162.23	266.03	178.69	42.83	136.49	141.62
95th-Percentile Queue Length [veh/ln]	13.23	17.69	4.18	15.52	13.34	12.50	10.67	15.99	11.53	3.08	9.29	9.57
95th-Percentile Queue Length [ft/ln]	330.80	442.17	104.38	388.10	333.61	312.62	266.67	399.78	288.30	77.10	232.29	239.20

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	143.91	50.50	37.63	126.08	41.03	42.16	67.25	24.70	23.49	60.81	25.74	26.30
Movement LOS	F	D	D	F	D	D	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	75.55			54.00			33.74			29.93		
Approach LOS	E			D			C			C		
d_I, Intersection Delay [s/veh]	48.17											
Intersection LOS	D											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.061	2.984	3.119	2.920
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	483	533	533	483
d_b, Bicycle Delay [s]	34.50	32.27	32.27	34.50
l_b,int, Bicycle LOS Score for Intersection	2.565	2.360	2.999	2.062
Bicycle LOS	B	B	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.402

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	44	742	140	122	1245	46	24	148	62	71	58	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	9	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	742	140	122	1245	46	24	157	62	71	65	48
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	196	37	32	329	12	6	41	16	19	17	13
Total Analysis Volume [veh/h]	47	784	148	129	1316	49	25	166	66	75	69	51
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	16	0	0	16	0	0	36	0	0	36	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	43	0	0	43	0	0	57	0	0	57	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	75	75	75	75	17	17
g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.12	0.18	0.18	0.21	0.25	0.25	0.14	0.15
s, saturation flow rate [veh/h]	398	3560	1723	600	3560	1836	1774	1306
c, Capacity [veh/h]	312	2664	1289	457	2664	1374	344	274
d1, Uniform Delay [s]	8.90	3.84	3.85	8.22	4.24	4.24	40.04	40.15
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.02	0.21	0.43	1.54	0.34	0.67	3.24	3.41
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.24	0.24	0.28	0.34	0.34	0.75	0.71
d, Delay for Lane Group [s/veh]	9.92	4.05	4.28	9.77	4.59	4.91	43.28	43.56
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.52	1.64	1.69	1.36	2.61	2.81	6.34	4.90
50th-Percentile Queue Length [ft/ln]	13.04	41.04	42.13	34.09	65.24	70.36	158.50	122.46
95th-Percentile Queue Length [veh/ln]	0.94	2.95	3.03	2.45	4.70	5.07	10.47	8.53
95th-Percentile Queue Length [ft/ln]	23.48	73.87	75.84	61.37	117.43	126.65	261.74	213.20

Movement, Approach, & Intersection Results

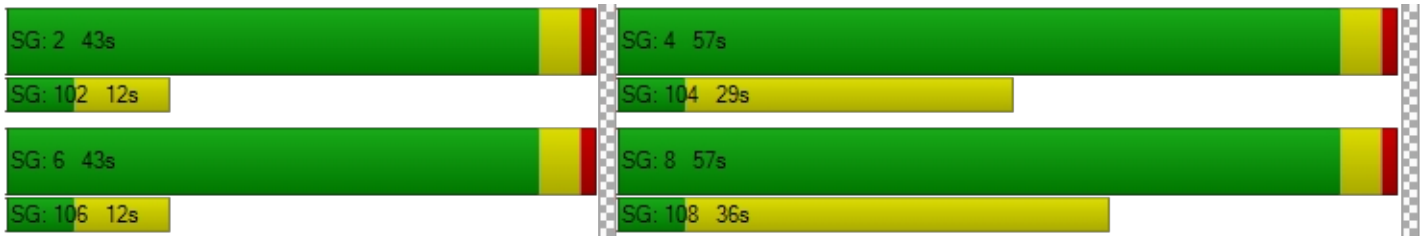
d_M, Delay for Movement [s/veh]	9.92	4.10	4.28	9.77	4.69	4.91	43.28	43.28	43.28	43.56	43.56	43.56
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.41			5.13			43.28			43.56		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.80											
Intersection LOS	B											
Intersection V/C	0.402											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.226	3.055	1.994	2.216
Crosswalk LOS	C	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	780	780	1060	1060
d_b, Bicycle Delay [s]	18.61	18.61	11.05	11.05
l_b,int, Bicycle LOS Score for Intersection	2.098	2.381	1.984	1.881
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	25.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	276	55	136	236	42	114	214	32	41	79	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	46	0	0	0	9	0	0	7	33
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	276	55	182	236	42	114	223	32	41	86	183
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	76	15	50	65	12	31	61	9	11	24	50
Total Analysis Volume [veh/h]	32	304	61	200	260	46	126	246	35	45	95	202
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	33	0	0	33	0	0	19	0	0	19	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	62	0	0	62	0	0	38	0	0	38	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	58	58	58	58	34	34
g / C, Green / Cycle	0.58	0.58	0.58	0.58	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.03	0.20	0.20	0.17	0.32	0.22
s, saturation flow rate [veh/h]	1073	1816	1017	1822	1282	1556
c, Capacity [veh/h]	593	1063	545	1066	477	562
d1, Uniform Delay [s]	13.62	10.78	17.77	10.35	33.06	27.85
k, delay calibration	0.50	0.50	0.50	0.50	0.41	0.19
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.17	0.88	1.90	0.68	14.69	1.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.34	0.37	0.29	0.85	0.61
d, Delay for Lane Group [s/veh]	13.79	11.66	19.67	11.03	47.75	29.76
Lane Group LOS	B	B	B	B	D	C
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.41	4.31	3.27	3.38	11.41	7.14
50th-Percentile Queue Length [ft/ln]	10.30	107.86	81.65	84.54	285.23	178.50
95th-Percentile Queue Length [veh/ln]	0.74	7.72	5.88	6.09	16.95	11.52
95th-Percentile Queue Length [ft/ln]	18.54	193.02	146.96	152.17	423.71	288.05

Movement, Approach, & Intersection Results

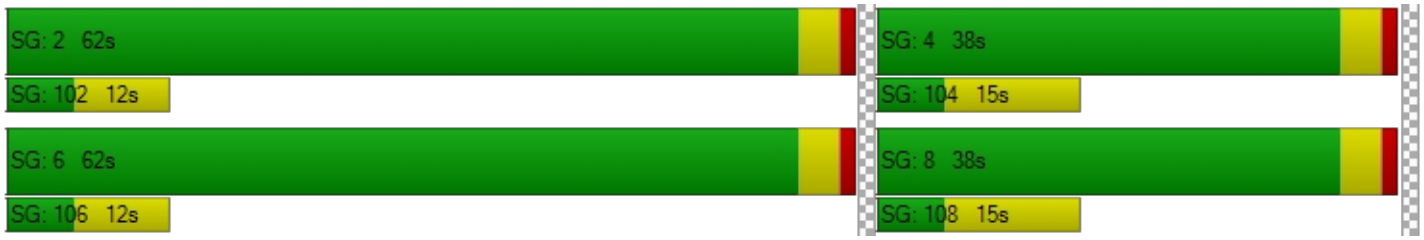
d_M, Delay for Movement [s/veh]	13.79	11.66	11.66	19.67	11.03	11.03	47.75	47.75	47.75	29.76	29.76	29.76
Movement LOS	B	B	B	B	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	11.83			14.44			47.75			29.76		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	25.19											
Intersection LOS	C											
Intersection V/C	0.518											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.210	2.496	2.050	2.351
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1160	1160	680	680
d_b, Bicycle Delay [s]	8.82	8.82	21.78	21.78
l_b,int, Bicycle LOS Score for Intersection	2.215	2.395	2.231	2.124
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	140	1030	53	59	1187	76	66	219	69	33	111	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	36	28	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	1030	53	59	1187	112	94	219	69	33	111	39
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	267	14	15	308	29	24	57	18	9	29	10
Total Analysis Volume [veh/h]	145	1068	55	61	1231	116	98	227	72	34	115	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	17	24	0	5	12	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	28	0	9	16	0	0	33	0	0	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	57	57	4	52	52	26	26
g / C, Green / Cycle	0.10	0.57	0.57	0.04	0.52	0.52	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.21	0.03	0.25	0.25	0.25	0.13
s, saturation flow rate [veh/h]	1781	3560	1823	1781	3560	1789	1615	1511
c, Capacity [veh/h]	178	2035	1042	78	1837	923	470	440
d1, Uniform Delay [s]	44.12	11.60	11.60	47.32	15.66	15.66	35.89	30.32
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.34	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.82	0.51	0.99	15.11	0.93	1.85	11.99	0.66
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.36	0.37	0.78	0.49	0.49	0.84	0.43
d, Delay for Lane Group [s/veh]	52.94	12.10	12.59	62.42	16.59	17.51	47.88	30.98
Lane Group LOS	D	B	B	E	B	B	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.93	4.37	4.61	1.82	6.56	6.82	10.94	3.79
50th-Percentile Queue Length [ft/ln]	98.19	109.15	115.35	45.60	163.90	170.55	273.44	94.82
95th-Percentile Queue Length [veh/ln]	7.07	7.79	8.14	3.28	10.76	11.11	16.36	6.83
95th-Percentile Queue Length [ft/ln]	176.74	194.82	203.42	82.09	268.88	277.64	409.04	170.68

Movement, Approach, & Intersection Results

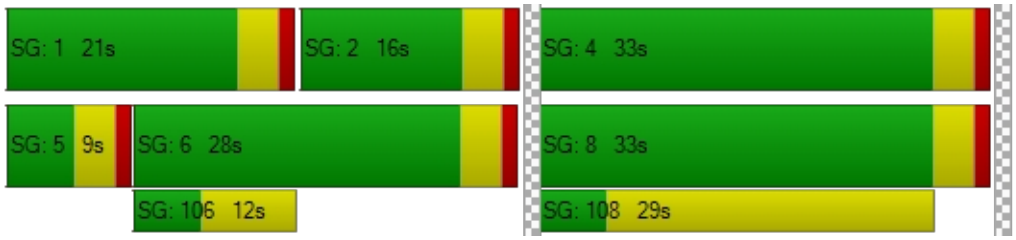
d_M, Delay for Movement [s/veh]	52.94	12.25	12.59	62.42	16.84	17.51	47.88	47.88	47.88	30.98	30.98	30.98
Movement LOS	D	B	B	E	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	16.92			18.87			47.88			30.98		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	22.34											
Intersection LOS	C											
Intersection V/C	0.579											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.186	0.000	0.000	1.981
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	480	240	580	580
d_b, Bicycle Delay [s]	28.88	38.72	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.257	2.334	2.215	1.871
Bicycle LOS	B	B	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.723

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	115	945	3	5	1310	132	198	2	269	2	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	0	0	0	0	0	9	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	122	945	3	5	1310	132	198	2	278	2	3	6
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	252	1	1	349	35	53	1	74	1	1	2
Total Analysis Volume [veh/h]	130	1006	3	5	1395	141	211	2	296	2	3	6
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	83	0	0	83	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	63	63	63	63	63	63	29	29	29
g / C, Green / Cycle	0.63	0.63	0.63	0.63	0.63	0.63	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.38	0.19	0.19	0.01	0.29	0.29	0.34	0.21	0.01
s, saturation flow rate [veh/h]	338	3560	1867	558	3560	1783	624	1448	918
c, Capacity [veh/h]	231	2249	1179	370	2249	1126	252	418	307
d1, Uniform Delay [s]	22.86	8.33	8.33	11.01	9.52	9.52	40.35	31.88	26.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.24	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.60	0.33	0.64	0.07	0.67	1.33	26.96	4.90	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.56	0.29	0.29	0.01	0.46	0.46	0.84	0.71	0.04
d, Delay for Lane Group [s/veh]	32.46	8.67	8.97	11.08	10.19	10.85	67.31	36.78	26.32
Lane Group LOS	C	A	A	B	B	B	E	D	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.12	3.10	3.35	0.06	5.50	5.72	7.14	6.89	0.19
50th-Percentile Queue Length [ft/ln]	78.09	77.51	83.77	1.45	137.52	142.96	178.46	172.37	4.77
95th-Percentile Queue Length [veh/ln]	5.62	5.58	6.03	0.10	9.35	9.64	11.52	11.20	0.34
95th-Percentile Queue Length [ft/ln]	140.57	139.52	150.79	2.61	233.68	241.01	288.00	280.03	8.58

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	32.46	8.77	8.97	11.08	10.36	10.85	67.31	36.78	36.78	26.32	26.32	26.32
Movement LOS	C	A	A	B	B	B	E	D	D	C	C	C
d_A, Approach Delay [s/veh]	11.47			10.41			49.44			26.32		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	17.05											
Intersection LOS	B											
Intersection V/C	0.723											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.286	2.386	1.961
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.186	2.407	1.980	1.578
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	6.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.383

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	1081	72	77	1402	38	22	27	27	64	18	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	28	9	0	0	0	0	0	21	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	1081	100	86	1402	38	22	27	27	85	18	42
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	287	27	23	372	10	6	7	7	23	5	11
Total Analysis Volume [veh/h]	11	1148	106	91	1488	40	23	29	29	90	19	45
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	81	0	0	81	0	0	31	0	0	31	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	80	80	12	12
g / C, Green / Cycle	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.03	0.23	0.23	0.21	0.28	0.28	0.05	0.10
s, saturation flow rate [veh/h]	341	3560	1790	443	3560	1845	1710	1537
c, Capacity [veh/h]	307	2859	1437	386	2859	1481	246	237
d1, Uniform Delay [s]	4.93	2.54	2.54	5.30	2.71	2.71	40.86	43.13
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.22	0.26	0.52	1.43	0.34	0.66	0.77	2.98
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.04	0.29	0.29	0.24	0.35	0.35	0.33	0.65
d, Delay for Lane Group [s/veh]	5.15	2.80	3.05	6.73	3.05	3.37	41.63	46.11
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	1.52	1.63	0.75	1.96	2.17	1.89	3.89
50th-Percentile Queue Length [ft/ln]	2.09	38.06	40.87	18.70	49.09	54.15	47.22	97.25
95th-Percentile Queue Length [veh/ln]	0.15	2.74	2.94	1.35	3.53	3.90	3.40	7.00
95th-Percentile Queue Length [ft/ln]	3.76	68.51	73.57	33.66	88.37	97.47	85.00	175.05

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	5.15	2.87	3.05	6.73	3.15	3.37	41.63	41.63	41.63	46.11	46.11	46.11
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.90			3.36			41.63			46.11		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.28											
Intersection LOS	A											
Intersection V/C	0.383											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.129	0.000	1.811	2.036
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.255	2.450	1.693	1.814
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	17.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.323

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	6	238	11	40	278	19	38	70	21	5	44	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	0	0	0	0	37	0	14	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	238	29	40	278	19	38	107	21	19	72	59
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	66	8	11	77	5	10	29	6	5	20	16
Total Analysis Volume [veh/h]	7	262	32	44	307	21	42	118	23	21	79	65
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	45	0	0	45	0	0	55	0	0	55	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	79	79	13	13
g / C, Green / Cycle	0.79	0.79	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.17	0.21	0.11	0.09
s, saturation flow rate [veh/h]	1824	1737	1677	1741
c, Capacity [veh/h]	1481	1415	259	264
d1, Uniform Delay [s]	2.59	2.71	42.51	41.94
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.31	0.45	3.50	2.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.26	0.71	0.63
d, Delay for Lane Group [s/veh]	2.90	3.17	46.01	44.37
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.18	1.64	4.63	4.06
50th-Percentile Queue Length [ft/ln]	29.42	41.00	115.67	101.49
95th-Percentile Queue Length [veh/ln]	2.12	2.95	8.15	7.31
95th-Percentile Queue Length [ft/ln]	52.95	73.80	203.86	182.68

Movement, Approach, & Intersection Results

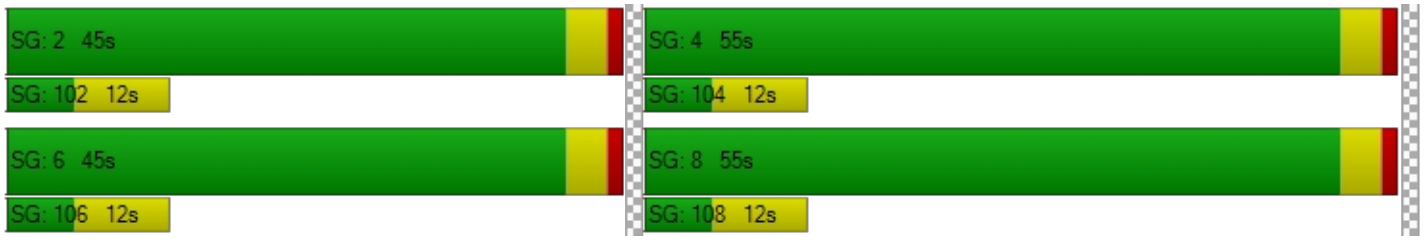
d_M, Delay for Movement [s/veh]	2.90	2.90	2.90	3.17	3.17	3.17	46.01	46.01	46.01	44.37	44.37	44.37
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.90			3.17			46.01			44.37		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	17.43											
Intersection LOS	B											
Intersection V/C	0.323											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.069	2.082	1.873	1.959
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	820	820	1020	1020
d_b, Bicycle Delay [s]	17.41	17.41	12.01	12.01
l_b,int, Bicycle LOS Score for Intersection	2.056	2.173	1.862	1.832
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	0	7	0	1	2	1	93	20	14	95	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	28	0	42	55	0	0	0	0	37
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	0	7	28	1	44	56	93	20	14	95	38
Peak Hour Factor	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	0	2	8	0	13	17	28	6	4	29	12
Total Analysis Volume [veh/h]	21	0	8	34	1	53	68	113	24	17	115	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	735	791	817	836
Degree of Utilization, x	0.04	0.11	0.25	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.12	0.37	0.99	0.80
95th-Percentile Queue Length [ft]	3.07	9.35	24.81	20.11
Approach Delay [s/veh]	8.09	8.12	8.88	8.47
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.55			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.873

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1175	279	236	1110	2	0	1	1	109	0	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	0	0	0	0	0	0	9	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1175	286	236	1110	2	0	1	1	118	0	82
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	309	75	62	292	1	0	0	0	31	0	22
Total Analysis Volume [veh/h]	0	1237	301	248	1168	2	0	1	1	124	0	86
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	27	0	0	27	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	76	76	76	76	76	76	16	16
g / C, Green / Cycle	0.76	0.76	0.76	0.76	0.76	0.76	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.30	0.30	0.30	0.74	0.22	0.22	0.00	0.14
s, saturation flow rate [veh/h]	1870	1702	1526	337	3560	1868	1552	1522
c, Capacity [veh/h]	1460	1296	1162	284	2711	1422	281	297
d1, Uniform Delay [s]	4.08	4.08	4.08	23.01	3.63	3.63	35.50	40.93
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.77	0.91	1.01	28.72	0.26	0.50	0.01	3.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.40	0.40	0.87	0.28	0.28	0.01	0.71
d, Delay for Lane Group [s/veh]	4.85	4.99	5.09	51.73	3.89	4.13	35.51	44.00
Lane Group LOS	A	A	A	D	A	A	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	3.32	3.07	2.78	8.44	1.92	2.11	0.04	5.24
50th-Percentile Queue Length [ft/ln]	83.12	76.67	69.61	211.08	48.03	52.75	1.05	131.11
95th-Percentile Queue Length [veh/ln]	5.98	5.52	5.01	13.21	3.46	3.80	0.08	9.00
95th-Percentile Queue Length [ft/ln]	149.62	138.01	125.30	330.21	86.45	94.94	1.88	225.00

Movement, Approach, & Intersection Results

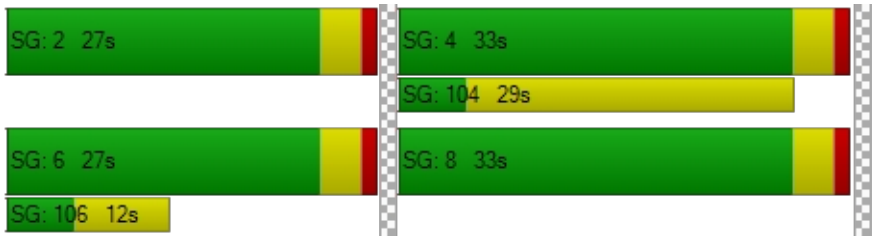
d_M, Delay for Movement [s/veh]	4.85	4.94	5.09	51.73	3.97	4.13	35.51	35.51	35.51	44.00	44.00	44.00
Movement LOS	A	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.97			12.33			35.51			44.00		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	10.87											
Intersection LOS	B											
Intersection V/C	0.873											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	2.982	0.000	2.445
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	460	460	580	580
d_b, Bicycle Delay [s]	29.65	29.65	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.406	2.340	1.563	1.906
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.391

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	31	1366	1202	36	132	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	1394	1223	36	132	37
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	367	322	9	35	10
Total Analysis Volume [veh/h]	33	1467	1287	38	139	39
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	19	19	0	33	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	57	57	0	43	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	12
g / C, Green / Cycle	0.80	0.80	0.80	0.80	0.12
(v / s)_i Volume / Saturation Flow Rate	0.08	0.29	0.25	0.24	0.10
s, saturation flow rate [veh/h]	414	5094	3560	1842	1735
c, Capacity [veh/h]	361	4054	2833	1466	216
d1, Uniform Delay [s]	4.93	2.93	2.77	2.74	42.73
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.50	0.25	0.29	0.53	7.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.09	0.36	0.31	0.30	0.83
d, Delay for Lane Group [s/veh]	5.43	3.18	3.06	3.27	50.51
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.25	2.00	1.74	1.83	4.72
50th-Percentile Queue Length [ft/ln]	6.16	50.01	43.58	45.68	118.04
95th-Percentile Queue Length [veh/ln]	0.44	3.60	3.14	3.29	8.29
95th-Percentile Queue Length [ft/ln]	11.09	90.01	78.44	82.23	207.13

Movement, Approach, & Intersection Results

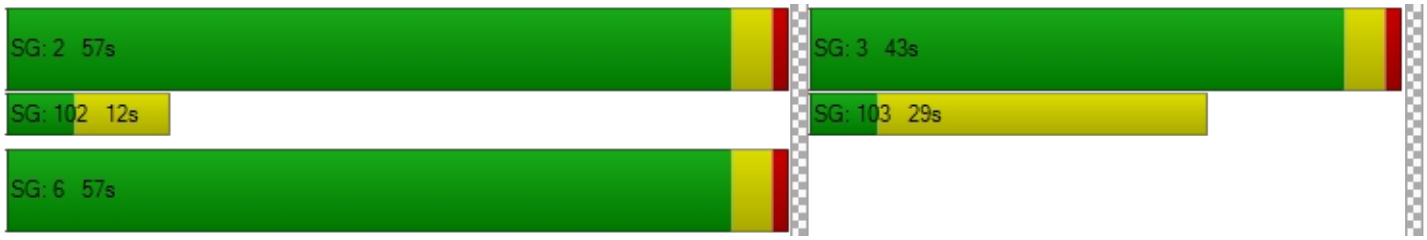
d_M, Delay for Movement [s/veh]	5.43	3.18	3.13	3.27	50.51	50.51
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	3.23		3.13		50.51	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	5.99					
Intersection LOS	A					
Intersection V/C	0.391					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.994	0.000	1.890
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1060	1060	780
d_b, Bicycle Delay [s]	11.05	11.05	18.61
l_b,int, Bicycle LOS Score for Intersection	2.385	2.288	1.853
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	61	1282	71	91	1174	19	35	48	31	41	10	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	0	21	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1310	71	91	1195	19	35	48	31	41	10	72
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	347	19	24	317	5	9	13	8	11	3	19
Total Analysis Volume [veh/h]	65	1389	75	97	1267	20	37	51	33	43	11	76
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	60	0	0	60	0	0	40	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	82	82	82	82	82	82	10	10
g / C, Green / Cycle	0.82	0.82	0.82	0.82	0.82	0.82	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.15	0.27	0.27	0.27	0.24	0.24	0.07	0.08
s, saturation flow rate [veh/h]	429	3560	1821	362	3560	1855	1632	1595
c, Capacity [veh/h]	386	2922	1495	333	2922	1522	209	206
d1, Uniform Delay [s]	4.20	2.21	2.21	5.32	2.11	2.11	43.68	44.06
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.94	0.31	0.60	2.20	0.25	0.48	2.52	3.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.33	0.33	0.29	0.29	0.29	0.58	0.63
d, Delay for Lane Group [s/veh]	5.14	2.52	2.81	7.52	2.36	2.59	46.20	47.20
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.45	1.51	1.67	0.85	1.26	1.41	3.04	3.31
50th-Percentile Queue Length [ft/ln]	11.18	37.84	41.73	21.18	31.53	35.29	75.92	82.75
95th-Percentile Queue Length [veh/ln]	0.81	2.72	3.00	1.53	2.27	2.54	5.47	5.96
95th-Percentile Queue Length [ft/ln]	20.13	68.11	75.12	38.13	56.75	63.52	136.65	148.95

Movement, Approach, & Intersection Results

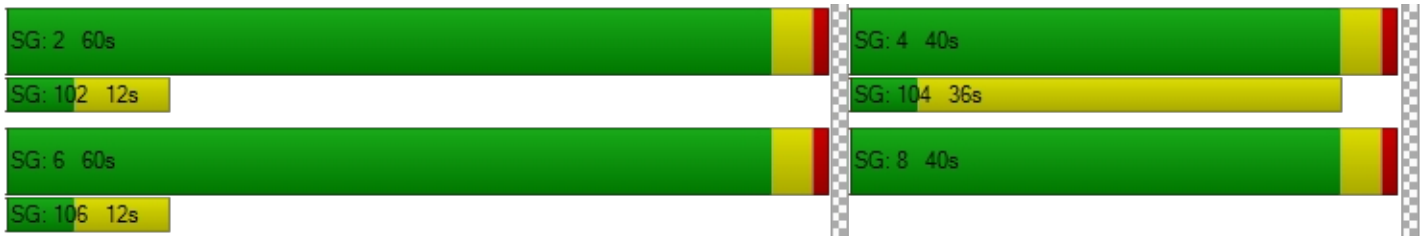
d_M, Delay for Movement [s/veh]	5.14	2.60	2.81	7.52	2.44	2.59	46.20	46.20	46.20	47.20	47.20	47.20
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	2.72			2.80			46.20			47.20		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.24											
Intersection LOS	A											
Intersection V/C	0.354											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.221	1.920	2.032
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1120	1120	720	720
d_b, Bicycle Delay [s]	9.68	9.68	20.48	20.48
l_b,int, Bicycle LOS Score for Intersection	2.401	2.321	1.759	1.774
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	37.5
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.620

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	526	173	378	948	67	199	958	239	154	660	441
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	9	0	0	0	37	0	0	26	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	108	526	173	387	948	67	199	995	239	154	686	448
Peak Hour Factor	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	135	44	99	243	17	51	255	61	39	176	115
Total Analysis Volume [veh/h]	111	538	177	396	970	69	204	1018	245	158	702	459
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	22	36	0	27	41	0	5	26	0	5	26	26
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	35	40	0	34	39	0	16	37	0	9	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	9	17	17	29	36	36	9	51	51	8	49	82
g / C, Green / Cycle	0.08	0.14	0.14	0.24	0.30	0.30	0.08	0.42	0.42	0.06	0.41	0.68
(v / s)_i Volume / Saturation Flow Rate	0.06	0.11	0.11	0.22	0.19	0.19	0.06	0.24	0.24	0.05	0.14	0.29
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1807	3459	3560	1690	3459	5094	1589
c, Capacity [veh/h]	140	720	225	426	1076	546	273	1503	714	221	2074	1081
d1, Uniform Delay [s]	54.33	49.46	49.78	44.64	36.23	36.23	54.10	26.38	26.38	55.11	24.46	8.65
k, delay calibration	0.11	0.11	0.11	0.37	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.65	1.57	6.04	23.52	0.64	1.26	4.09	1.57	3.29	4.30	0.44	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.75	0.79	0.93	0.64	0.64	0.75	0.57	0.57	0.72	0.34	0.42
d, Delay for Lane Group [s/veh]	63.98	51.03	55.82	68.17	36.88	37.49	58.19	27.95	29.67	59.41	24.91	9.87
Lane Group LOS	E	D	E	E	D	D	E	C	C	E	C	A
Critical Lane Group	No	No	Yes	Yes	No	No	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.67	5.27	5.51	14.23	8.80	9.03	3.17	9.56	9.42	2.48	4.66	5.39
50th-Percentile Queue Length [ft/ln]	91.79	131.68	137.63	355.71	220.03	225.69	79.27	239.02	235.43	61.90	116.58	134.70
95th-Percentile Queue Length [veh/ln]	6.61	9.03	9.35	20.41	13.67	13.96	5.71	14.63	14.45	4.46	8.20	9.19
95th-Percentile Queue Length [ft/ln]	165.21	225.78	233.82	510.37	341.66	348.88	142.68	365.80	361.24	111.42	205.12	229.87

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	63.98	51.03	55.82	68.17	37.06	37.49	58.19	28.23	29.67	59.41	24.91	9.87
Movement LOS	E	D	E	E	D	D	E	C	C	E	C	A
d_A, Approach Delay [s/veh]	53.80			45.66			32.63			23.81		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	37.50											
Intersection LOS	D											
Intersection V/C	0.620											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.196	2.976	3.027	3.180
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	583	550	433
d_b, Bicycle Delay [s]	29.40	30.10	31.54	36.82
l_b,int, Bicycle LOS Score for Intersection	2.014	2.349	2.366	2.285
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	25.6
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.207

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	4	0	6	19	442	0	0	220	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	40	0	28	0	0	0	0	0	55	36	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	40	0	28	4	0	6	19	442	55	36	220	19
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	8	1	0	2	6	128	16	10	64	6
Total Analysis Volume [veh/h]	46	0	32	5	0	7	22	513	64	42	255	22
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.06	0.02	0.00	0.01	0.02	0.01	0.00	0.04	0.00	0.00
d_M, Delay for Movement [s/veh]	25.55	24.34	16.08	22.71	20.72	10.00	7.83	0.00	0.00	8.66	0.00	0.00
Movement LOS	D	C	C	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.05	1.05	1.05	0.10	0.10	0.10	0.04	0.04	0.04	0.07	0.07	0.07
95th-Percentile Queue Length [ft/ln]	26.16	26.16	26.16	2.57	2.57	2.57	0.95	0.95	0.95	1.82	1.82	1.82
d_A, Approach Delay [s/veh]	21.66			15.29			0.29			1.14		
Approach LOS	C			C			A			A		
d_I, Intersection Delay [s/veh]	2.39											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 214: 104th St and Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.600

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	15	0	15	18	414	0	0	230	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	28	0	0	36	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	15	0	15	18	442	0	0	266	27
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	4	5	119	0	0	72	7
Total Analysis Volume [veh/h]	0	0	0	16	0	16	19	476	0	0	286	29
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	624	656	824	804
Degree of Utilization, x	0.00	0.05	0.60	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.15	4.10	1.88
95th-Percentile Queue Length [ft]	0.00	3.84	102.48	46.90
Approach Delay [s/veh]	0.00	8.77	13.70	10.34
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	12.26			
Intersection LOS	B			

APPENDIX C-3

INTERSECTION ANALYSIS
WORKSHEETS –
OPENING YEAR 2029

Morningside Townhomes Project

Vistro File: K:\...\Inglewood_AM.vistro
Report File: K:\...\3 - OY_CUM_AM.pdf

Scenario 5 5 OY CUM 2030 AM
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.405	21.3	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.657	39.0	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.492	10.9	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Right	0.549	23.2	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.642	21.8	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	0.917	15.9	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.528	9.0	A
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Thru	0.356	20.7	C
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.385	9.2	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.878	19.6	B
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.406	3.9	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.431	6.4	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	0.686	38.9	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	SB Left	0.044	18.8	C
214	104th St at Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.589	12.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.405

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	242	5	222	8	1	4	5	458	133	81	861	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	6	0	0	7	8	241	0	8	347	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	264	5	248	9	1	11	13	740	145	96	1285	23
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	72	1	68	2	0	3	4	203	40	26	353	6
Total Analysis Volume [veh/h]	290	5	272	10	1	12	14	812	159	105	1411	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	32	0	0	32	0	14	19	0	28	33	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	23	0	25	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	17	17	17	5	5	5	2	73	73	9	80	80
g / C, Green / Cycle	0.14	0.14	0.14	0.05	0.05	0.05	0.02	0.61	0.61	0.07	0.67	0.67
(v / s)_i Volume / Saturation Flow Rate	0.11	0.11	0.11	0.01	0.00	0.01	0.01	0.18	0.19	0.06	0.28	0.02
s, saturation flow rate [veh/h]	1781	1683	1589	1781	1870	1589	1781	3560	1718	1781	5094	1589
c, Capacity [veh/h]	246	232	220	81	85	72	28	2167	1046	133	3400	1061
d1, Uniform Delay [s]	50.20	50.20	50.21	54.97	54.69	55.08	58.60	11.26	11.28	54.60	9.18	6.74
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.33	6.72	7.13	0.67	0.05	1.07	13.32	0.36	0.75	10.00	0.38	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.81	0.81	0.81	0.12	0.01	0.17	0.50	0.30	0.30	0.79	0.42	0.02
d, Delay for Lane Group [s/veh]	56.52	56.92	57.34	55.65	54.75	56.15	71.92	11.62	12.03	64.60	9.55	6.78
Lane Group LOS	E	E	E	E	D	E	E	B	B	E	A	A
Critical Lane Group	No	No	Yes	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.24	5.93	5.64	0.31	0.03	0.37	0.53	4.16	4.18	3.49	5.44	0.22
50th-Percentile Queue Length [ft/ln]	156.04	148.29	140.89	7.66	0.76	9.29	13.13	104.11	104.38	87.23	136.02	5.50
95th-Percentile Queue Length [veh/ln]	10.34	9.93	9.53	0.55	0.05	0.67	0.95	7.50	7.52	6.28	9.27	0.40
95th-Percentile Queue Length [ft/ln]	258.47	248.15	238.23	13.78	1.36	16.72	23.64	187.40	187.88	157.02	231.66	9.90

Movement, Approach, & Intersection Results

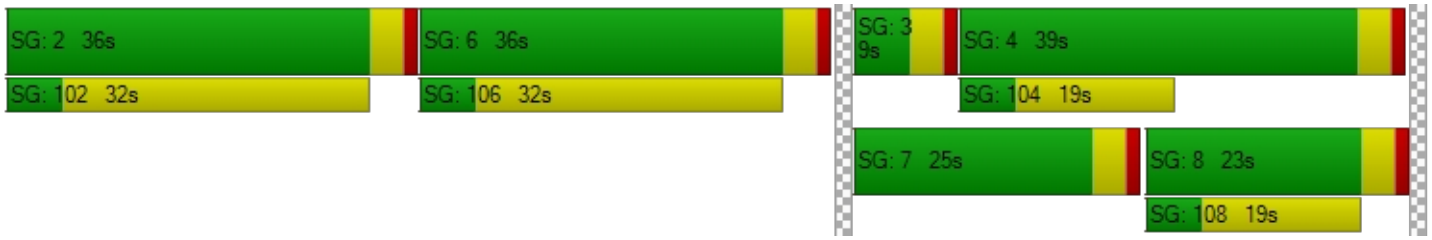
d_M, Delay for Movement [s/veh]	56.66	56.92	57.21	55.65	54.75	56.15	71.92	11.70	12.03	64.60	9.55	6.78
Movement LOS	E	E	E	E	D	E	E	B	B	E	A	A
d_A, Approach Delay [s/veh]	56.91			55.87			12.61			13.26		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	21.31											
Intersection LOS	C											
Intersection V/C	0.405											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.349	2.163	3.070	3.062
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	317	583
d_b, Bicycle Delay [s]	32.27	32.27	42.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.495	1.598	2.101	2.407
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	39.0
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.657

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	271	716	45	92	890	165	197	314	129	113	859	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	80	4	30	0	4	0	0	216	49	18	305	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	375	784	79	100	974	180	215	558	190	141	1241	228
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	201	20	26	250	46	55	143	49	36	319	59
Total Analysis Volume [veh/h]	385	805	81	103	1000	185	221	573	195	145	1274	234
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	10	33	0	11	34	0	8	32	0	18	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	22	45	0	13	36	0	13	51	0	11	49	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	35	35	9	28	28	10	54	54	7	51	51
g / C, Green / Cycle	0.13	0.29	0.29	0.07	0.23	0.23	0.08	0.45	0.45	0.06	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.11	0.23	0.05	0.06	0.20	0.12	0.06	0.16	0.12	0.04	0.29	0.29
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1725
c, Capacity [veh/h]	448	1028	459	127	1175	367	280	1594	712	203	1515	734
d1, Uniform Delay [s]	51.15	39.21	31.98	54.90	44.18	40.19	54.14	21.82	20.86	55.49	27.72	27.73
k, delay calibration	0.11	0.11	0.11	0.13	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.89	1.34	0.18	13.87	1.84	1.07	4.94	0.63	0.95	4.63	2.38	4.85
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.78	0.18	0.81	0.85	0.50	0.79	0.36	0.27	0.71	0.67	0.67
d, Delay for Lane Group [s/veh]	56.04	40.56	32.16	68.77	46.02	41.26	59.08	22.45	21.82	60.12	30.09	32.58
Lane Group LOS	E	D	C	E	D	D	E	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.97	11.03	1.80	3.56	9.64	4.88	3.47	5.43	3.63	2.29	12.05	12.20
50th-Percentile Queue Length [ft/ln]	149.19	275.82	45.05	88.98	241.10	121.92	86.65	135.86	90.86	57.16	301.20	305.05
95th-Percentile Queue Length [veh/ln]	9.97	16.48	3.24	6.41	14.74	8.50	6.24	9.26	6.54	4.12	17.74	17.93
95th-Percentile Queue Length [ft/ln]	249.35	412.00	81.10	160.16	368.43	212.46	155.97	231.44	163.55	102.89	443.52	448.27

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	56.04	40.56	32.16	68.77	46.02	41.26	59.08	22.45	21.82	60.12	30.60	32.58
Movement LOS	E	D	C	E	D	D	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	44.71			47.16			30.51			33.47		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	39.04											
Intersection LOS	D											
Intersection V/C	0.657											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.059	2.964	3.086	2.945
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	683	533	783	750
d_b, Bicycle Delay [s]	26.00	32.27	22.20	23.44
l_b,int, Bicycle LOS Score for Intersection	2.608	2.268	2.376	2.469
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.492

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	901	127	51	873	25	58	66	62	83	59	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	466	18	18	313	0	0	0	0	15	0	15
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	1448	156	74	1265	27	63	72	68	105	64	71
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	384	41	20	335	7	17	19	18	28	17	19
Total Analysis Volume [veh/h]	98	1536	165	78	1341	29	67	76	72	111	68	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	15	0	0	15	0	0	37	0	0	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	41	0	0	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.25	0.32	0.32	0.27	0.25	0.25	0.14	0.17
s, saturation flow rate [veh/h]	396	3560	1779	288	3560	1850	1573	1470
c, Capacity [veh/h]	292	2582	1290	220	2582	1342	354	338
d1, Uniform Delay [s]	13.17	5.54	5.54	16.32	5.06	5.06	37.31	39.11
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.09	0.54	1.09	4.45	0.37	0.72	1.69	3.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.44	0.44	0.36	0.35	0.35	0.61	0.75
d, Delay for Lane Group [s/veh]	16.25	6.08	6.64	20.77	5.43	5.77	39.00	42.49
Lane Group LOS	B	A	A	C	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.48	4.13	4.33	1.41	2.99	3.23	5.01	6.31
50th-Percentile Queue Length [ft/ln]	37.06	103.13	108.34	35.26	74.70	80.83	125.24	157.64
95th-Percentile Queue Length [veh/ln]	2.67	7.43	7.75	2.54	5.38	5.82	8.68	10.42
95th-Percentile Queue Length [ft/ln]	66.70	185.64	193.68	63.46	134.46	145.49	217.01	260.59

Movement, Approach, & Intersection Results

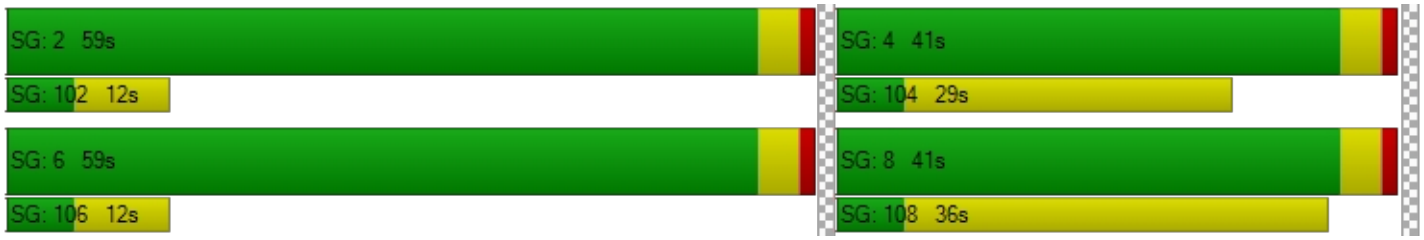
d_M, Delay for Movement [s/veh]	16.25	6.23	6.64	20.77	5.54	5.77	39.00	39.00	39.00	42.49	42.49	42.49
Movement LOS	B	A	A	C	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	6.81			6.37			39.00			42.49		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	10.94											
Intersection LOS	B											
Intersection V/C	0.492											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.374	3.208	2.061	2.112
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	1100	740	740
d_b, Bicycle Delay [s]	10.13	10.13	19.85	19.85
l_b,int, Bicycle LOS Score for Intersection	2.549	2.356	1.914	1.979
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.549

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	33	244	123	67	126	18	63	155	33	71	112	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	10	2	0	0	18	0	0	19	10
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	269	134	83	139	20	69	187	36	77	141	182
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	73	36	23	38	5	19	51	10	21	38	49
Total Analysis Volume [veh/h]	39	292	146	90	151	22	75	203	39	84	153	198
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	41	0	0	41	0	0	21	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	38	0	0	38	0	0	62	0	0	62	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	60	60	32	32
g / C, Green / Cycle	0.60	0.60	0.60	0.60	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.03	0.25	0.09	0.09	0.25	0.30
s, saturation flow rate [veh/h]	1212	1766	951	1829	1246	1447
c, Capacity [veh/h]	723	1052	498	1090	448	512
d1, Uniform Delay [s]	11.05	10.86	16.84	9.02	29.04	32.48
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	1.21	0.80	0.31	2.06	4.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.42	0.18	0.16	0.71	0.85
d, Delay for Lane Group [s/veh]	11.20	12.07	17.63	9.33	31.11	36.55
Lane Group LOS	B	B	B	A	C	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	5.35	1.35	1.69	6.83	10.68
50th-Percentile Queue Length [ft/ln]	10.99	133.81	33.73	42.26	170.63	266.96
95th-Percentile Queue Length [veh/ln]	0.79	9.15	2.43	3.04	11.11	16.04
95th-Percentile Queue Length [ft/ln]	19.78	228.66	60.72	76.07	277.74	400.94

Movement, Approach, & Intersection Results

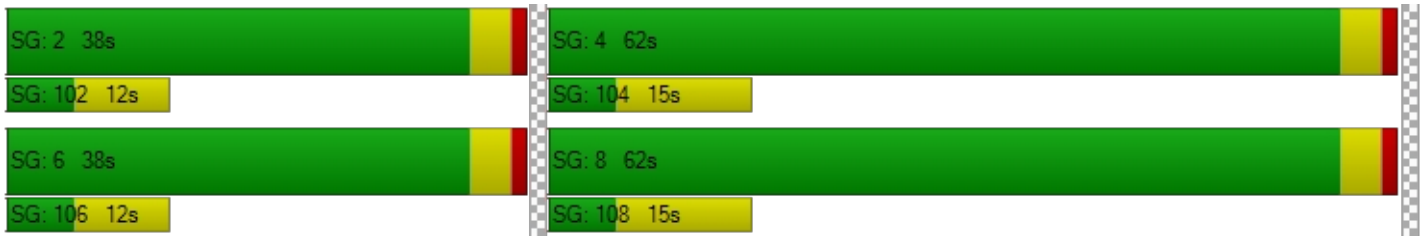
d_M, Delay for Movement [s/veh]	11.20	12.07	12.07	17.63	9.33	9.33	31.11	31.11	31.11	36.55	36.55	36.55
Movement LOS	B	B	B	B	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	12.00			12.17			31.11			36.55		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	23.25											
Intersection LOS	C											
Intersection V/C	0.549											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.270	2.323	2.036	2.205
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	680	680	1160	1160
d_b, Bicycle Delay [s]	21.78	21.78	8.82	8.82
l_b,int, Bicycle LOS Score for Intersection	2.347	1.994	2.083	2.277
Bicycle LOS	B	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.642

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	143	880	19	23	1008	105	92	91	55	33	163	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	8	540	0	0	361	0	0	4	6	0	4	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	1499	21	25	1460	114	100	103	66	36	182	74
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	392	5	7	382	30	26	27	17	9	48	19
Total Analysis Volume [veh/h]	172	1570	22	26	1529	119	105	108	69	38	191	77
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	19	24	0	5	10	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	34	58	0	9	33	0	0	33	0	0	33	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	59	59	3	50	50	26	26
g / C, Green / Cycle	0.12	0.59	0.59	0.03	0.50	0.50	0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.29	0.01	0.31	0.31	0.24	0.18
s, saturation flow rate [veh/h]	1781	3560	1857	1781	3560	1802	1186	1661
c, Capacity [veh/h]	209	2115	1103	46	1789	906	358	472
d1, Uniform Delay [s]	43.11	11.66	11.67	48.15	17.86	17.86	36.11	33.19
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.32	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.84	0.83	1.59	10.34	1.57	3.08	10.71	2.52
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.49	0.49	0.56	0.61	0.61	0.79	0.65
d, Delay for Lane Group [s/veh]	50.95	12.49	13.25	58.49	19.42	20.94	46.81	35.70
Lane Group LOS	D	B	B	E	B	C	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.58	6.45	6.97	0.77	9.01	9.51	7.79	6.91
50th-Percentile Queue Length [ft/ln]	114.40	161.37	174.18	19.26	225.29	237.75	194.72	172.78
95th-Percentile Queue Length [veh/ln]	8.08	10.62	11.30	1.39	13.93	14.57	12.37	11.22
95th-Percentile Queue Length [ft/ln]	202.11	265.53	282.40	34.67	348.36	364.19	309.14	280.56

Movement, Approach, & Intersection Results

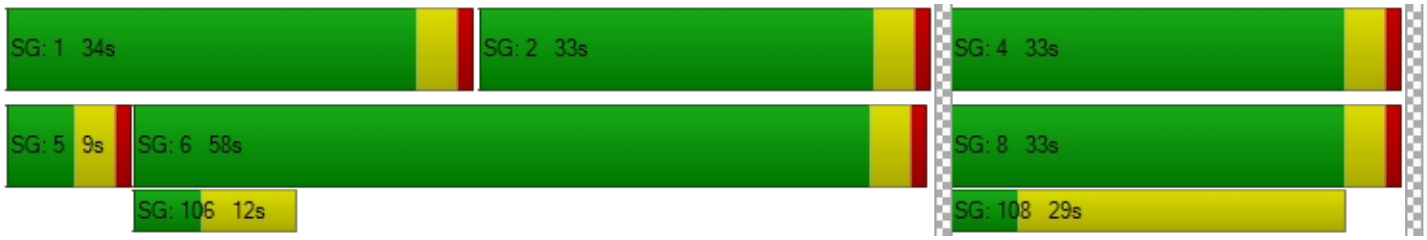
d_M, Delay for Movement [s/veh]	50.95	12.75	13.25	58.49	19.86	20.94	46.81	46.81	46.81	35.70	35.70	35.70
Movement LOS	D	B	B	E	B	C	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	16.48			20.53			46.81			35.70		
Approach LOS	B			C			D			D		
d_I, Intersection Delay [s/veh]	21.75											
Intersection LOS	C											
Intersection V/C	0.642											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.278	0.000	0.000	1.947
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	580	580	580
d_b, Bicycle Delay [s]	10.58	25.21	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.530	2.480	2.025	2.065
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	15.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	172	1089	8	6	1085	148	177	5	226	0	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	485	0	0	328	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	187	1672	9	7	1511	161	193	5	246	0	3	7
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	443	2	2	400	43	51	1	65	0	1	2
Total Analysis Volume [veh/h]	198	1771	10	7	1601	171	204	5	261	0	3	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	80	0	0	80	0	0	32	0	0	32	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	87	0	0	87	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	88	88	88	88	88	88	24	24	24
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.74	0.33	0.33	0.03	0.33	0.33	0.14	0.18	0.01
s, saturation flow rate [veh/h]	269	3560	1865	267	3560	1779	1444	1446	1658
c, Capacity [veh/h]	215	2611	1368	214	2611	1305	348	289	361
d1, Uniform Delay [s]	33.00	6.35	6.35	11.01	6.38	6.39	44.62	46.87	38.64
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.12	0.22	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	43.94	0.56	1.06	0.28	0.57	1.14	1.80	17.70	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.45	0.45	0.03	0.45	0.45	0.60	0.90	0.03
d, Delay for Lane Group [s/veh]	76.95	6.90	7.41	11.29	6.95	7.52	46.42	64.57	38.67
Lane Group LOS	E	A	A	B	A	A	D	E	D
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.65	5.40	5.85	0.10	5.49	5.71	5.98	9.00	0.24
50th-Percentile Queue Length [ft/ln]	216.27	135.10	146.37	2.43	137.17	142.72	149.44	225.09	6.06
95th-Percentile Queue Length [veh/ln]	13.47	9.22	9.82	0.18	9.33	9.63	9.99	13.92	0.44
95th-Percentile Queue Length [ft/ln]	336.86	230.40	245.58	4.38	233.21	240.69	249.68	348.12	10.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	76.95	7.08	7.41	11.29	7.10	7.52	46.42	46.42	64.57	38.67	38.67	38.67
Movement LOS	E	A	A	B	A	A	D	D	E	D	D	D
d_A, Approach Delay [s/veh]	14.07			7.16			56.50			38.67		
Approach LOS	B			A			E			D		
d_I, Intersection Delay [s/veh]	15.93											
Intersection LOS	B											
Intersection V/C	0.917											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.423	2.511	1.976
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1383	1383	483	483
d_b, Bicycle Delay [s]	5.70	5.70	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	2.648	2.538	1.947	1.576
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	9.0
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.528

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	1189	43	46	1217	22	11	17	7	102	29	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	485	8	0	328	0	0	0	0	7	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1781	55	50	1655	24	12	19	8	118	32	93
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	474	15	13	440	6	3	5	2	31	9	25
Total Analysis Volume [veh/h]	14	1895	59	53	1761	26	13	20	9	126	34	99
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	92	0	0	92	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	56	0	0	56	0	0	44	0	0	44	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	73	73	73	73	19	19
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.19	0.19
(v / s)_i Volume / Saturation Flow Rate	0.05	0.36	0.36	0.24	0.33	0.33	0.03	0.17
s, saturation flow rate [veh/h]	265	3560	1841	225	3560	1856	1554	1564
c, Capacity [veh/h]	223	2608	1349	196	2608	1360	338	347
d1, Uniform Delay [s]	9.70	5.60	5.61	13.21	5.34	5.34	33.80	39.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.54	0.67	1.30	3.37	0.56	1.08	0.16	3.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.49	0.49	0.27	0.45	0.45	0.12	0.75
d, Delay for Lane Group [s/veh]	10.24	6.27	6.90	16.58	5.90	6.42	33.96	42.49
Lane Group LOS	B	A	A	B	A	A	C	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.17	4.80	5.21	0.85	4.16	4.54	0.86	6.41
50th-Percentile Queue Length [ft/ln]	4.16	119.88	130.21	21.17	104.05	113.44	21.58	160.37
95th-Percentile Queue Length [veh/ln]	0.30	8.39	8.95	1.52	7.49	8.03	1.55	10.57
95th-Percentile Queue Length [ft/ln]	7.48	209.66	223.78	38.11	187.29	200.77	38.84	264.21

Movement, Approach, & Intersection Results

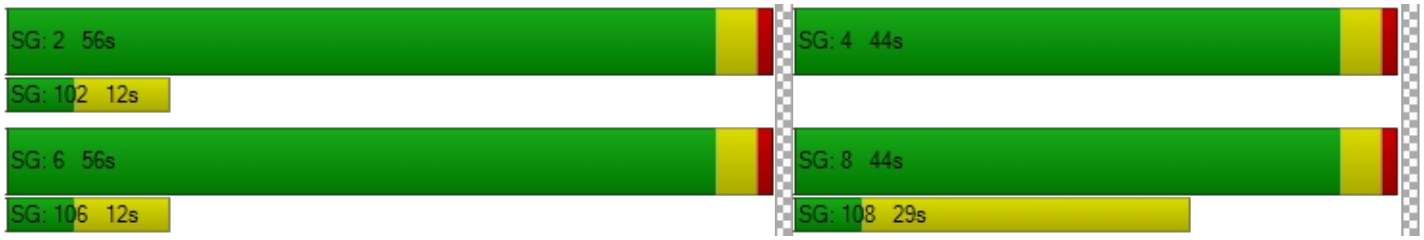
d_M, Delay for Movement [s/veh]	10.24	6.47	6.90	16.58	6.07	6.42	33.96	33.96	33.96	42.49	42.49	42.49
Movement LOS	B	A	A	B	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	6.51			6.38			33.96			42.49		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	9.00											
Intersection LOS	A											
Intersection V/C	0.528											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.318	0.000	1.798	1.987
Crosswalk LOS	C	F	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1040	1040	800	800
d_b, Bicycle Delay [s]	11.52	11.52	18.00	18.00
l_b,int, Bicycle LOS Score for Intersection	2.642	2.572	1.629	1.987
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.356

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	256	5	22	197	24	49	33	12	18	94	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	0	2	0	0	50	0	0	38	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	282	5	24	217	26	53	86	13	20	140	121
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	78	1	7	60	7	15	24	4	6	39	33
Total Analysis Volume [veh/h]	12	311	6	26	239	29	58	95	14	22	154	133
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	49	0	0	49	0	0	51	0	0	51	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	20	20
g / C, Green / Cycle	0.72	0.72	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.18	0.17	0.14	0.18
s, saturation flow rate [veh/h]	1843	1756	1172	1745
c, Capacity [veh/h]	1364	1303	283	388
d1, Uniform Delay [s]	4.77	4.68	36.15	38.81
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.42	0.40	1.95	3.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.24	0.23	0.59	0.80
d, Delay for Lane Group [s/veh]	5.19	5.08	38.10	42.57
Lane Group LOS	A	A	D	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.11	1.93	3.87	7.66
50th-Percentile Queue Length [ft/ln]	52.65	48.26	96.79	191.42
95th-Percentile Queue Length [veh/ln]	3.79	3.47	6.97	12.19
95th-Percentile Queue Length [ft/ln]	94.77	86.86	174.22	304.87

Movement, Approach, & Intersection Results

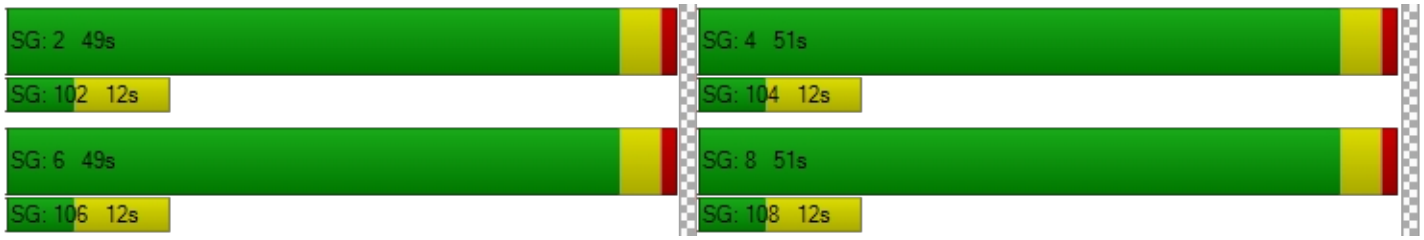
d_M, Delay for Movement [s/veh]	5.19	5.19	5.19	5.08	5.08	5.08	38.10	38.10	38.10	42.57	42.57	42.57
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	5.19			5.08			38.10			42.57		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	20.67											
Intersection LOS	C											
Intersection V/C	0.356											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.047	2.127	1.915	1.971
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	900	900	940	940
d_b, Bicycle Delay [s]	15.13	15.13	14.05	14.05
l_b,int, Bicycle LOS Score for Intersection	2.102	2.045	1.835	2.069
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.385

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	2	9	1	3	2	0	55	10	20	197	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	50	0	0	38	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	2	10	1	3	2	0	110	11	22	253	1
Peak Hour Factor	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	3	0	1	1	0	33	3	7	75	0
Total Analysis Volume [veh/h]	25	2	12	1	4	2	0	131	13	26	302	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	731	737	832	854
Degree of Utilization, x	0.05	0.01	0.17	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.17	0.03	0.62	1.83
95th-Percentile Queue Length [ft]	4.22	0.72	15.59	45.74
Approach Delay [s/veh]	8.20	7.93	8.23	9.83
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.24			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	902	97	149	1145	0	0	1	7	240	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	0	0	343	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1507	106	162	1591	0	0	1	8	262	0	170
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	393	28	42	415	0	0	0	2	68	0	44
Total Analysis Volume [veh/h]	1	1573	111	169	1661	0	0	1	8	273	0	177
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	53	0	0	53	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	56	0	0	56	0	0	44	0	0	44	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	60	60	60	60	32	32
g / C, Green / Cycle	0.60	0.60	0.60	0.60	0.60	0.60	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.32	0.32	0.32	0.58	0.31	0.31	0.01	0.30
s, saturation flow rate [veh/h]	1868	1702	1641	293	3560	1870	1610	1494
c, Capacity [veh/h]	1154	1018	982	183	2130	1119	554	538
d1, Uniform Delay [s]	11.92	11.93	11.93	37.61	11.63	11.63	23.13	32.69
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.28
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.70	2.06	2.14	49.29	0.88	1.67	0.01	8.49
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.52	0.54	0.54	0.92	0.51	0.51	0.02	0.84
d, Delay for Lane Group [s/veh]	13.62	13.99	14.07	86.89	12.51	13.30	23.14	41.18
Lane Group LOS	B	B	B	F	B	B	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.91	7.29	7.06	6.71	6.73	7.32	0.15	11.54
50th-Percentile Queue Length [ft/ln]	197.67	182.27	176.53	167.73	168.37	183.00	3.66	288.56
95th-Percentile Queue Length [veh/ln]	12.52	11.72	11.42	10.96	10.99	11.76	0.26	17.11
95th-Percentile Queue Length [ft/ln]	312.96	292.98	285.48	273.92	274.77	293.92	6.59	427.85

Movement, Approach, & Intersection Results

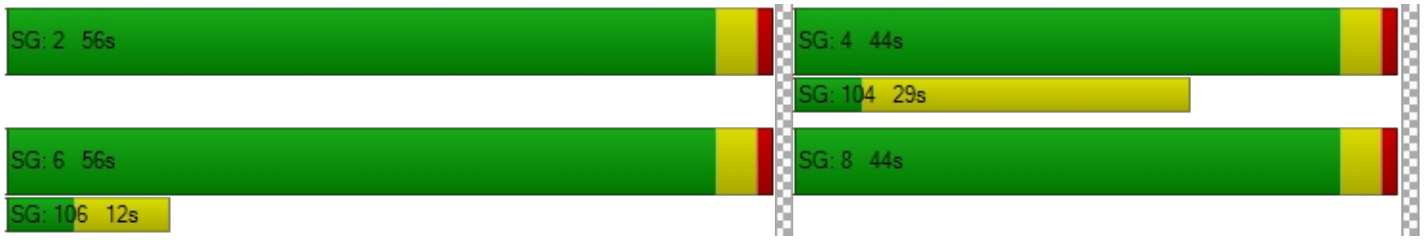
d_M, Delay for Movement [s/veh]	13.62	13.87	14.07	86.89	12.78	13.30	23.14	23.14	23.14	41.18	41.18	41.18
Movement LOS	B	B	B	F	B	B	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	13.88			19.63			23.14			41.18		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	19.64											
Intersection LOS	B											
Intersection V/C	0.878											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.099	0.000	2.318
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1040	1040	800	800
d_b, Bicycle Delay [s]	11.52	11.52	18.00	18.00
l_b,int, Bicycle LOS Score for Intersection	2.486	2.566	1.574	2.302
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.406

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	14	971	1269	27	71	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	343	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1582	1726	29	77	27
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	413	451	8	20	7
Total Analysis Volume [veh/h]	16	1653	1804	30	80	28
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	12	12	0	40	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	50	50	0	50	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	84	84	84	84	8
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.08
(v / s)_i Volume / Saturation Flow Rate	0.06	0.32	0.34	0.33	0.06
s, saturation flow rate [veh/h]	253	5094	3560	1854	1727
c, Capacity [veh/h]	253	4271	2985	1554	141
d1, Uniform Delay [s]	4.32	1.93	1.99	1.95	44.99
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.48	0.27	0.42	0.75	8.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.39	0.41	0.39	0.77
d, Delay for Lane Group [s/veh]	4.80	2.20	2.40	2.69	53.42
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.12	1.39	1.64	1.76	2.94
50th-Percentile Queue Length [ft/ln]	2.98	34.74	40.98	43.99	73.49
95th-Percentile Queue Length [veh/ln]	0.21	2.50	2.95	3.17	5.29
95th-Percentile Queue Length [ft/ln]	5.36	62.53	73.77	79.18	132.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.80	2.20	2.50	2.69	53.42	53.42
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	2.22		2.50		53.42	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.89					
Intersection LOS	A					
Intersection V/C	0.406					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.088	0.000	1.819
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	920	920	920
d_b, Bicycle Delay [s]	14.58	14.58	14.58
l_b,int, Bicycle LOS Score for Intersection	2.478	2.568	1.738
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.431

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	32	851	24	56	1241	19	53	13	25	65	18	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	0	0	343	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1452	26	61	1696	21	58	14	27	71	20	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	382	7	16	446	6	15	4	7	19	5	15
Total Analysis Volume [veh/h]	37	1528	27	64	1785	22	61	15	28	75	21	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	51	0	0	51	0	0	49	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	80	80	12	12
g / C, Green / Cycle	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.14	0.29	0.29	0.19	0.33	0.33	0.07	0.10
s, saturation flow rate [veh/h]	260	3560	1853	332	3560	1858	1444	1592
c, Capacity [veh/h]	242	2858	1488	296	2858	1492	227	240
d1, Uniform Delay [s]	6.99	2.73	2.73	6.51	2.92	2.92	41.78	42.98
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.34	0.35	0.67	1.67	0.45	0.86	1.45	2.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.36	0.36	0.22	0.42	0.42	0.46	0.65
d, Delay for Lane Group [s/veh]	8.33	3.08	3.40	8.18	3.37	3.78	43.23	45.87
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.38	1.98	2.20	0.62	2.47	2.74	2.51	3.90
50th-Percentile Queue Length [ft/ln]	9.48	49.56	54.93	15.51	61.63	68.61	62.86	97.58
95th-Percentile Queue Length [veh/ln]	0.68	3.57	3.95	1.12	4.44	4.94	4.53	7.03
95th-Percentile Queue Length [ft/ln]	17.07	89.21	98.87	27.91	110.94	123.50	113.14	175.64

Movement, Approach, & Intersection Results

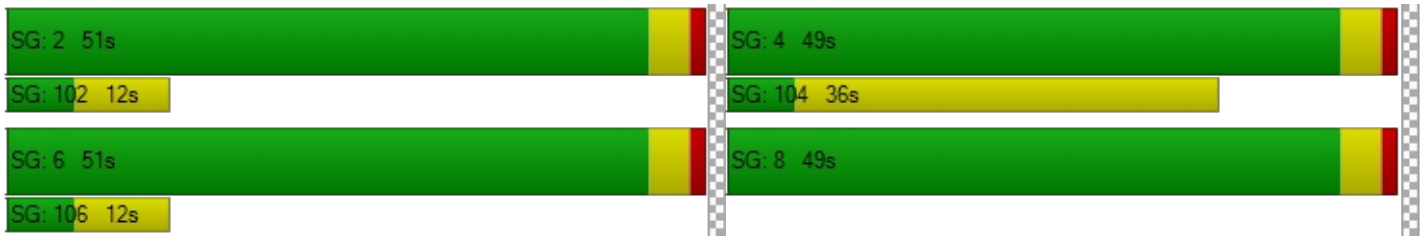
d_M, Delay for Movement [s/veh]	8.33	3.19	3.40	8.18	3.50	3.78	43.23	43.23	43.23	45.87	45.87	45.87
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.31			3.67			43.23			45.87		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.38											
Intersection LOS	A											
Intersection V/C	0.431											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.324	1.864	1.940
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	940	940	900	900
d_b, Bicycle Delay [s]	14.05	14.05	15.13	15.13
l_b,int, Bicycle LOS Score for Intersection	2.435	2.589	1.731	1.815
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	38.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	425	37	266	749	71	180	440	91	88	956	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	101	439	74	24	290	0	0	67	124	99	47	35
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	902	114	314	1106	77	196	547	223	195	1089	536
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	234	30	81	287	20	51	142	58	51	282	139
Total Analysis Volume [veh/h]	195	935	118	325	1146	80	203	567	231	202	1128	555
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	30	45	0	17	32	0	5	27	0	5	27	27
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	36	44	0	33	41	0	11	32	0	11	32	32
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	15	26	26	28	39	39	9	40	40	9	40	72
g / C, Green / Cycle	0.13	0.22	0.22	0.23	0.33	0.33	0.08	0.34	0.34	0.08	0.34	0.60
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.07	0.18	0.23	0.23	0.06	0.15	0.16	0.06	0.22	0.35
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1808	3459	3560	1608	3459	5094	1589
c, Capacity [veh/h]	228	1120	349	418	1162	590	267	1194	540	266	1707	959
d1, Uniform Delay [s]	51.23	44.73	39.45	42.99	35.28	35.28	54.30	31.31	31.39	54.31	34.06	14.52
k, delay calibration	0.11	0.11	0.11	0.27	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.89	1.72	0.57	7.56	0.77	1.52	4.48	1.27	2.86	4.47	2.03	2.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.84	0.34	0.78	0.70	0.70	0.76	0.46	0.46	0.76	0.66	0.58
d, Delay for Lane Group [s/veh]	60.12	46.45	40.02	50.55	36.05	36.79	58.77	32.58	34.25	58.79	36.09	17.07
Lane Group LOS	E	D	D	D	D	D	E	C	C	E	D	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.30	9.01	3.00	9.88	10.43	10.72	3.17	6.44	6.15	3.16	9.62	9.50
50th-Percentile Queue Length [ft/ln]	157.51	225.19	75.08	246.96	260.86	268.04	79.28	160.92	153.70	78.89	240.62	237.54
95th-Percentile Queue Length [veh/ln]	10.42	13.93	5.41	15.03	15.73	16.09	5.71	10.60	10.21	5.68	14.71	14.56
95th-Percentile Queue Length [ft/ln]	260.42	348.25	135.14	375.83	393.30	402.29	142.70	264.95	255.36	142.00	367.82	363.92

Movement, Approach, & Intersection Results

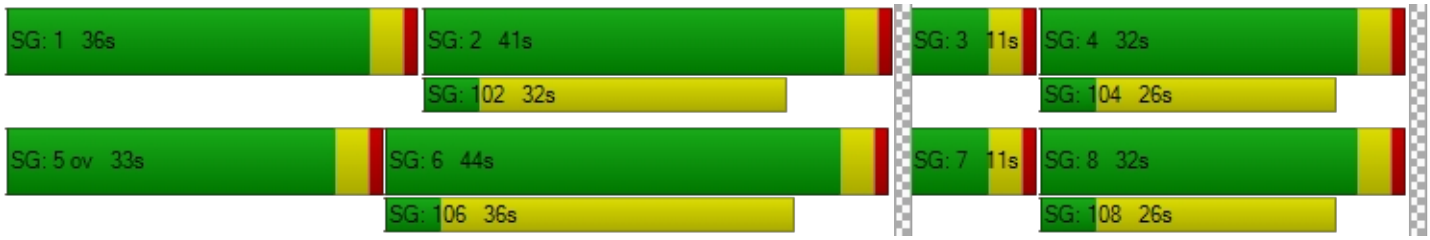
d_M, Delay for Movement [s/veh]	60.12	46.45	40.02	50.55	36.27	36.79	58.77	32.64	34.25	58.79	36.09	17.07
Movement LOS	E	D	D	D	D	D	E	C	C	E	D	B
d_A, Approach Delay [s/veh]	47.98			39.29			38.31			32.92		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	38.91											
Intersection LOS	D											
Intersection V/C	0.686											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.257	3.061	3.034	3.178
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	667	617	467	467
d_b, Bicycle Delay [s]	26.67	28.70	35.27	35.27
l_b,int, Bicycle LOS Score for Intersection	2.246	2.413	2.110	2.596
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	18.8
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.044

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	0	12	10	331	0	0	298	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	6	0	0	7	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	10	0	13	11	367	0	0	332	7
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	3	0	4	3	109	0	0	98	2
Total Analysis Volume [veh/h]	0	0	0	12	0	15	13	434	0	0	393	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	18.64	17.46	10.79	18.81	18.03	11.16	8.12	0.00	0.00	8.20	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.21	0.21	0.21	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	5.35	5.35	5.35	0.55	0.55	0.55	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	15.63			14.56			0.24			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	0.57											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St at Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.589

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	28	0	36	12	330	0	0	261	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	6	0	0	7	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	31	0	39	13	366	0	0	291	33
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	9	0	12	4	110	0	0	88	10
Total Analysis Volume [veh/h]	0	0	0	37	0	47	16	441	0	0	351	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	594	643	775	775
Degree of Utilization, x	0.00	0.13	0.59	0.50

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.45	3.92	2.88
95th-Percentile Queue Length [ft]	0.00	11.19	97.95	72.10
Approach Delay [s/veh]	0.00	9.44	14.08	12.29
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	12.91			
Intersection LOS	B			

Morningside Townhomes Project

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Report File: K:\...\3 - OY_CUM_PM.pdf

Scenario 6 6 OY 2030 CUM PM
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.602	26.2	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.860	53.1	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.724	13.4	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.565	23.2	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.766	26.0	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	1.433	28.4	C
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.545	6.2	A
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.354	17.6	B
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.238	8.4	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	1.934	31.6	C
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.554	6.7	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Right	0.717	7.1	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.915	72.7	E
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	SB Left	0.020	19.9	C
214	104th St and Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.625	12.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	26.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.602

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	256	4	249	10	15	11	6	962	202	133	745	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	9	0	0	8	7	537	0	8	436	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	279	4	280	11	16	20	14	1586	220	153	1248	3
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	1	76	3	4	5	4	432	60	42	340	1
Total Analysis Volume [veh/h]	304	4	305	12	17	22	15	1730	240	167	1361	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	23	0	25	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	8	8	8	2	65	65	13	76	76
g / C, Green / Cycle	0.15	0.15	0.15	0.07	0.07	0.07	0.02	0.54	0.54	0.11	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.12	0.01	0.01	0.01	0.01	0.37	0.37	0.09	0.27	0.00
s, saturation flow rate [veh/h]	1781	1672	1589	1781	1870	1589	1781	3560	1756	1781	5094	1589
c, Capacity [veh/h]	264	248	236	123	129	109	29	1915	945	199	3224	1006
d1, Uniform Delay [s]	49.51	49.54	49.56	52.37	52.50	52.75	58.53	20.32	20.42	52.27	11.03	8.10
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.09	6.58	7.00	0.34	0.46	0.89	13.04	2.03	4.17	9.18	0.41	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.82	0.82	0.10	0.13	0.20	0.51	0.69	0.69	0.84	0.42	0.00
d, Delay for Lane Group [s/veh]	55.60	56.12	56.56	52.71	52.95	53.64	71.57	22.36	24.59	61.44	11.44	8.11
Lane Group LOS	E	E	E	D	D	D	E	C	C	E	B	A
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.71	6.36	6.09	0.35	0.50	0.66	0.56	13.59	14.13	5.43	5.90	0.03
50th-Percentile Queue Length [ft/ln]	167.69	158.98	152.27	8.80	12.49	16.39	13.97	339.70	353.20	135.82	147.52	0.74
95th-Percentile Queue Length [veh/ln]	10.96	10.50	10.14	0.63	0.90	1.18	1.01	19.63	20.29	9.26	9.88	0.05
95th-Percentile Queue Length [ft/ln]	273.88	262.38	253.46	15.84	22.48	29.49	25.14	490.84	507.30	231.38	247.12	1.33

Movement, Approach, & Intersection Results

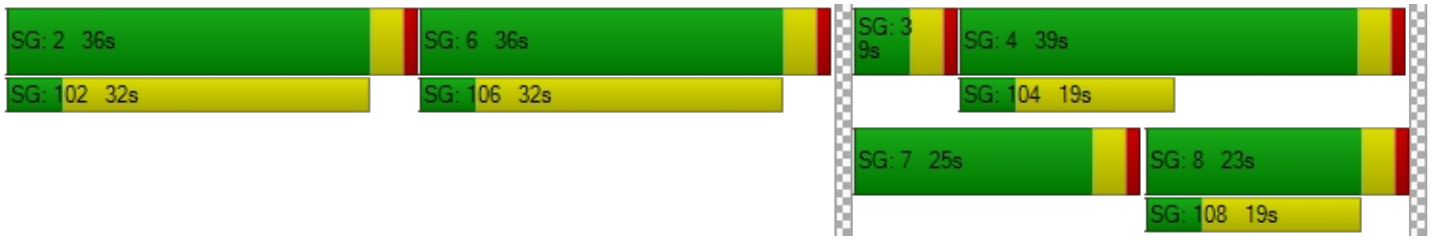
d_M, Delay for Movement [s/veh]	55.76	56.12	56.41	52.71	52.95	53.64	71.57	22.89	24.59	61.44	11.44	8.11
Movement LOS	E	E	E	D	D	D	E	C	C	E	B	A
d_A, Approach Delay [s/veh]	56.08			53.19			23.47			16.89		
Approach LOS	E			D			C			B		
d_I, Intersection Delay [s/veh]	26.20											
Intersection LOS	C											
Intersection V/C	0.602											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.399	2.164	3.188	3.177
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	317	583
d_b, Bicycle Delay [s]	32.27	32.27	42.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.571	1.644	2.651	2.402
Bicycle LOS	B	A	B	B

Sequence

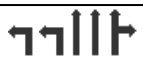
Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	53.1
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	329	746	78	211	902	279	369	977	345	87	711	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	88	4	36	0	4	0	0	486	101	40	392	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	447	817	121	230	987	304	402	1551	477	135	1167	76
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	211	31	59	255	78	104	400	123	35	301	20
Total Analysis Volume [veh/h]	461	843	125	237	1019	314	415	1601	492	139	1204	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	17	29	0	20	32	0	20	50	0	5	35	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	19	35	0	20	36	0	20	56	0	9	45	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	15	31	31	16	32	32	16	52	52	5	41	41
g / C, Green / Cycle	0.13	0.26	0.26	0.13	0.27	0.27	0.13	0.43	0.43	0.04	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.13	0.24	0.08	0.13	0.20	0.20	0.12	0.45	0.31	0.04	0.24	0.24
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1812
c, Capacity [veh/h]	432	920	411	237	1358	424	461	1543	689	144	1216	619
d1, Uniform Delay [s]	52.50	43.24	35.82	51.98	40.34	40.21	51.21	34.00	27.90	57.41	34.15	34.15
k, delay calibration	0.11	0.50	0.50	0.29	0.50	0.50	0.11	0.11	0.26	0.11	0.11	0.24
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	40.51	15.28	1.91	43.63	3.85	11.08	6.61	22.25	3.25	27.17	0.74	3.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.07	0.92	0.30	1.00	0.75	0.74	0.90	1.04	0.71	0.96	0.70	0.70
d, Delay for Lane Group [s/veh]	93.01	58.52	37.73	95.61	44.18	51.29	57.83	56.25	31.16	84.58	34.89	37.29
Lane Group LOS	F	E	D	F	D	D	E	F	C	F	C	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.93	14.01	3.18	9.99	9.64	9.74	6.56	26.56	12.03	2.65	10.76	11.36
50th-Percentile Queue Length [ft/ln]	223.13	350.29	79.51	249.67	240.96	243.54	163.88	663.89	300.67	66.20	268.95	284.11
95th-Percentile Queue Length [veh/ln]	14.20	20.15	5.72	15.17	14.73	14.86	10.75	36.00	17.71	4.77	16.14	16.89
95th-Percentile Queue Length [ft/ln]	355.05	503.76	143.11	379.24	368.25	371.51	268.86	899.88	442.86	119.16	403.43	422.33

Movement, Approach, & Intersection Results

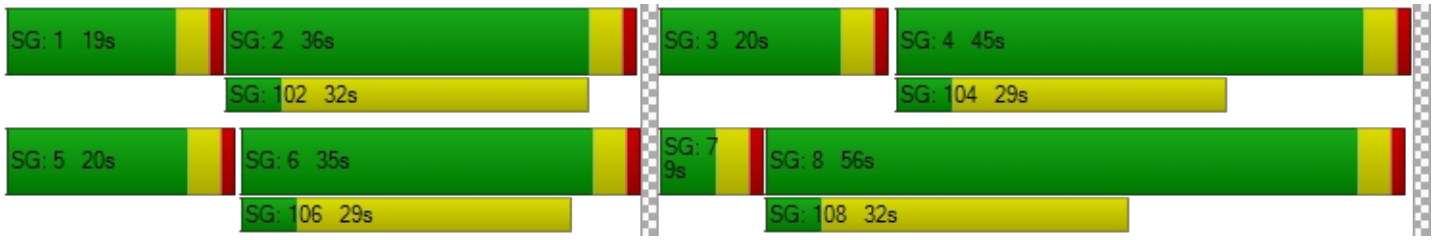
d_M, Delay for Movement [s/veh]	93.01	58.52	37.73	95.61	44.18	51.29	57.83	56.25	31.16	84.58	35.60	37.29
Movement LOS	F	E	D	F	D	D	E	F	C	F	D	D
d_A, Approach Delay [s/veh]	67.83			53.37			51.59			40.48		
Approach LOS	E			D			D			D		
d_I, Intersection Delay [s/veh]	53.06											
Intersection LOS	D											
Intersection V/C	0.860											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.116	3.014	3.288	3.080
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	533	867	683
d_b, Bicycle Delay [s]	33.00	32.27	19.27	26.00
l_b,int, Bicycle LOS Score for Intersection	2.739	2.423	3.629	2.341
Bicycle LOS	B	B	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.724

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	44	742	140	122	1245	46	24	148	62	71	58	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	569	17	17	711	0	0	0	0	18	0	18
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	1378	170	150	2068	50	26	161	68	95	63	70
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	364	45	40	547	13	7	43	18	25	17	18
Total Analysis Volume [veh/h]	51	1457	180	159	2186	53	27	170	72	100	67	74
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	16	0	0	16	0	0	36	0	0	36	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	41	0	0	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	69	69	69	69	69	69	23	23
g / C, Green / Cycle	0.69	0.69	0.69	0.69	0.69	0.69	0.23	0.23
(v / s)_i Volume / Saturation Flow Rate	0.30	0.31	0.31	0.52	0.41	0.42	0.16	0.21
s, saturation flow rate [veh/h]	170	3560	1767	307	3560	1847	1726	1174
c, Capacity [veh/h]	150	2451	1216	237	2451	1272	439	323
d1, Uniform Delay [s]	21.12	7.00	7.01	22.25	8.27	8.30	34.80	37.30
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.10	0.59	1.19	14.20	1.10	2.13	1.39	4.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.45	0.45	0.67	0.60	0.60	0.61	0.75
d, Delay for Lane Group [s/veh]	27.22	7.59	8.20	36.45	9.37	10.43	36.19	41.39
Lane Group LOS	C	A	A	D	A	B	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.14	4.74	4.92	4.22	7.59	8.31	6.03	6.05
50th-Percentile Queue Length [ft/ln]	28.56	118.57	122.95	105.57	189.77	207.64	150.85	151.31
95th-Percentile Queue Length [veh/ln]	2.06	8.31	8.55	7.59	12.11	13.03	10.06	10.09
95th-Percentile Queue Length [ft/ln]	51.41	207.86	213.87	189.82	302.73	325.80	251.57	252.18

Movement, Approach, & Intersection Results

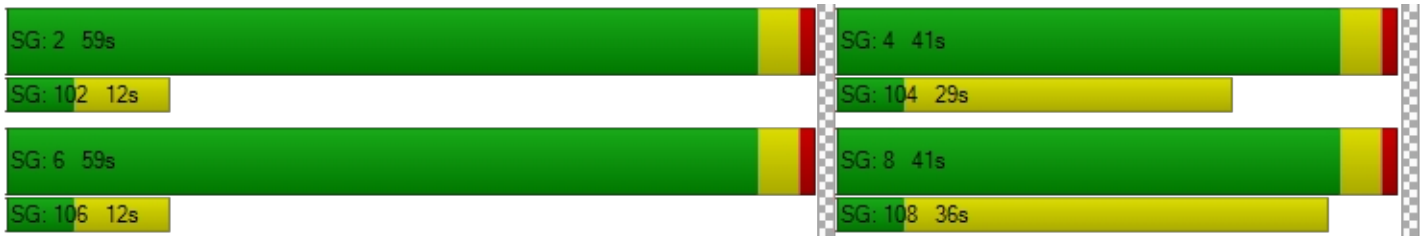
d_M, Delay for Movement [s/veh]	27.22	7.75	8.20	36.45	9.71	10.43	36.19	36.19	36.19	41.39	41.39	41.39
Movement LOS	C	A	A	D	A	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	8.38			11.50			36.19			41.39		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	13.37											
Intersection LOS	B											
Intersection V/C	0.724											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.436	3.253	2.009	2.313
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	1100	740	740
d_b, Bicycle Delay [s]	10.13	10.13	19.85	19.85
l_b,int, Bicycle LOS Score for Intersection	2.488	2.879	2.003	1.957
Bicycle LOS	B	C	B	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.565

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	276	55	136	236	42	114	214	32	41	79	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	10	3	0	0	20	0	0	20	11
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	304	60	158	260	46	124	253	35	45	106	175
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	84	17	44	72	13	34	70	10	12	29	48
Total Analysis Volume [veh/h]	35	335	66	174	286	51	137	279	39	50	117	193
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	33	0	0	33	0	0	19	0	0	19	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	55	55	37	37
g / C, Green / Cycle	0.55	0.55	0.55	0.55	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.03	0.22	0.18	0.19	0.34	0.23
s, saturation flow rate [veh/h]	1043	1817	984	1821	1323	1534
c, Capacity [veh/h]	516	999	466	1001	537	609
d1, Uniform Delay [s]	17.07	13.00	21.85	12.43	31.03	25.28
k, delay calibration	0.50	0.50	0.50	0.50	0.14	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.25	1.20	2.29	0.91	5.01	0.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.40	0.37	0.34	0.85	0.59
d, Delay for Lane Group [s/veh]	17.32	14.21	24.14	13.34	36.04	26.20
Lane Group LOS	B	B	C	B	D	C
Critical Lane Group	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.52	5.39	3.20	4.22	11.10	7.01
50th-Percentile Queue Length [ft/ln]	12.93	134.71	80.08	105.54	277.60	175.29
95th-Percentile Queue Length [veh/ln]	0.93	9.20	5.77	7.59	16.57	11.35
95th-Percentile Queue Length [ft/ln]	23.27	229.89	144.14	189.78	414.22	283.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	17.32	14.21	14.21	24.14	13.34	13.34	36.04	36.04	36.04	26.20	26.20	26.20
Movement LOS	B	B	B	C	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	14.46			17.02			36.04			26.20		
Approach LOS	B			B			D			C		
d_I, Intersection Delay [s/veh]	23.17											
Intersection LOS	C											
Intersection V/C	0.565											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.238	2.524	2.092	2.326
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	1220	1220
d_b, Bicycle Delay [s]	23.81	23.81	7.61	7.61
l_b,int, Bicycle LOS Score for Intersection	2.279	2.403	2.310	2.154
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	26.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.766

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	140	1030	53	59	1187	76	66	219	69	33	111	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	8	670	0	0	818	0	0	4	9	0	4	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	1793	58	64	2112	83	72	243	84	36	125	43
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	465	15	17	548	22	19	63	22	9	32	11
Total Analysis Volume [veh/h]	167	1860	60	66	2191	86	75	252	87	37	130	45
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	26	19	0	17	10	0	0	52	0	0	52	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	21	56	0	9	44	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	57	57	5	50	50	27	27
g / C, Green / Cycle	0.11	0.57	0.57	0.05	0.50	0.50	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.09	0.36	0.36	0.04	0.42	0.42	0.25	0.14
s, saturation flow rate [veh/h]	1781	3560	1840	1781	3560	1834	1669	1493
c, Capacity [veh/h]	202	2020	1044	85	1785	920	485	438
d1, Uniform Delay [s]	43.36	14.52	14.55	47.09	21.47	21.58	35.73	30.62
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.28	1.48	2.86	14.05	4.95	9.44	4.38	0.83
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.63	0.63	0.78	0.84	0.85	0.85	0.48
d, Delay for Lane Group [s/veh]	51.65	16.00	17.41	61.14	26.42	31.02	40.11	31.45
Lane Group LOS	D	B	B	E	C	C	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.47	9.40	10.16	1.95	15.44	17.23	10.34	4.31
50th-Percentile Queue Length [ft/ln]	111.86	234.94	253.95	48.67	385.90	430.81	258.49	107.66
95th-Percentile Queue Length [veh/ln]	7.94	14.43	15.38	3.50	21.88	24.04	15.61	7.71
95th-Percentile Queue Length [ft/ln]	198.59	360.63	384.62	87.60	546.98	601.01	390.32	192.74

Movement, Approach, & Intersection Results

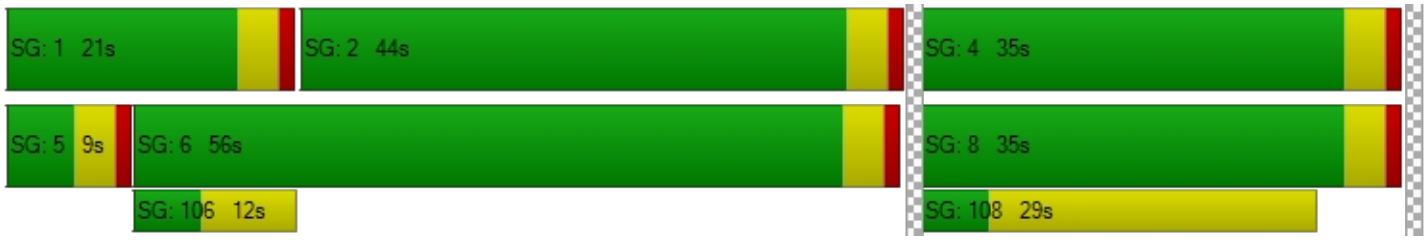
d_M, Delay for Movement [s/veh]	51.65	16.45	17.41	61.14	27.87	31.02	40.11	40.11	40.11	31.45	31.45	31.45
Movement LOS	D	B	B	E	C	C	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	19.30			28.92			40.11			31.45		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	25.97											
Intersection LOS	C											
Intersection V/C	0.766											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.385	0.000	0.000	2.009
Crosswalk LOS	C	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1040	800	620	620
d_b, Bicycle Delay [s]	11.52	18.00	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.707	2.848	2.243	1.909
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	28.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.433

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	115	945	3	5	1310	132	198	2	269	2	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	587	0	0	731	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	1617	3	5	2159	144	216	2	293	2	3	7
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	431	1	1	575	38	58	1	78	1	1	2
Total Analysis Volume [veh/h]	133	1722	3	5	2299	153	230	2	312	2	3	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	83	0	0	83	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	84	0	0	84	0	0	36	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	80	80	32	32	32
g / C, Green / Cycle	0.67	0.67	0.67	0.67	0.67	0.67	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.97	0.32	0.32	0.02	0.45	0.46	0.47	0.22	0.02
s, saturation flow rate [veh/h]	138	3560	1868	281	3560	1811	493	1448	745
c, Capacity [veh/h]	111	2378	1248	201	2378	1210	191	384	233
d1, Uniform Delay [s]	49.65	9.70	9.70	15.21	12.13	12.28	50.87	41.34	33.86
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.32	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	146.29	0.69	1.30	0.23	1.59	3.24	131.15	11.58	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.19	0.48	0.48	0.02	0.68	0.69	1.20	0.82	0.05
d, Delay for Lane Group [s/veh]	195.94	10.39	11.01	15.44	13.72	15.52	182.02	52.92	33.96
Lane Group LOS	F	B	B	B	B	B	F	D	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.92	7.03	7.59	0.08	12.68	13.80	12.77	9.89	0.27
50th-Percentile Queue Length [ft/ln]	198.07	175.77	189.84	2.07	317.08	345.00	319.18	247.23	6.67
95th-Percentile Queue Length [veh/ln]	14.04	11.38	12.11	0.15	18.52	19.89	20.50	15.05	0.48
95th-Percentile Queue Length [ft/ln]	351.02	284.49	302.82	3.73	463.10	497.31	512.51	376.17	12.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	195.94	10.60	11.01	15.44	14.25	15.52	182.02	52.92	52.92	33.96	33.96	33.96
Movement LOS	F	B	B	B	B	B	F	D	D	C	C	C
d_A, Approach Delay [s/veh]	23.87			14.33			107.50			33.96		
Approach LOS	C			B			F			C		
d_I, Intersection Delay [s/veh]	28.42											
Intersection LOS	C											
Intersection V/C	1.433											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.551	2.415	1.970
Crosswalk LOS	F	D	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	1333	533	533
d_b, Bicycle Delay [s]	6.67	6.67	32.27	32.27
l_b,int, Bicycle LOS Score for Intersection	2.582	2.911	2.008	1.579
Bicycle LOS	B	C	B	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	6.2
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.545

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	1081	72	77	1402	38	22	27	27	64	18	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	587	7	0	731	0	0	0	0	8	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1765	85	84	2259	41	24	29	29	78	20	38
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	468	23	22	600	11	6	8	8	21	5	10
Total Analysis Volume [veh/h]	12	1874	90	89	2398	44	25	31	31	83	21	40
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	81	0	0	81	0	0	31	0	0	31	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	55	0	0	55	0	0	45	0	0	45	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	81	81	81	81	81	81	11	11
g / C, Green / Cycle	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.09	0.36	0.37	0.40	0.45	0.45	0.05	0.09
s, saturation flow rate [veh/h]	139	3560	1827	223	3560	1853	1718	1562
c, Capacity [veh/h]	154	2879	1477	217	2879	1498	238	231
d1, Uniform Delay [s]	9.06	2.88	2.89	10.30	3.33	3.35	41.54	43.27
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.98	0.51	1.00	5.68	0.78	1.52	0.94	2.76
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.45	0.45	0.41	0.56	0.56	0.37	0.62
d, Delay for Lane Group [s/veh]	10.04	3.39	3.89	15.97	4.11	4.86	42.48	46.03
Lane Group LOS	B	A	A	B	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.15	2.66	2.94	1.36	3.82	4.32	2.06	3.63
50th-Percentile Queue Length [ft/ln]	3.81	66.46	73.49	33.94	95.57	107.92	51.50	90.74
95th-Percentile Queue Length [veh/ln]	0.27	4.79	5.29	2.44	6.88	7.72	3.71	6.53
95th-Percentile Queue Length [ft/ln]	6.85	119.63	132.28	61.10	172.02	193.10	92.70	163.32

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	10.04	3.54	3.89	15.97	4.36	4.86	42.48	42.48	42.48	46.03	46.03	46.03
Movement LOS	B	A	A	B	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.60			4.78			42.48			46.03		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.23											
Intersection LOS	A											
Intersection V/C	0.545											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.344	0.000	1.818	2.021
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1020	1020	820	820
d_b, Bicycle Delay [s]	12.01	12.01	17.41	17.41
l_b,int, Bicycle LOS Score for Intersection	2.646	2.952	1.703	1.797
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	6	238	11	40	278	19	38	70	21	5	44	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	0	3	0	0	40	0	0	47	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	262	12	44	306	21	41	116	23	5	95	64
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	72	3	12	84	6	11	32	6	1	26	18
Total Analysis Volume [veh/h]	8	289	13	49	337	23	45	128	25	6	105	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	65	0	0	65	0	0	35	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	78	78	14	14
g / C, Green / Cycle	0.78	0.78	0.14	0.14
(v / s)_i Volume / Saturation Flow Rate	0.17	0.24	0.12	0.10
s, saturation flow rate [veh/h]	1841	1734	1671	1769
c, Capacity [veh/h]	1474	1394	277	284
d1, Uniform Delay [s]	2.90	3.10	41.83	41.30
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.32	0.54	3.40	2.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.29	0.71	0.64
d, Delay for Lane Group [s/veh]	3.22	3.63	45.23	43.71
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.32	2.00	4.98	4.46
50th-Percentile Queue Length [ft/ln]	33.04	50.07	124.55	111.56
95th-Percentile Queue Length [veh/ln]	2.38	3.60	8.64	7.93
95th-Percentile Queue Length [ft/ln]	59.47	90.12	216.06	198.17

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	3.22	3.22	3.22	3.63	3.63	3.63	45.23	45.23	45.23	43.71	43.71	43.71
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.22			3.63			45.23			43.71		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	17.65											
Intersection LOS	B											
Intersection V/C	0.354											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.061	2.116	1.896	1.973
Crosswalk LOS	B	B	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1220	1220	620	620
d_b, Bicycle Delay [s]	7.61	7.61	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.071	2.234	1.886	1.860
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	0	7	0	1	2	1	93	20	14	95	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	40	0	0	47	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	8	0	1	2	1	141	22	15	151	1
Peak Hour Factor	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	2	0	0	1	0	43	7	5	46	0
Total Analysis Volume [veh/h]	23	0	10	0	1	2	1	171	27	18	183	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	756	810	869	851
Degree of Utilization, x	0.04	0.00	0.23	0.24

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	0.01	0.88	0.92
95th-Percentile Queue Length [ft]	3.42	0.28	22.06	23.10
Approach Delay [s/veh]	7.98	7.46	8.37	8.55
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.42			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	31.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.934

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1175	279	236	1110	2	0	1	1	109	0	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	653	0	0	803	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1934	304	257	2013	2	0	1	1	119	0	89
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	509	80	68	530	1	0	0	0	31	0	23
Total Analysis Volume [veh/h]	0	2036	320	271	2119	2	0	1	1	125	0	94
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	67	0	0	67	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	76	76	76	76	76	76	16	16
g / C, Green / Cycle	0.76	0.76	0.76	0.76	0.76	0.76	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.45	0.45	0.47	1.79	0.39	0.39	0.00	0.14
s, saturation flow rate [veh/h]	1870	1702	1580	151	3560	1869	1627	1516
c, Capacity [veh/h]	1447	1284	1192	149	2686	1410	306	308
d1, Uniform Delay [s]	5.52	5.52	5.65	36.89	4.95	4.95	34.84	40.51
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.75	2.09	2.41	394.15	0.72	1.36	0.01	3.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.60	0.62	1.82	0.52	0.52	0.01	0.71
d, Delay for Lane Group [s/veh]	7.27	7.61	8.06	431.04	5.67	6.32	34.85	43.55
Lane Group LOS	A	A	A	F	A	A	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.77	6.27	6.19	20.01	4.73	5.22	0.04	5.45
50th-Percentile Queue Length [ft/ln]	169.33	156.75	154.85	500.21	118.34	130.60	1.03	136.37
95th-Percentile Queue Length [veh/ln]	11.04	10.38	10.28	36.02	8.30	8.97	0.07	9.29
95th-Percentile Queue Length [ft/ln]	276.03	259.41	256.88	900.38	207.54	224.31	1.86	232.13

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.27	7.56	8.06	431.04	5.89	6.32	34.85	34.85	34.85	43.55	43.55	43.55
Movement LOS	A	A	A	F	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	7.63			54.06			34.85			43.55		
Approach LOS	A			D			C			D		
d_I, Intersection Delay [s/veh]	31.57											
Intersection LOS	C											
Intersection V/C	1.934											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.230	0.000	2.502
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1260	1260	580	580
d_b, Bicycle Delay [s]	6.85	6.85	25.21	25.21
l_b,int, Bicycle LOS Score for Intersection	2.855	2.875	1.563	1.921
Bicycle LOS	C	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.554

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	31	1366	1202	36	132	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	653	803	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	2142	2113	39	144	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	564	556	10	38	11
Total Analysis Volume [veh/h]	36	2255	2224	41	152	42
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	19	19	0	33	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	58	58	0	42	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	79	79	79	79	13
g / C, Green / Cycle	0.79	0.79	0.79	0.79	0.13
(v / s)_i Volume / Saturation Flow Rate	0.22	0.44	0.42	0.41	0.11
s, saturation flow rate [veh/h]	166	5094	3560	1852	1736
c, Capacity [veh/h]	169	4001	2796	1455	234
d1, Uniform Delay [s]	11.05	4.13	4.00	3.89	42.16
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.87	0.58	0.75	1.33	7.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.56	0.54	0.52	0.83
d, Delay for Lane Group [s/veh]	13.92	4.71	4.75	5.21	49.59
Lane Group LOS	B	A	A	A	D
Critical Lane Group	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.53	4.33	4.29	4.42	5.11
50th-Percentile Queue Length [ft/ln]	13.30	108.20	107.26	110.58	127.71
95th-Percentile Queue Length [veh/ln]	0.96	7.74	7.69	7.87	8.82
95th-Percentile Queue Length [ft/ln]	23.94	193.49	192.19	196.80	220.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	13.92	4.71	4.90	5.21	49.59	49.59
Movement LOS	B	A	A	A	D	D
d_A, Approach Delay [s/veh]	4.86		4.91		49.59	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	6.71					
Intersection LOS	A					
Intersection V/C	0.554					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.235	0.000	1.905
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	1080	760
d_b, Bicycle Delay [s]	10.58	10.58	19.22
l_b,int, Bicycle LOS Score for Intersection	2.820	2.805	1.880
Bicycle LOS	C	C	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	7.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	61	1282	71	91	1174	19	35	48	31	41	10	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	653	0	0	803	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	2050	77	99	2083	21	38	52	34	45	11	78
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	543	20	26	552	6	10	14	9	12	3	21
Total Analysis Volume [veh/h]	70	2174	82	105	2209	22	40	55	36	48	12	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	52	0	0	52	0	0	48	0	0	48	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	81	81	81	81	81	81	11	11
g / C, Green / Cycle	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.41	0.42	0.42	0.63	0.41	0.41	0.08	0.09
s, saturation flow rate [veh/h]	171	3560	1836	167	3560	1861	1644	1604
c, Capacity [veh/h]	179	2889	1489	175	2889	1510	225	222
d1, Uniform Delay [s]	12.08	3.05	3.06	19.67	3.02	3.02	43.05	43.49
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.35	0.66	1.29	14.24	0.64	1.22	2.36	3.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.39	0.51	0.52	0.60	0.51	0.51	0.58	0.64
d, Delay for Lane Group [s/veh]	18.42	3.71	4.35	33.91	3.66	4.25	45.41	46.58
Lane Group LOS	B	A	A	C	A	A	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.21	3.23	3.63	2.87	3.15	3.55	3.26	3.62
50th-Percentile Queue Length [ft/ln]	30.32	80.73	90.63	71.82	78.77	88.69	81.53	90.52
95th-Percentile Queue Length [veh/ln]	2.18	5.81	6.53	5.17	5.67	6.39	5.87	6.52
95th-Percentile Queue Length [ft/ln]	54.58	145.31	163.13	129.27	141.78	159.64	146.75	162.93

Movement, Approach, & Intersection Results

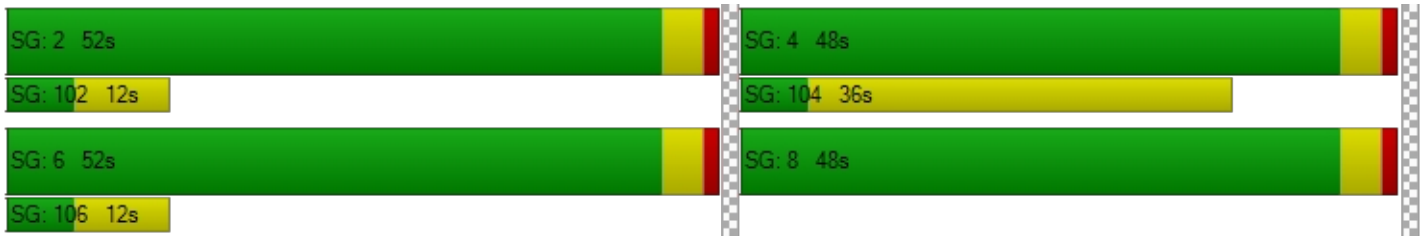
d_M, Delay for Movement [s/veh]	18.42	3.91	4.35	33.91	3.86	4.25	45.41	45.41	45.41	46.58	46.58	46.58
Movement LOS	B	A	A	C	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.36			5.21			45.41			46.58		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	7.08											
Intersection LOS	A											
Intersection V/C	0.717											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.415	1.936	2.059
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	960	960	880	880
d_b, Bicycle Delay [s]	13.52	13.52	15.68	15.68
l_b,int, Bicycle LOS Score for Intersection	2.839	2.844	1.776	1.796
Bicycle LOS	C	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	72.7
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.915

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	526	173	378	948	67	199	958	239	154	660	441
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	192	552	159	47	694	0	0	74	161	129	84	43
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	1125	348	459	1727	73	217	1118	422	297	803	524
Peak Hour Factor	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	288	89	117	442	19	56	286	108	76	205	134
Total Analysis Volume [veh/h]	317	1151	356	470	1768	75	222	1144	432	304	822	536
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	22	36	0	27	41	0	5	26	0	5	26	26
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	24	40	0	29	45	0	13	39	0	12	38	38
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	20	36	36	25	41	41	9	35	35	8	34	63
g / C, Green / Cycle	0.17	0.30	0.30	0.21	0.34	0.34	0.08	0.29	0.29	0.07	0.28	0.53
(v / s)_i Volume / Saturation Flow Rate	0.18	0.23	0.22	0.26	0.34	0.34	0.06	0.30	0.31	0.09	0.16	0.34
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1831	3459	3560	1621	3459	5094	1589
c, Capacity [veh/h]	297	1528	477	371	1216	626	259	1038	473	231	1443	834
d1, Uniform Delay [s]	50.00	37.98	37.89	47.50	39.46	39.50	54.86	42.50	42.50	56.00	36.75	20.43
k, delay calibration	0.41	0.11	0.27	0.50	0.11	0.47	0.11	0.50	0.50	0.13	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	66.73	0.77	5.73	139.82	11.54	36.04	7.93	39.04	54.56	151.24	1.64	3.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.07	0.75	0.75	1.27	1.00	1.01	0.86	1.04	1.05	1.32	0.57	0.64
d, Delay for Lane Group [s/veh]	116.73	38.75	43.61	187.32	51.00	75.54	62.79	81.54	97.06	207.24	38.38	24.21
Lane Group LOS	F	D	D	F	D	F	E	F	F	F	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	14.37	10.25	10.14	25.43	19.51	24.38	3.60	20.82	20.99	8.33	7.08	11.35
50th-Percentile Queue Length [ft/ln]	359.22	256.13	253.49	635.65	487.68	609.52	90.02	520.62	524.87	208.25	177.04	283.73
95th-Percentile Queue Length [veh/ln]	21.27	15.49	15.36	37.93	26.75	32.60	6.48	29.04	29.38	14.15	11.45	16.87
95th-Percentile Queue Length [ft/ln]	531.72	387.36	384.05	948.20	668.77	814.90	162.04	725.98	734.39	353.70	286.14	421.86

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	116.73	38.75	43.61	187.32	58.69	75.54	62.79	82.40	97.06	207.24	38.38	24.21
Movement LOS	F	D	D	F	E	E	E	F	F	F	D	C
d_A, Approach Delay [s/veh]	53.25			85.37			83.50			64.70		
Approach LOS	D			F			F			E		
d_I, Intersection Delay [s/veh]	72.70											
Intersection LOS	E											
Intersection V/C	0.915											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.404	3.197	3.108	3.258
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	683	583	567
d_b, Bicycle Delay [s]	29.40	26.00	30.10	30.82
l_b,int, Bicycle LOS Score for Intersection	2.563	2.832	2.549	2.474
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	19.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.020

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	4	0	6	19	442	0	0	220	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	7	0	0	7	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	4	0	7	21	489	0	0	247	21
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	1	0	2	6	142	0	0	72	6
Total Analysis Volume [veh/h]	0	0	0	5	0	8	24	567	0	0	287	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop			Stop			Free			Free	
Flared Lane	No			No							
Storage Area [veh]	0			0			0			0	
Two-Stage Gap Acceptance	No			No							
Number of Storage Spaces in Median	0			0			0			0	

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.02	0.00	0.01	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	19.84	18.79	11.88	19.87	18.84	10.14	7.91	0.00	0.00	8.58	0.00	0.00
Movement LOS	C	C	B	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.10	0.10	0.10	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	2.40	2.40	2.40	1.01	1.01	1.01	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	16.84			13.88			0.32			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	0.40											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St and Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.625

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	15	0	15	18	414	0	0	230	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	7	0	0	7	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	0	16	0	16	20	458	0	0	258	29
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	0	4	0	4	5	123	0	0	69	8
Total Analysis Volume [veh/h]	0	0	0	17	0	17	22	493	0	0	278	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	620	652	824	799
Degree of Utilization, x	0.00	0.05	0.63	0.39

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.00	0.16	4.48	1.83
95th-Percentile Queue Length [ft]	0.00	4.11	112.05	45.86
Approach Delay [s/veh]	0.00	8.82	14.37	10.31
Approach LOS	A	A	B	B
Intersection Delay [s/veh]	12.68			
Intersection LOS	B			

APPENDIX C-4

INTERSECTION ANALYSIS
WORKSHEETS –
OPENING YEAR 2029 PLUS PROJECT

Morningside Townhomes Project

Vistro File: K:\...\Inglewood_AM.vistro
Report File: K:\...\4 - OY_CUM_WP_AM Queue Mitigation.pdf

Scenario 10 Copy of 6 OY CUM 2030 WP AM
6/10/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.414	22.1	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.659	39.2	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.498	11.2	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Right	0.623	31.4	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.687	24.3	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	0.960	16.9	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.559	10.6	B
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Thru	0.400	21.6	C
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.442	10.1	B
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.888	20.1	C
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.412	3.9	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.437	6.4	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	0.698	39.2	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	NB Left	0.252	23.6	C
214	104th St at Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.616	13.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	242	5	222	8	1	4	5	458	133	81	861	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	6	0	0	7	8	241	0	8	347	0
Site-Generated Trips [veh/h]	45	0	0	0	0	0	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	309	5	248	9	1	11	13	740	166	96	1285	23
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	1	68	2	0	3	4	203	46	26	353	6
Total Analysis Volume [veh/h]	339	5	272	10	1	12	14	812	182	105	1411	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Permiss	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	32	0	0	32	0	14	19	0	28	33	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	23	0	25	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	5	5	5	2	72	72	9	79	79
g / C, Green / Cycle	0.15	0.15	0.15	0.05	0.05	0.05	0.02	0.60	0.60	0.07	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.12	0.01	0.00	0.01	0.01	0.19	0.19	0.06	0.28	0.02
s, saturation flow rate [veh/h]	1781	1705	1589	1781	1870	1589	1781	3560	1701	1781	5094	1589
c, Capacity [veh/h]	264	253	236	81	85	72	28	2130	1018	133	3348	1045
d1, Uniform Delay [s]	49.52	49.54	49.57	54.97	54.69	55.08	58.60	11.92	11.95	54.60	9.75	7.16
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.09	6.43	7.01	0.67	0.05	1.07	13.32	0.39	0.82	10.00	0.39	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.82	0.82	0.12	0.01	0.17	0.50	0.31	0.32	0.79	0.42	0.02
d, Delay for Lane Group [s/veh]	55.61	55.97	56.58	55.65	54.75	56.15	71.92	12.31	12.77	64.60	10.14	7.20
Lane Group LOS	E	E	E	E	D	E	E	B	B	E	B	A
Critical Lane Group	No	No	Yes	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.70	6.46	6.09	0.31	0.03	0.37	0.53	4.45	4.42	3.49	5.66	0.23
50th-Percentile Queue Length [ft/ln]	167.47	161.43	152.14	7.66	0.76	9.29	13.13	111.16	110.38	87.23	141.60	5.72
95th-Percentile Queue Length [veh/ln]	10.94	10.62	10.13	0.55	0.05	0.67	0.95	7.90	7.86	6.28	9.57	0.41
95th-Percentile Queue Length [ft/ln]	273.59	265.62	253.29	13.78	1.36	16.72	23.64	197.61	196.54	157.02	239.17	10.29

Movement, Approach, & Intersection Results

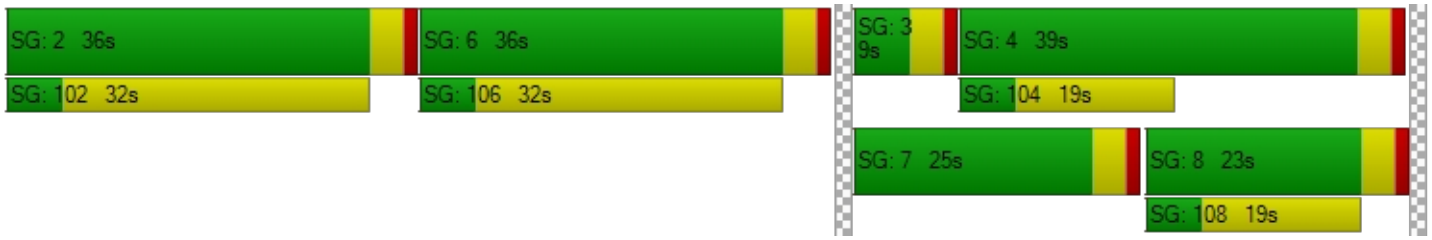
d_M, Delay for Movement [s/veh]	55.75	55.97	56.42	55.65	54.75	56.15	71.92	12.39	12.77	64.60	10.14	7.20
Movement LOS	E	E	E	E	D	E	E	B	B	E	B	A
d_A, Approach Delay [s/veh]	56.04			55.87			13.29			13.80		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	22.10											
Intersection LOS	C											
Intersection V/C	0.414											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.367	2.163	3.078	3.062
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	317	583
d_b, Bicycle Delay [s]	32.27	32.27	42.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.576	1.598	2.114	2.407
Bicycle LOS	B	A	B	B

Sequence

Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	271	716	45	92	890	165	197	314	129	113	859	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	80	4	30	0	4	0	0	216	49	18	305	0
Site-Generated Trips [veh/h]	0	19	19	0	9	0	0	0	0	9	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	375	803	98	100	983	180	215	558	190	150	1241	228
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	206	25	26	252	46	55	143	49	39	319	59
Total Analysis Volume [veh/h]	385	824	101	103	1009	185	221	573	195	154	1274	234
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	10	33	0	11	34	0	8	32	0	18	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	50	0	13	39	0	13	46	0	11	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	35	35	9	28	28	10	53	53	7	50	50
g / C, Green / Cycle	0.13	0.29	0.29	0.07	0.24	0.24	0.08	0.44	0.44	0.06	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.11	0.23	0.06	0.06	0.20	0.12	0.06	0.16	0.12	0.04	0.29	0.29
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1725
c, Capacity [veh/h]	452	1052	470	127	1202	375	285	1559	696	214	1487	720
d1, Uniform Delay [s]	51.01	38.75	31.81	54.91	43.67	39.63	53.98	22.60	21.61	55.26	28.48	28.49
k, delay calibration	0.11	0.11	0.11	0.13	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.60	1.32	0.23	13.96	1.65	1.00	4.54	0.67	1.00	4.48	2.56	5.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.78	0.22	0.81	0.84	0.49	0.78	0.37	0.28	0.72	0.68	0.68
d, Delay for Lane Group [s/veh]	55.61	40.07	32.03	68.87	45.32	40.63	58.52	23.27	22.61	59.74	31.04	33.71
Lane Group LOS	E	D	C	E	D	D	E	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.94	11.24	2.25	3.56	9.66	4.83	3.45	5.55	3.71	2.42	12.26	12.44
50th-Percentile Queue Length [ft/ln]	148.57	281.12	56.33	89.05	241.42	120.84	86.23	138.85	92.87	60.51	306.56	310.99
95th-Percentile Queue Length [veh/ln]	9.94	16.74	4.06	6.41	14.75	8.44	6.21	9.42	6.69	4.36	18.01	18.22
95th-Percentile Queue Length [ft/ln]	248.52	418.60	101.39	160.28	368.83	210.98	155.21	235.47	167.17	108.91	450.13	455.59

Movement, Approach, & Intersection Results

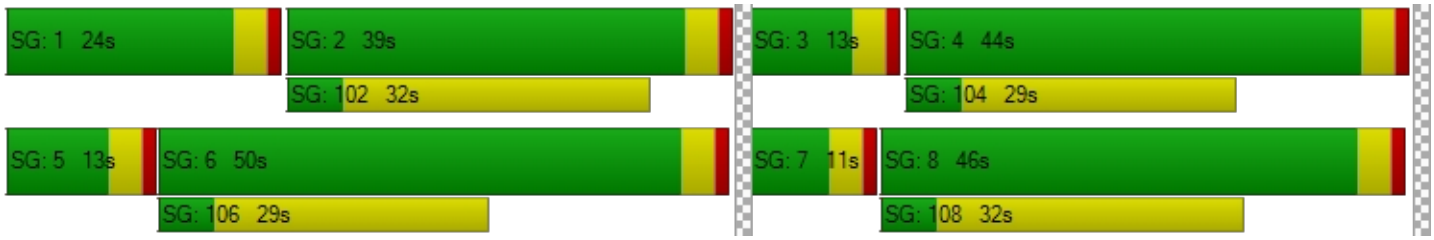
d_M, Delay for Movement [s/veh]	55.61	40.07	32.03	68.87	45.32	40.63	58.52	23.27	22.61	59.74	31.58	33.71
Movement LOS	E	D	C	E	D	D	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	44.02			46.52			31.02			34.49		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	39.18											
Intersection LOS	D											
Intersection V/C	0.659											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.066	2.968	3.086	2.949
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	583	700	667
d_b, Bicycle Delay [s]	22.82	30.10	25.35	26.67
l_b,int, Bicycle LOS Score for Intersection	2.640	2.273	2.376	2.474
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	901	127	51	873	25	58	66	62	83	59	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	466	18	18	313	0	0	0	0	15	0	15
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	4	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	1448	156	74	1265	27	63	76	68	105	74	71
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	384	41	20	335	7	17	20	18	28	20	19
Total Analysis Volume [veh/h]	98	1536	165	78	1341	29	67	81	72	111	78	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	15	0	0	15	0	0	37	0	0	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	0	58	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	72	72	72	72	20	20
g / C, Green / Cycle	0.72	0.72	0.72	0.72	0.72	0.72	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.25	0.32	0.32	0.27	0.25	0.25	0.14	0.18
s, saturation flow rate [veh/h]	396	3560	1779	288	3560	1850	1569	1479
c, Capacity [veh/h]	288	2562	1280	217	2562	1331	362	348
d1, Uniform Delay [s]	13.70	5.77	5.78	16.98	5.27	5.27	36.92	38.81
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.18	0.56	1.12	4.60	0.38	0.73	1.66	3.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.44	0.44	0.36	0.35	0.35	0.61	0.76
d, Delay for Lane Group [s/veh]	16.88	6.33	6.89	21.57	5.65	6.00	38.57	42.23
Lane Group LOS	B	A	A	C	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.52	4.26	4.47	1.44	3.09	3.34	5.10	6.55
50th-Percentile Queue Length [ft/ln]	37.97	106.50	111.78	36.11	77.14	83.40	127.56	163.64
95th-Percentile Queue Length [veh/ln]	2.73	7.64	7.94	2.60	5.55	6.00	8.81	10.74
95th-Percentile Queue Length [ft/ln]	68.34	191.12	198.48	65.00	138.85	150.12	220.17	268.54

Movement, Approach, & Intersection Results

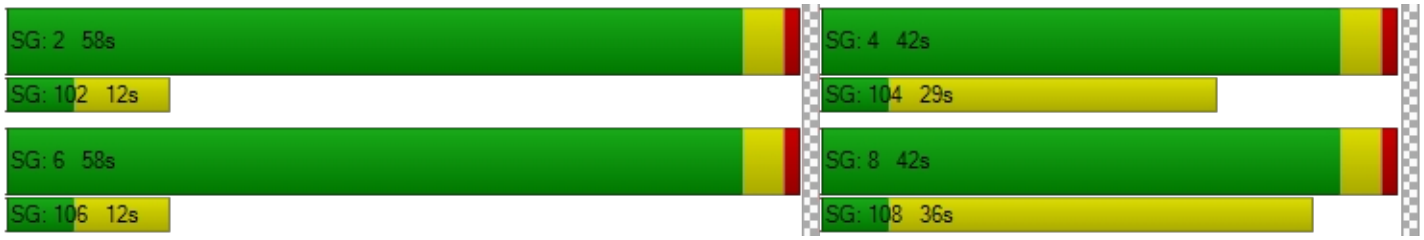
d_M, Delay for Movement [s/veh]	16.88	6.48	6.89	21.57	5.76	6.00	38.57	38.57	38.57	42.23	42.23	42.23
Movement LOS	B	A	A	C	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.08			6.62			38.57			42.23		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.25											
Intersection LOS	B											
Intersection V/C	0.498											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.374	3.208	2.068	2.119
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	1080	760	760
d_b, Bicycle Delay [s]	10.58	10.58	19.22	19.22
l_b,int, Bicycle LOS Score for Intersection	2.549	2.356	1.923	1.995
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	31.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.623

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	400.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	33	244	123	67	126	18	63	155	33	71	112	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	10	2	0	0	18	0	0	19	10
Site-Generated Trips [veh/h]	0	0	0	21	0	0	0	4	0	0	10	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	269	134	104	139	20	69	191	36	77	151	227
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	73	36	28	38	5	19	52	10	21	41	62
Total Analysis Volume [veh/h]	39	292	146	113	151	22	75	208	39	84	164	247
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	5	41	0	5	41	0	0	21	0	0	21	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	9	35	0	9	35	0	0	65	0	0	65	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	109	109	109	109	109	109
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	0.00	2.00	0.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	44	53	45	39	39
g / C, Green / Cycle	0.48	0.40	0.48	0.42	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.03	0.25	0.11	0.09	0.28	0.34
s, saturation flow rate [veh/h]	1271	1766	1061	1829	1153	1464
c, Capacity [veh/h]	645	710	431	761	456	565
d1, Uniform Delay [s]	14.99	25.93	17.74	20.53	28.95	33.68
k, delay calibration	0.11	0.50	0.50	0.50	0.11	0.17
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	3.99	1.48	0.70	2.03	6.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.62	0.26	0.23	0.71	0.88
d, Delay for Lane Group [s/veh]	15.03	29.92	19.22	21.23	30.97	40.65
Lane Group LOS	B	C	B	C	C	D
Critical Lane Group	No	Yes	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.52	9.80	1.71	2.98	7.37	13.70
50th-Percentile Queue Length [ft/ln]	13.10	244.89	42.86	74.44	184.27	342.47
95th-Percentile Queue Length [veh/ln]	0.94	14.93	3.09	5.36	11.82	19.77
95th-Percentile Queue Length [ft/ln]	23.58	373.21	77.14	133.98	295.58	494.22

Movement, Approach, & Intersection Results

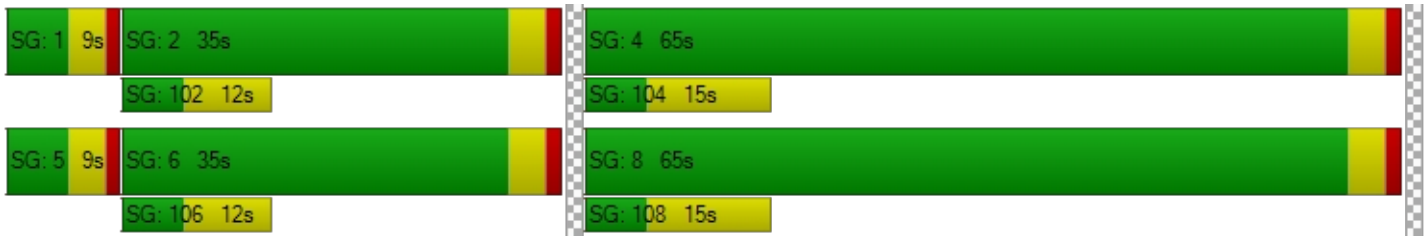
d_M, Delay for Movement [s/veh]	15.03	29.92	29.92	19.22	21.23	21.23	30.97	30.97	30.97	40.65	40.65	40.65
Movement LOS	B	C	C	B	C	C	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	28.70			20.43			30.97			40.65		
Approach LOS	C			C			C			D		
d_I, Intersection Delay [s/veh]	31.41											
Intersection LOS	C											
Intersection V/C	0.623											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	45.87	45.87	45.87	45.87
l_p,int, Pedestrian LOS Score for Intersectio	2.274	2.350	2.016	2.184
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	569	569	1119	1119
d_b, Bicycle Delay [s]	27.91	27.91	10.57	10.57
l_b,int, Bicycle LOS Score for Intersection	2.347	2.032	2.091	2.376
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	143	880	19	23	1008	105	92	91	55	33	163	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	8	540	0	0	361	0	0	4	6	0	4	0
Site-Generated Trips [veh/h]	0	0	0	0	0	18	38	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	1499	21	25	1460	132	138	103	66	36	182	74
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	392	5	7	382	35	36	27	17	9	48	19
Total Analysis Volume [veh/h]	172	1570	22	26	1529	138	145	108	69	38	191	77
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	19	24	0	5	10	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	25	54	0	9	38	0	0	37	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	55	55	3	46	46	30	30
g / C, Green / Cycle	0.12	0.55	0.55	0.03	0.46	0.46	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.29	0.01	0.31	0.31	0.28	0.18
s, saturation flow rate [veh/h]	1781	3560	1857	1781	3560	1792	1155	1692
c, Capacity [veh/h]	207	1968	1026	46	1646	829	400	550
d1, Uniform Delay [s]	43.22	14.16	14.16	48.15	20.98	20.99	34.83	29.48
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.34	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.30	1.03	1.97	10.34	2.22	4.36	11.18	0.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.53	0.53	0.56	0.67	0.67	0.80	0.56
d, Delay for Lane Group [s/veh]	51.52	15.19	16.14	58.49	23.20	25.36	46.01	30.47
Lane Group LOS	D	B	B	E	C	C	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.60	7.33	7.92	0.77	10.19	10.76	8.86	6.27
50th-Percentile Queue Length [ft/ln]	115.07	183.33	198.00	19.26	254.67	269.04	221.55	156.86
95th-Percentile Queue Length [veh/ln]	8.12	11.77	12.54	1.39	15.42	16.14	13.74	10.38
95th-Percentile Queue Length [ft/ln]	203.03	294.36	313.38	34.67	385.53	403.54	343.61	259.56

Movement, Approach, & Intersection Results

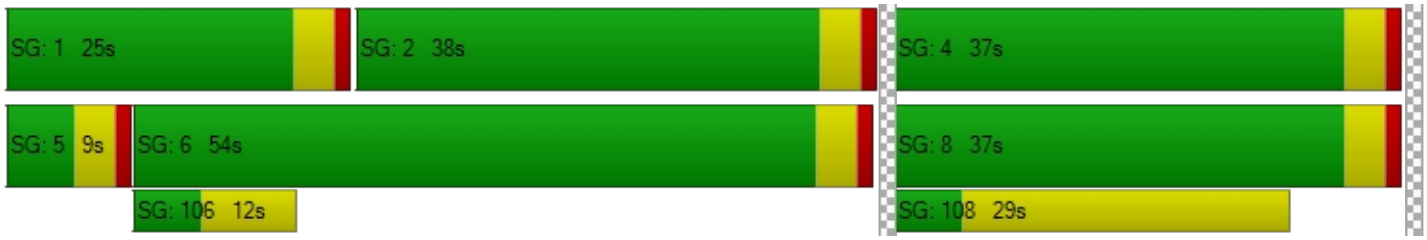
d_M, Delay for Movement [s/veh]	51.52	15.51	16.14	58.49	23.79	25.36	46.01	46.01	46.01	30.47	30.47	30.47
Movement LOS	D	B	B	E	C	C	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	19.03			24.45			46.01			30.47		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	24.26											
Intersection LOS	C											
Intersection V/C	0.687											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.278	0.000	0.000	1.947
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	680	660	660
d_b, Bicycle Delay [s]	12.50	21.78	22.45	22.45
l_b,int, Bicycle LOS Score for Intersection	2.530	2.491	2.091	2.065
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	172	1089	8	6	1085	148	177	5	226	0	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	485	0	0	328	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	0	0	0	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	197	1672	9	7	1511	161	193	5	250	0	3	7
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	443	2	2	400	43	51	1	66	0	1	2
Total Analysis Volume [veh/h]	209	1771	10	7	1601	171	204	5	265	0	3	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	80	0	0	80	0	0	32	0	0	32	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	87	0	0	87	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	88	88	88	88	88	88	24	24	24
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.78	0.33	0.33	0.03	0.33	0.33	0.14	0.18	0.01
s, saturation flow rate [veh/h]	269	3560	1865	267	3560	1779	1444	1446	1653
c, Capacity [veh/h]	214	2602	1363	213	2602	1300	352	293	365
d1, Uniform Delay [s]	34.70	6.47	6.47	11.17	6.50	6.51	44.34	46.73	38.40
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.12	0.22	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	55.85	0.56	1.07	0.29	0.57	1.15	1.73	18.31	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.45	0.45	0.03	0.45	0.45	0.59	0.91	0.03
d, Delay for Lane Group [s/veh]	90.55	7.03	7.54	11.46	7.07	7.66	46.07	65.04	38.43
Lane Group LOS	F	A	A	B	A	A	D	E	D
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.68	5.48	5.93	0.10	5.56	5.79	5.95	9.19	0.24
50th-Percentile Queue Length [ft/ln]	242.07	136.97	148.37	2.45	139.08	144.67	148.79	229.64	6.04
95th-Percentile Queue Length [veh/ln]	14.79	9.32	9.93	0.18	9.43	9.73	9.95	14.16	0.44
95th-Percentile Queue Length [ft/ln]	369.65	232.94	248.26	4.42	235.79	243.30	248.82	353.90	10.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	90.55	7.20	7.54	11.46	7.23	7.66	46.07	46.07	65.04	38.43	38.43	38.43
Movement LOS	F	A	A	B	A	A	D	D	E	D	D	D
d_A, Approach Delay [s/veh]	15.96			7.28			56.68			38.43		
Approach LOS	B			A			E			D		
d_I, Intersection Delay [s/veh]	16.92											
Intersection LOS	B											
Intersection V/C	0.960											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.423	2.531	1.976
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1383	1383	483	483
d_b, Bicycle Delay [s]	5.70	5.70	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	2.654	2.538	1.951	1.576
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	1189	43	46	1217	22	11	17	7	102	29	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	485	8	0	328	0	0	0	0	7	0	0
Site-Generated Trips [veh/h]	0	0	13	4	0	0	0	0	0	29	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1781	68	54	1655	24	12	19	8	147	32	103
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	474	18	14	440	6	3	5	2	39	9	27
Total Analysis Volume [veh/h]	14	1895	72	57	1761	26	13	20	9	156	34	110
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	92	0	0	92	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	65	0	0	65	0	0	35	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	71	71	71	71	71	71	21	21
g / C, Green / Cycle	0.71	0.71	0.71	0.71	0.71	0.71	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.05	0.36	0.37	0.26	0.33	0.33	0.03	0.19
s, saturation flow rate [veh/h]	265	3560	1835	222	3560	1856	1551	1548
c, Capacity [veh/h]	213	2512	1295	185	2512	1309	380	387
d1, Uniform Delay [s]	11.53	6.83	6.83	16.30	6.47	6.48	31.58	37.94
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.59	0.76	1.48	4.28	0.63	1.20	0.13	5.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.52	0.52	0.31	0.47	0.47	0.11	0.78
d, Delay for Lane Group [s/veh]	12.13	7.59	8.32	20.58	7.10	7.68	31.71	43.32
Lane Group LOS	B	A	A	C	A	A	C	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.18	5.64	6.10	1.04	4.84	5.26	0.83	7.61
50th-Percentile Queue Length [ft/ln]	4.60	141.11	152.45	26.12	120.98	131.46	20.72	190.37
95th-Percentile Queue Length [veh/ln]	0.33	9.54	10.15	1.88	8.45	9.02	1.49	12.14
95th-Percentile Queue Length [ft/ln]	8.28	238.51	253.69	47.02	211.18	225.47	37.29	303.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.13	7.82	8.32	20.58	7.29	7.68	31.71	31.71	31.71	43.32	43.32	43.32
Movement LOS	B	A	A	C	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	7.87			7.71			31.71			43.32		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	10.59											
Intersection LOS	B											
Intersection V/C	0.559											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.367	0.000	1.798	2.021
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1220	1220	620	620
d_b, Bicycle Delay [s]	7.61	7.61	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.649	2.574	1.629	2.055
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	256	5	22	197	24	49	33	12	18	94	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	0	2	0	0	50	0	0	38	0
Site-Generated Trips [veh/h]	0	0	9	0	0	0	0	17	0	19	39	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	282	14	24	217	26	53	103	13	39	179	121
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	78	4	7	60	7	15	28	4	11	49	33
Total Analysis Volume [veh/h]	12	311	15	26	239	29	58	113	14	43	197	133
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	68	68	24	24
g / C, Green / Cycle	0.68	0.68	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.18	0.17	0.15	0.22
s, saturation flow rate [veh/h]	1837	1757	1201	1725
c, Capacity [veh/h]	1287	1235	335	453
d1, Uniform Delay [s]	6.24	6.08	32.95	36.72
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.50	0.45	1.42	3.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.24	0.55	0.82
d, Delay for Lane Group [s/veh]	6.74	6.53	34.37	40.52
Lane Group LOS	A	A	C	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.64	2.32	4.05	9.15
50th-Percentile Queue Length [ft/ln]	66.06	58.06	101.27	228.67
95th-Percentile Queue Length [veh/ln]	4.76	4.18	7.29	14.11
95th-Percentile Queue Length [ft/ln]	118.91	104.50	182.28	352.67

Movement, Approach, & Intersection Results

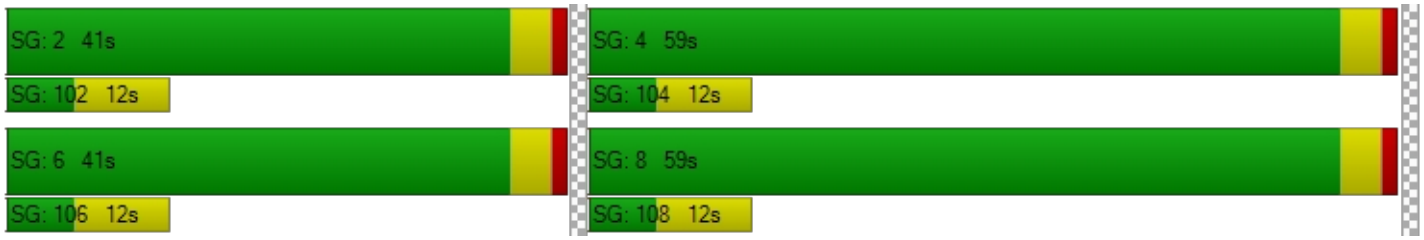
d_M, Delay for Movement [s/veh]	6.74	6.74	6.74	6.53	6.53	6.53	34.37	34.37	34.37	40.52	40.52	40.52
Movement LOS	A	A	A	A	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	6.74			6.53			34.37			40.52		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	21.57											
Intersection LOS	C											
Intersection V/C	0.400											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.092	2.127	1.945	2.015
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.117	2.045	1.865	2.175
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	2	9	1	3	2	0	55	10	20	197	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	50	0	0	38	0
Site-Generated Trips [veh/h]	0	0	0	39	0	58	26	0	0	0	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	2	10	40	3	60	26	110	11	22	253	18
Peak Hour Factor	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	3	12	1	18	8	33	3	7	75	5
Total Analysis Volume [veh/h]	25	2	12	48	4	72	31	131	13	26	302	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	678	726	756	790
Degree of Utilization, x	0.06	0.17	0.23	0.44

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.18	0.61	0.89	2.28
95th-Percentile Queue Length [ft]	4.57	15.31	22.34	57.02
Approach Delay [s/veh]	8.63	8.97	9.20	11.12
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.10			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	902	97	149	1145	0	0	1	7	240	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	0	0	343	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	10	0	0	0	0	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1507	116	162	1591	0	0	1	8	266	0	170
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	393	30	42	415	0	0	0	2	69	0	44
Total Analysis Volume [veh/h]	1	1573	121	169	1661	0	0	1	8	278	0	177
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	53	0	0	53	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	41	0	0	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	60	60	60	60	32	32
g / C, Green / Cycle	0.60	0.60	0.60	0.60	0.60	0.60	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.33	0.33	0.33	0.58	0.31	0.31	0.01	0.30
s, saturation flow rate [veh/h]	1868	1702	1636	290	3560	1870	1616	1492
c, Capacity [veh/h]	1149	1014	975	180	2122	1114	560	542
d1, Uniform Delay [s]	12.10	12.11	12.11	38.04	11.76	11.76	22.97	32.64
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.33
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.75	2.11	2.20	52.33	0.89	1.69	0.01	10.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.55	0.55	0.94	0.51	0.51	0.02	0.84
d, Delay for Lane Group [s/veh]	13.85	14.22	14.32	90.38	12.66	13.46	22.98	42.71
Lane Group LOS	B	B	B	F	B	B	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.05	7.42	7.17	6.83	6.79	7.38	0.15	11.92
50th-Percentile Queue Length [ft/ln]	201.25	185.59	179.29	170.69	169.64	184.38	3.65	297.90
95th-Percentile Queue Length [veh/ln]	12.70	11.89	11.56	11.11	11.06	11.83	0.26	17.58
95th-Percentile Queue Length [ft/ln]	317.58	297.30	289.08	277.82	276.44	295.73	6.56	439.43

Movement, Approach, & Intersection Results

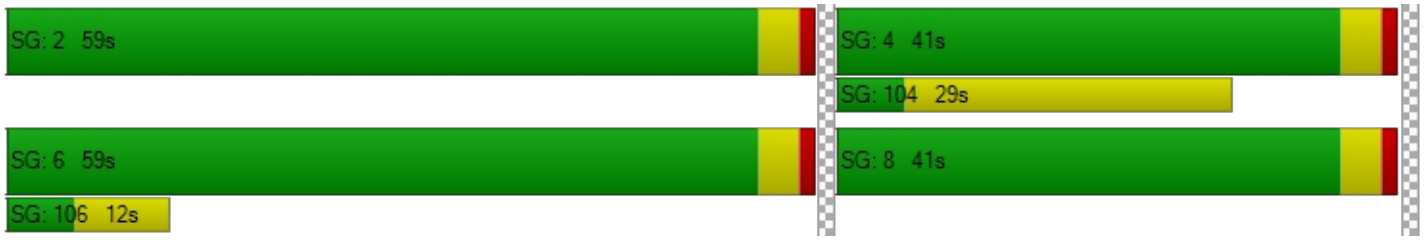
d_M, Delay for Movement [s/veh]	13.85	14.10	14.32	90.38	12.93	13.46	22.98	22.98	22.98	42.71	42.71	42.71
Movement LOS	B	B	B	F	B	B	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	14.12			20.08			22.98			42.71		
Approach LOS	B			C			C			D		
d_I, Intersection Delay [s/veh]	20.14											
Intersection LOS	C											
Intersection V/C	0.888											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.099	0.000	2.326
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	1100	740	740
d_b, Bicycle Delay [s]	10.13	10.13	19.85	19.85
l_b,int, Bicycle LOS Score for Intersection	2.492	2.566	1.574	2.310
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	14	971	1269	27	71	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	343	0	0	0
Site-Generated Trips [veh/h]	0	13	29	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1595	1755	29	77	27
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	417	458	8	20	7
Total Analysis Volume [veh/h]	16	1667	1834	30	80	28
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	12	12	0	40	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	50	50	0	50	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	84	84	84	84	8
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.08
(v / s)_i Volume / Saturation Flow Rate	0.07	0.33	0.35	0.34	0.06
s, saturation flow rate [veh/h]	246	5094	3560	1854	1727
c, Capacity [veh/h]	247	4271	2985	1555	141
d1, Uniform Delay [s]	4.40	1.94	2.00	1.96	44.99
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.50	0.27	0.43	0.77	8.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.39	0.42	0.40	0.77
d, Delay for Lane Group [s/veh]	4.91	2.21	2.43	2.73	53.42
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.12	1.41	1.68	1.80	2.94
50th-Percentile Queue Length [ft/ln]	3.03	35.18	42.03	45.09	73.49
95th-Percentile Queue Length [veh/ln]	0.22	2.53	3.03	3.25	5.29
95th-Percentile Queue Length [ft/ln]	5.45	63.33	75.65	81.16	132.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.91	2.21	2.53	2.73	53.42	53.42
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	2.23		2.53		53.42	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.90					
Intersection LOS	A					
Intersection V/C	0.412					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.094	0.000	1.819
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	920	920	920
d_b, Bicycle Delay [s]	14.58	14.58	14.58
l_b,int, Bicycle LOS Score for Intersection	2.485	2.585	1.738
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	32	851	24	56	1241	19	53	13	25	65	18	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	0	0	343	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	29	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1465	26	61	1725	21	58	14	27	71	20	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	386	7	16	454	6	15	4	7	19	5	15
Total Analysis Volume [veh/h]	37	1542	27	64	1816	22	61	15	28	75	21	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	51	0	0	51	0	0	49	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	80	80	12	12
g / C, Green / Cycle	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.15	0.29	0.29	0.20	0.34	0.34	0.07	0.10
s, saturation flow rate [veh/h]	252	3560	1854	327	3560	1859	1444	1592
c, Capacity [veh/h]	236	2858	1488	293	2858	1492	227	240
d1, Uniform Delay [s]	7.15	2.74	2.74	6.58	2.95	2.95	41.78	42.98
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.41	0.36	0.68	1.71	0.46	0.88	1.45	2.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.36	0.36	0.22	0.42	0.42	0.46	0.65
d, Delay for Lane Group [s/veh]	8.56	3.10	3.42	8.29	3.41	3.83	43.23	45.87
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.39	2.01	2.23	0.63	2.53	2.82	2.51	3.90
50th-Percentile Queue Length [ft/ln]	9.68	50.19	55.64	15.66	63.24	70.43	62.86	97.58
95th-Percentile Queue Length [veh/ln]	0.70	3.61	4.01	1.13	4.55	5.07	4.53	7.03
95th-Percentile Queue Length [ft/ln]	17.42	90.34	100.15	28.19	113.83	126.78	113.14	175.64

Movement, Approach, & Intersection Results

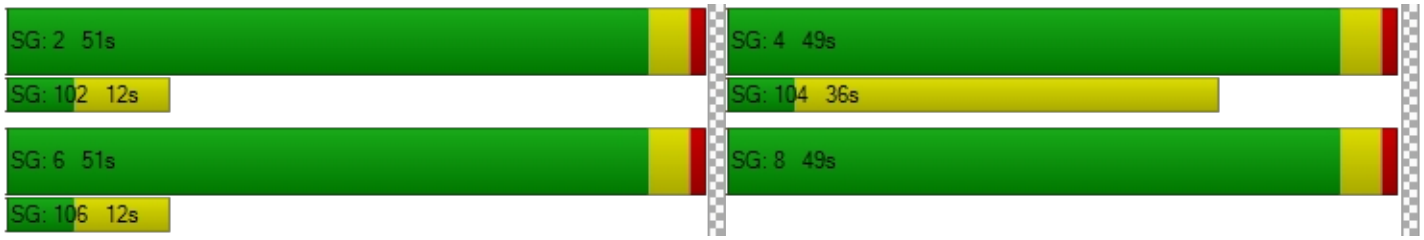
d_M, Delay for Movement [s/veh]	8.56	3.20	3.42	8.29	3.55	3.83	43.23	43.23	43.23	45.87	45.87	45.87
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.33			3.71			43.23			45.87		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.37											
Intersection LOS	A											
Intersection V/C	0.437											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.329	1.864	1.940
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	940	940	900	900
d_b, Bicycle Delay [s]	14.05	14.05	15.13	15.13
l_b,int, Bicycle LOS Score for Intersection	2.443	2.606	1.731	1.815
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	425	37	266	749	71	180	440	91	88	956	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	101	439	74	24	290	0	0	67	124	99	47	35
Site-Generated Trips [veh/h]	0	0	0	4	0	0	0	17	0	0	35	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	902	114	318	1106	77	196	564	223	195	1124	546
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	234	30	82	287	20	51	146	58	51	291	141
Total Analysis Volume [veh/h]	195	935	118	330	1146	80	203	584	231	202	1165	566
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	30	45	0	17	32	0	5	27	0	5	27	27
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	36	48	0	31	43	0	11	30	0	11	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	15	26	26	27	38	38	9	41	41	9	41	72
g / C, Green / Cycle	0.13	0.22	0.22	0.23	0.32	0.32	0.08	0.34	0.34	0.08	0.34	0.60
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.07	0.19	0.23	0.23	0.06	0.16	0.16	0.06	0.23	0.36
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1808	3459	3560	1613	3459	5094	1589
c, Capacity [veh/h]	228	1124	351	401	1131	575	268	1224	555	267	1750	957
d1, Uniform Delay [s]	51.23	44.63	39.36	44.23	36.19	36.20	54.25	30.64	30.72	54.27	33.53	14.77
k, delay calibration	0.11	0.11	0.11	0.32	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.89	1.67	0.56	11.60	0.87	1.71	4.37	1.23	2.76	4.37	2.02	2.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.83	0.34	0.82	0.72	0.72	0.76	0.46	0.46	0.76	0.67	0.59
d, Delay for Lane Group [s/veh]	60.12	46.30	39.92	55.84	37.07	37.90	58.63	31.87	33.47	58.64	35.55	17.46
Lane Group LOS	E	D	D	E	D	D	E	C	C	E	D	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.30	8.99	3.00	10.59	10.59	10.90	3.17	6.50	6.21	3.15	9.89	9.84
50th-Percentile Queue Length [ft/ln]	157.51	224.83	74.98	264.68	264.86	272.40	79.17	162.48	155.30	78.78	247.31	246.08
95th-Percentile Queue Length [veh/ln]	10.42	13.91	5.40	15.92	15.93	16.31	5.70	10.68	10.30	5.67	15.05	14.99
95th-Percentile Queue Length [ft/ln]	260.42	347.78	134.97	398.08	398.31	407.73	142.50	267.00	257.49	141.81	376.26	374.72

Movement, Approach, & Intersection Results

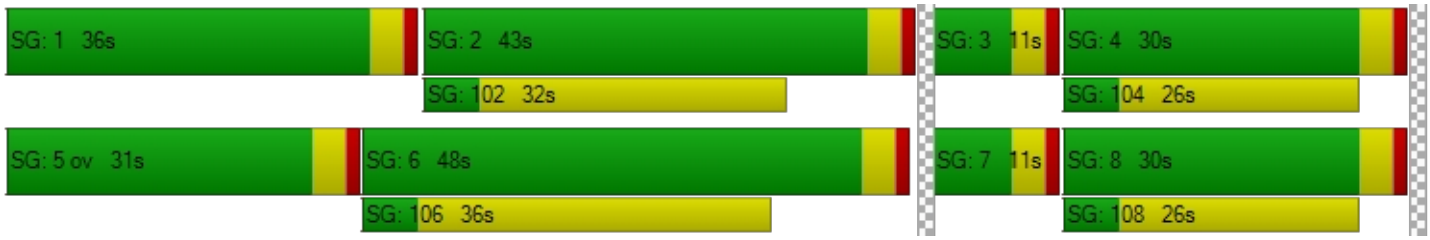
d_M, Delay for Movement [s/veh]	60.12	46.30	39.92	55.84	37.31	37.90	58.63	31.94	33.47	58.64	35.55	17.46
Movement LOS	E	D	D	E	D	D	E	C	C	E	D	B
d_A, Approach Delay [s/veh]	47.86			41.27			37.61			32.66		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	39.16											
Intersection LOS	D											
Intersection V/C	0.698											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.257	3.063	3.040	3.186
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	650	433	433
d_b, Bicycle Delay [s]	24.07	27.34	36.82	36.82
l_b,int, Bicycle LOS Score for Intersection	2.246	2.415	2.120	2.623
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.252

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	0	12	10	331	0	0	298	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	6	0	0	7	0
Site-Generated Trips [veh/h]	55	0	0	0	0	0	0	0	25	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	0	10	0	13	11	367	25	0	332	7
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	3	0	4	3	109	7	0	98	2
Total Analysis Volume [veh/h]	65	0	0	12	0	15	13	434	30	0	393	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.00	0.00	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	23.61	22.37	15.55	19.15	18.57	11.18	8.12	0.00	0.00	8.28	0.00	0.00
Movement LOS	C	C	C	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.97	0.97	0.97	0.22	0.22	0.22	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.31	24.31	24.31	5.44	5.44	5.44	0.55	0.55	0.55	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.61			14.72			0.22			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.10											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St at Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	28	0	36	12	330	0	0	261	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	6	0	0	7	0
Site-Generated Trips [veh/h]	0	0	38	0	0	0	0	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	38	31	0	39	13	366	0	18	291	33
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	11	9	0	12	4	110	0	5	88	10
Total Analysis Volume [veh/h]	0	0	46	37	0	47	16	441	0	22	351	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	644	617	742	743
Degree of Utilization, x	0.07	0.14	0.62	0.56

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.23	0.47	4.29	3.47
95th-Percentile Queue Length [ft]	5.75	11.75	107.20	86.72
Approach Delay [s/veh]	9.02	9.76	15.29	13.75
Approach LOS	A	A	C	B
Intersection Delay [s/veh]	13.90			
Intersection LOS	B			

Morningside Townhomes Project

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Report File: K:\...\4 - OY_CUM_WP_AM.pdf

Scenario 6 6 OY CUM 2030 WP AM
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.414	22.1	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.659	39.2	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.498	11.2	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Right	0.580	23.9	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.687	24.3	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	0.960	16.9	B
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.559	10.6	B
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	WB Thru	0.400	21.6	C
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	WB Thru	0.442	10.1	B
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.888	20.1	C
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.412	3.9	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Left	0.437	6.4	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	0.698	39.2	D
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	NB Left	0.252	23.6	C
214	104th St at Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.616	13.9	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.414

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	242	5	222	8	1	4	5	458	133	81	861	21
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	6	0	0	7	8	241	0	8	347	0
Site-Generated Trips [veh/h]	45	0	0	0	0	0	0	0	21	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	309	5	248	9	1	11	13	740	166	96	1285	23
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	1	68	2	0	3	4	203	46	26	353	6
Total Analysis Volume [veh/h]	339	5	272	10	1	12	14	812	182	105	1411	25
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Permiss	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	32	0	0	32	0	14	19	0	28	33	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	23	0	25	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	18	18	5	5	5	2	72	72	9	79	79
g / C, Green / Cycle	0.15	0.15	0.15	0.05	0.05	0.05	0.02	0.60	0.60	0.07	0.66	0.66
(v / s)_i Volume / Saturation Flow Rate	0.12	0.12	0.12	0.01	0.00	0.01	0.01	0.19	0.19	0.06	0.28	0.02
s, saturation flow rate [veh/h]	1781	1705	1589	1781	1870	1589	1781	3560	1701	1781	5094	1589
c, Capacity [veh/h]	264	253	236	81	85	72	28	2130	1018	133	3348	1045
d1, Uniform Delay [s]	49.52	49.54	49.57	54.97	54.69	55.08	58.60	11.92	11.95	54.60	9.75	7.16
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.09	6.43	7.01	0.67	0.05	1.07	13.32	0.39	0.82	10.00	0.39	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.82	0.82	0.12	0.01	0.17	0.50	0.31	0.32	0.79	0.42	0.02
d, Delay for Lane Group [s/veh]	55.61	55.97	56.58	55.65	54.75	56.15	71.92	12.31	12.77	64.60	10.14	7.20
Lane Group LOS	E	E	E	E	D	E	E	B	B	E	B	A
Critical Lane Group	No	No	Yes	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	6.70	6.46	6.09	0.31	0.03	0.37	0.53	4.45	4.42	3.49	5.66	0.23
50th-Percentile Queue Length [ft/ln]	167.47	161.43	152.14	7.66	0.76	9.29	13.13	111.16	110.38	87.23	141.60	5.72
95th-Percentile Queue Length [veh/ln]	10.94	10.62	10.13	0.55	0.05	0.67	0.95	7.90	7.86	6.28	9.57	0.41
95th-Percentile Queue Length [ft/ln]	273.59	265.62	253.29	13.78	1.36	16.72	23.64	197.61	196.54	157.02	239.17	10.29

Movement, Approach, & Intersection Results

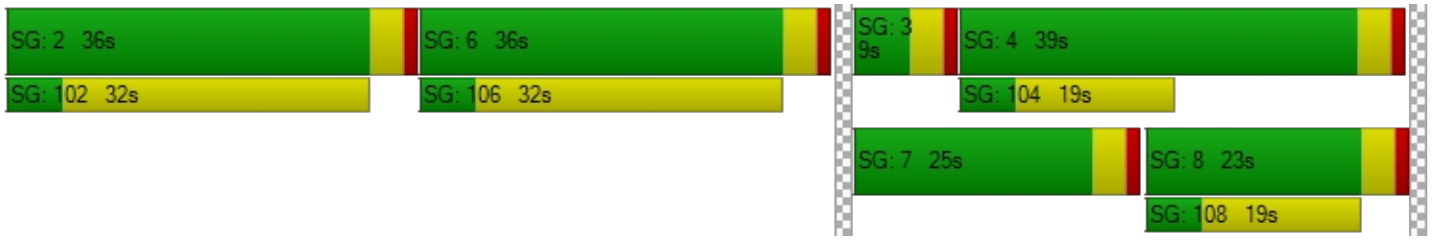
d_M, Delay for Movement [s/veh]	55.75	55.97	56.42	55.65	54.75	56.15	71.92	12.39	12.77	64.60	10.14	7.20
Movement LOS	E	E	E	E	D	E	E	B	B	E	B	A
d_A, Approach Delay [s/veh]	56.04			55.87			13.29			13.80		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	22.10											
Intersection LOS	C											
Intersection V/C	0.414											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.367	2.163	3.078	3.062
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	317	583
d_b, Bicycle Delay [s]	32.27	32.27	42.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.576	1.598	2.114	2.407
Bicycle LOS	B	A	B	B

Sequence

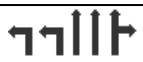
Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.659

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	271	716	45	92	890	165	197	314	129	113	859	209
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	80	4	30	0	4	0	0	216	49	18	305	0
Site-Generated Trips [veh/h]	0	19	19	0	9	0	0	0	0	9	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	375	803	98	100	983	180	215	558	190	150	1241	228
Peak Hour Factor	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740	0.9740
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	206	25	26	252	46	55	143	49	39	319	59
Total Analysis Volume [veh/h]	385	824	101	103	1009	185	221	573	195	154	1274	234
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	10	33	0	11	34	0	8	32	0	18	42	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	24	50	0	13	39	0	13	46	0	11	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	35	35	9	28	28	10	53	53	7	50	50
g / C, Green / Cycle	0.13	0.29	0.29	0.07	0.24	0.24	0.08	0.44	0.44	0.06	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.11	0.23	0.06	0.06	0.20	0.12	0.06	0.16	0.12	0.04	0.29	0.29
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1725
c, Capacity [veh/h]	452	1052	470	127	1202	375	285	1559	696	214	1487	720
d1, Uniform Delay [s]	51.01	38.75	31.81	54.91	43.67	39.63	53.98	22.60	21.61	55.26	28.48	28.49
k, delay calibration	0.11	0.11	0.11	0.13	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.60	1.32	0.23	13.96	1.65	1.00	4.54	0.67	1.00	4.48	2.56	5.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.78	0.22	0.81	0.84	0.49	0.78	0.37	0.28	0.72	0.68	0.68
d, Delay for Lane Group [s/veh]	55.61	40.07	32.03	68.87	45.32	40.63	58.52	23.27	22.61	59.74	31.04	33.71
Lane Group LOS	E	D	C	E	D	D	E	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	Yes	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.94	11.24	2.25	3.56	9.66	4.83	3.45	5.55	3.71	2.42	12.26	12.44
50th-Percentile Queue Length [ft/ln]	148.57	281.12	56.33	89.05	241.42	120.84	86.23	138.85	92.87	60.51	306.56	310.99
95th-Percentile Queue Length [veh/ln]	9.94	16.74	4.06	6.41	14.75	8.44	6.21	9.42	6.69	4.36	18.01	18.22
95th-Percentile Queue Length [ft/ln]	248.52	418.60	101.39	160.28	368.83	210.98	155.21	235.47	167.17	108.91	450.13	455.59

Movement, Approach, & Intersection Results

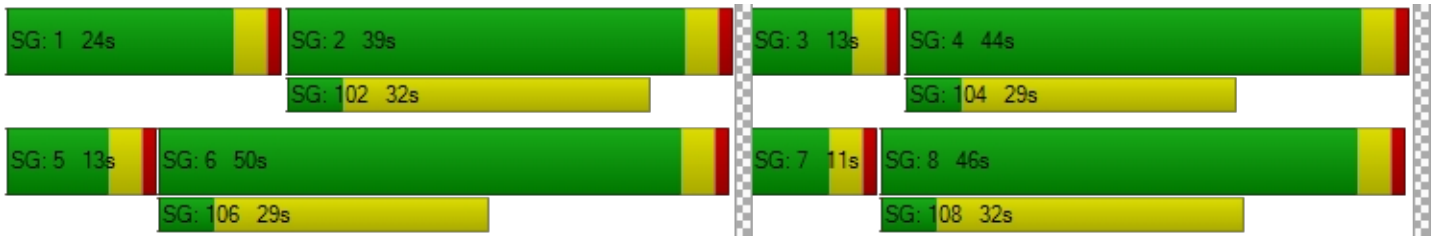
d_M, Delay for Movement [s/veh]	55.61	40.07	32.03	68.87	45.32	40.63	58.52	23.27	22.61	59.74	31.58	33.71
Movement LOS	E	D	C	E	D	D	E	C	C	E	C	C
d_A, Approach Delay [s/veh]	44.02			46.52			31.02			34.49		
Approach LOS	D			D			C			C		
d_I, Intersection Delay [s/veh]	39.18											
Intersection LOS	D											
Intersection V/C	0.659											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.066	2.968	3.086	2.949
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	767	583	700	667
d_b, Bicycle Delay [s]	22.82	30.10	25.35	26.67
l_b,int, Bicycle LOS Score for Intersection	2.640	2.273	2.376	2.474
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.498

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	84	901	127	51	873	25	58	66	62	83	59	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	466	18	18	313	0	0	0	0	15	0	15
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	4	0	0	10	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	1448	156	74	1265	27	63	76	68	105	74	71
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	384	41	20	335	7	17	20	18	28	20	19
Total Analysis Volume [veh/h]	98	1536	165	78	1341	29	67	81	72	111	78	75
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	15	0	0	15	0	0	37	0	0	37	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	58	0	0	58	0	0	42	0	0	42	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	72	72	72	72	20	20
g / C, Green / Cycle	0.72	0.72	0.72	0.72	0.72	0.72	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.25	0.32	0.32	0.27	0.25	0.25	0.14	0.18
s, saturation flow rate [veh/h]	396	3560	1779	288	3560	1850	1569	1479
c, Capacity [veh/h]	288	2562	1280	217	2562	1331	362	348
d1, Uniform Delay [s]	13.70	5.77	5.78	16.98	5.27	5.27	36.92	38.81
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.18	0.56	1.12	4.60	0.38	0.73	1.66	3.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.44	0.44	0.36	0.35	0.35	0.61	0.76
d, Delay for Lane Group [s/veh]	16.88	6.33	6.89	21.57	5.65	6.00	38.57	42.23
Lane Group LOS	B	A	A	C	A	A	D	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.52	4.26	4.47	1.44	3.09	3.34	5.10	6.55
50th-Percentile Queue Length [ft/ln]	37.97	106.50	111.78	36.11	77.14	83.40	127.56	163.64
95th-Percentile Queue Length [veh/ln]	2.73	7.64	7.94	2.60	5.55	6.00	8.81	10.74
95th-Percentile Queue Length [ft/ln]	68.34	191.12	198.48	65.00	138.85	150.12	220.17	268.54

Movement, Approach, & Intersection Results

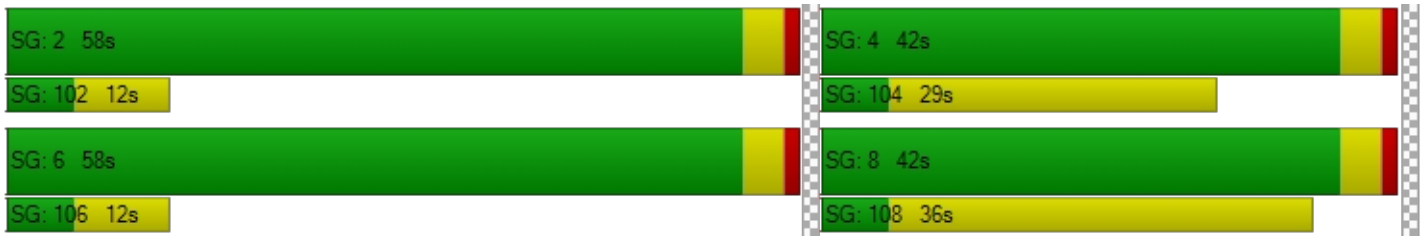
d_M, Delay for Movement [s/veh]	16.88	6.48	6.89	21.57	5.76	6.00	38.57	38.57	38.57	42.23	42.23	42.23
Movement LOS	B	A	A	C	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	7.08			6.62			38.57			42.23		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	11.25											
Intersection LOS	B											
Intersection V/C	0.498											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.374	3.208	2.068	2.119
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	1080	760	760
d_b, Bicycle Delay [s]	10.58	10.58	19.22	19.22
l_b,int, Bicycle LOS Score for Intersection	2.549	2.356	1.923	1.995
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	23.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.580

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	33	244	123	67	126	18	63	155	33	71	112	158
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	10	2	0	0	18	0	0	19	10
Site-Generated Trips [veh/h]	0	0	0	21	0	0	0	4	0	0	10	45
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	269	134	104	139	20	69	191	36	77	151	227
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	73	36	28	38	5	19	52	10	21	41	62
Total Analysis Volume [veh/h]	39	292	146	113	151	22	75	208	39	84	164	247
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	41	0	0	41	0	0	21	0	0	21	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	35	0	0	35	0	0	65	0	0	65	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	56	56	56	56	36	36
g / C, Green / Cycle	0.56	0.56	0.56	0.56	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.03	0.25	0.12	0.09	0.27	0.33
s, saturation flow rate [veh/h]	1212	1766	951	1829	1195	1493
c, Capacity [veh/h]	682	999	459	1034	468	571
d1, Uniform Delay [s]	12.74	12.55	19.97	10.42	26.67	31.06
k, delay calibration	0.50	0.50	0.50	0.50	0.11	0.13
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	1.40	1.28	0.35	1.81	4.87
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.44	0.25	0.17	0.69	0.87
d, Delay for Lane Group [s/veh]	12.90	13.95	21.25	10.77	28.49	35.93
Lane Group LOS	B	B	C	B	C	D
Critical Lane Group	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.48	5.88	1.91	1.86	6.61	12.14
50th-Percentile Queue Length [ft/ln]	12.00	147.00	47.72	46.47	165.33	303.54
95th-Percentile Queue Length [veh/ln]	0.86	9.86	3.44	3.35	10.83	17.86
95th-Percentile Queue Length [ft/ln]	21.60	246.42	85.90	83.64	270.77	446.40

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.90	13.95	13.95	21.25	10.77	10.77	28.49	28.49	28.49	35.93	35.93	35.93
Movement LOS	B	B	B	C	B	B	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	13.86			14.91			28.49			35.93		
Approach LOS	B			B			C			D		
d_I, Intersection Delay [s/veh]	23.95											
Intersection LOS	C											
Intersection V/C	0.580											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.270	2.346	2.044	2.273
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	620	620	1220	1220
d_b, Bicycle Delay [s]	23.81	23.81	7.61	7.61
l_b,int, Bicycle LOS Score for Intersection	2.347	2.032	2.091	2.376
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	24.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	143	880	19	23	1008	105	92	91	55	33	163	68
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	8	540	0	0	361	0	0	4	6	0	4	0
Site-Generated Trips [veh/h]	0	0	0	0	0	18	38	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	164	1499	21	25	1460	132	138	103	66	36	182	74
Peak Hour Factor	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550	0.9550
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	43	392	5	7	382	35	36	27	17	9	48	19
Total Analysis Volume [veh/h]	172	1570	22	26	1529	138	145	108	69	38	191	77
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	19	24	0	5	10	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	25	54	0	9	38	0	0	37	0	0	37	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	55	55	3	46	46	30	30
g / C, Green / Cycle	0.12	0.55	0.55	0.03	0.46	0.46	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.10	0.29	0.29	0.01	0.31	0.31	0.28	0.18
s, saturation flow rate [veh/h]	1781	3560	1857	1781	3560	1792	1155	1692
c, Capacity [veh/h]	207	1968	1026	46	1646	829	400	550
d1, Uniform Delay [s]	43.22	14.16	14.16	48.15	20.98	20.99	34.83	29.48
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.34	0.12
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.30	1.03	1.97	10.34	2.22	4.36	11.18	0.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.53	0.53	0.56	0.67	0.67	0.80	0.56
d, Delay for Lane Group [s/veh]	51.52	15.19	16.14	58.49	23.20	25.36	46.01	30.47
Lane Group LOS	D	B	B	E	C	C	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.60	7.33	7.92	0.77	10.19	10.76	8.86	6.27
50th-Percentile Queue Length [ft/ln]	115.07	183.33	198.00	19.26	254.67	269.04	221.55	156.86
95th-Percentile Queue Length [veh/ln]	8.12	11.77	12.54	1.39	15.42	16.14	13.74	10.38
95th-Percentile Queue Length [ft/ln]	203.03	294.36	313.38	34.67	385.53	403.54	343.61	259.56

Movement, Approach, & Intersection Results

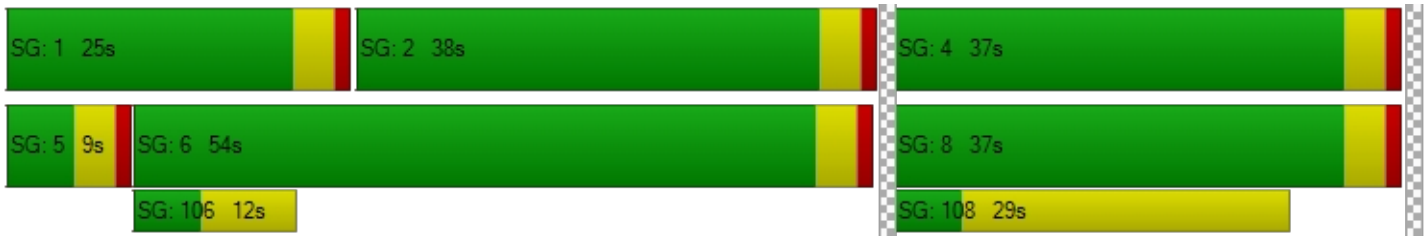
d_M, Delay for Movement [s/veh]	51.52	15.51	16.14	58.49	23.79	25.36	46.01	46.01	46.01	30.47	30.47	30.47
Movement LOS	D	B	B	E	C	C	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	19.03			24.45			46.01			30.47		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	24.26											
Intersection LOS	C											
Intersection V/C	0.687											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.278	0.000	0.000	1.947
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1000	680	660	660
d_b, Bicycle Delay [s]	12.50	21.78	22.45	22.45
l_b,int, Bicycle LOS Score for Intersection	2.530	2.491	2.091	2.065
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	16.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.960

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	172	1089	8	6	1085	148	177	5	226	0	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	485	0	0	328	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	0	0	0	0	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	197	1672	9	7	1511	161	193	5	250	0	3	7
Peak Hour Factor	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440	0.9440
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	443	2	2	400	43	51	1	66	0	1	2
Total Analysis Volume [veh/h]	209	1771	10	7	1601	171	204	5	265	0	3	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	80	0	0	80	0	0	32	0	0	32	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	87	0	0	87	0	0	33	0	0	33	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	88	88	88	88	88	88	24	24	24
g / C, Green / Cycle	0.73	0.73	0.73	0.73	0.73	0.73	0.20	0.20	0.20
(v / s)_i Volume / Saturation Flow Rate	0.78	0.33	0.33	0.03	0.33	0.33	0.14	0.18	0.01
s, saturation flow rate [veh/h]	269	3560	1865	267	3560	1779	1444	1446	1653
c, Capacity [veh/h]	214	2602	1363	213	2602	1300	352	293	365
d1, Uniform Delay [s]	34.70	6.47	6.47	11.17	6.50	6.51	44.34	46.73	38.40
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.12	0.22	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	55.85	0.56	1.07	0.29	0.57	1.15	1.73	18.31	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.98	0.45	0.45	0.03	0.45	0.45	0.59	0.91	0.03
d, Delay for Lane Group [s/veh]	90.55	7.03	7.54	11.46	7.07	7.66	46.07	65.04	38.43
Lane Group LOS	F	A	A	B	A	A	D	E	D
Critical Lane Group	Yes	No	No	No	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	9.68	5.48	5.93	0.10	5.56	5.79	5.95	9.19	0.24
50th-Percentile Queue Length [ft/ln]	242.07	136.97	148.37	2.45	139.08	144.67	148.79	229.64	6.04
95th-Percentile Queue Length [veh/ln]	14.79	9.32	9.93	0.18	9.43	9.73	9.95	14.16	0.44
95th-Percentile Queue Length [ft/ln]	369.65	232.94	248.26	4.42	235.79	243.30	248.82	353.90	10.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	90.55	7.20	7.54	11.46	7.23	7.66	46.07	46.07	65.04	38.43	38.43	38.43
Movement LOS	F	A	A	B	A	A	D	D	E	D	D	D
d_A, Approach Delay [s/veh]	15.96			7.28			56.68			38.43		
Approach LOS	B			A			E			D		
d_I, Intersection Delay [s/veh]	16.92											
Intersection LOS	B											
Intersection V/C	0.960											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.423	2.531	1.976
Crosswalk LOS	F	C	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1383	1383	483	483
d_b, Bicycle Delay [s]	5.70	5.70	34.50	34.50
l_b,int, Bicycle LOS Score for Intersection	2.654	2.538	1.951	1.576
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	10.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.559

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	12	1189	43	46	1217	22	11	17	7	102	29	85
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	485	8	0	328	0	0	0	0	7	0	0
Site-Generated Trips [veh/h]	0	0	13	4	0	0	0	0	0	29	0	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	1781	68	54	1655	24	12	19	8	147	32	103
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	474	18	14	440	6	3	5	2	39	9	27
Total Analysis Volume [veh/h]	14	1895	72	57	1761	26	13	20	9	156	34	110
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	92	0	0	92	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	65	0	0	65	0	0	35	0	0	35	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	71	71	71	71	71	71	21	21
g / C, Green / Cycle	0.71	0.71	0.71	0.71	0.71	0.71	0.21	0.21
(v / s)_i Volume / Saturation Flow Rate	0.05	0.36	0.37	0.26	0.33	0.33	0.03	0.19
s, saturation flow rate [veh/h]	265	3560	1835	222	3560	1856	1551	1548
c, Capacity [veh/h]	213	2512	1295	185	2512	1309	380	387
d1, Uniform Delay [s]	11.53	6.83	6.83	16.30	6.47	6.48	31.58	37.94
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.18
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.59	0.76	1.48	4.28	0.63	1.20	0.13	5.38
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.52	0.52	0.31	0.47	0.47	0.11	0.78
d, Delay for Lane Group [s/veh]	12.13	7.59	8.32	20.58	7.10	7.68	31.71	43.32
Lane Group LOS	B	A	A	C	A	A	C	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.18	5.64	6.10	1.04	4.84	5.26	0.83	7.61
50th-Percentile Queue Length [ft/ln]	4.60	141.11	152.45	26.12	120.98	131.46	20.72	190.37
95th-Percentile Queue Length [veh/ln]	0.33	9.54	10.15	1.88	8.45	9.02	1.49	12.14
95th-Percentile Queue Length [ft/ln]	8.28	238.51	253.69	47.02	211.18	225.47	37.29	303.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.13	7.82	8.32	20.58	7.29	7.68	31.71	31.71	31.71	43.32	43.32	43.32
Movement LOS	B	A	A	C	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	7.87			7.71			31.71			43.32		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	10.59											
Intersection LOS	B											
Intersection V/C	0.559											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.367	0.000	1.798	2.021
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1220	1220	620	620
d_b, Bicycle Delay [s]	7.61	7.61	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.649	2.574	1.629	2.055
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	21.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	256	5	22	197	24	49	33	12	18	94	111
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	0	2	0	0	50	0	0	38	0
Site-Generated Trips [veh/h]	0	0	9	0	0	0	0	17	0	19	39	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	282	14	24	217	26	53	103	13	39	179	121
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	78	4	7	60	7	15	28	4	11	49	33
Total Analysis Volume [veh/h]	12	311	15	26	239	29	58	113	14	43	197	133
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	22	0	0	22	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	41	0	0	41	0	0	59	0	0	59	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	68	68	24	24
g / C, Green / Cycle	0.68	0.68	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.18	0.17	0.15	0.22
s, saturation flow rate [veh/h]	1837	1757	1201	1725
c, Capacity [veh/h]	1287	1235	335	453
d1, Uniform Delay [s]	6.24	6.08	32.95	36.72
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.50	0.45	1.42	3.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.26	0.24	0.55	0.82
d, Delay for Lane Group [s/veh]	6.74	6.53	34.37	40.52
Lane Group LOS	A	A	C	D
Critical Lane Group	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.64	2.32	4.05	9.15
50th-Percentile Queue Length [ft/ln]	66.06	58.06	101.27	228.67
95th-Percentile Queue Length [veh/ln]	4.76	4.18	7.29	14.11
95th-Percentile Queue Length [ft/ln]	118.91	104.50	182.28	352.67

Movement, Approach, & Intersection Results

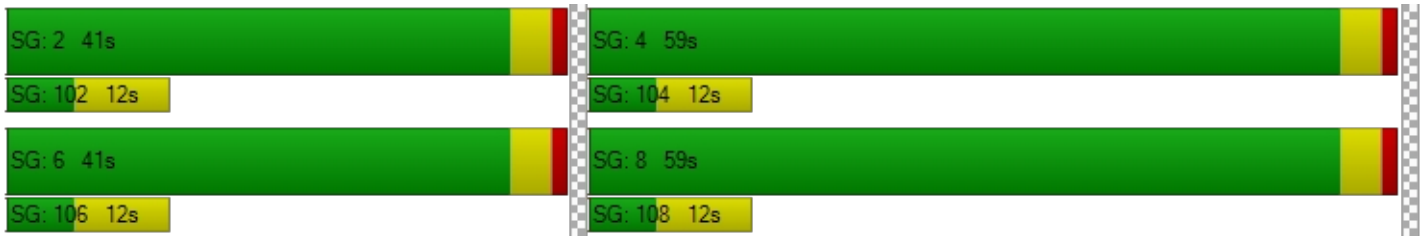
d_M, Delay for Movement [s/veh]	6.74	6.74	6.74	6.53	6.53	6.53	34.37	34.37	34.37	40.52	40.52	40.52
Movement LOS	A	A	A	A	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	6.74			6.53			34.37			40.52		
Approach LOS	A			A			C			D		
d_I, Intersection Delay [s/veh]	21.57											
Intersection LOS	C											
Intersection V/C	0.400											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.092	2.127	1.945	2.015
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	740	740	1100	1100
d_b, Bicycle Delay [s]	19.85	19.85	10.13	10.13
l_b,int, Bicycle LOS Score for Intersection	2.117	2.045	1.865	2.175
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.442

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	19	2	9	1	3	2	0	55	10	20	197	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	50	0	0	38	0
Site-Generated Trips [veh/h]	0	0	0	39	0	58	26	0	0	0	0	17
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	21	2	10	40	3	60	26	110	11	22	253	18
Peak Hour Factor	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390	0.8390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	1	3	12	1	18	8	33	3	7	75	5
Total Analysis Volume [veh/h]	25	2	12	48	4	72	31	131	13	26	302	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	678	726	756	790
Degree of Utilization, x	0.06	0.17	0.23	0.44

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.18	0.61	0.89	2.28
95th-Percentile Queue Length [ft]	4.57	15.31	22.34	57.02
Approach Delay [s/veh]	8.63	8.97	9.20	11.12
Approach LOS	A	A	A	B
Intersection Delay [s/veh]	10.10			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.888

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	1	902	97	149	1145	0	0	1	7	240	0	156
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	0	0	343	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	10	0	0	0	0	0	0	4	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	1507	116	162	1591	0	0	1	8	266	0	170
Peak Hour Factor	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580	0.9580
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	393	30	42	415	0	0	0	2	69	0	44
Total Analysis Volume [veh/h]	1	1573	121	169	1661	0	0	1	8	278	0	177
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	53	0	0	53	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	41	0	0	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	60	60	60	60	60	60	32	32
g / C, Green / Cycle	0.60	0.60	0.60	0.60	0.60	0.60	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.33	0.33	0.33	0.58	0.31	0.31	0.01	0.30
s, saturation flow rate [veh/h]	1868	1702	1636	290	3560	1870	1616	1492
c, Capacity [veh/h]	1149	1014	975	180	2122	1114	560	542
d1, Uniform Delay [s]	12.10	12.11	12.11	38.04	11.76	11.76	22.97	32.64
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.33
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.75	2.11	2.20	52.33	0.89	1.69	0.01	10.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.53	0.55	0.55	0.94	0.51	0.51	0.02	0.84
d, Delay for Lane Group [s/veh]	13.85	14.22	14.32	90.38	12.66	13.46	22.98	42.71
Lane Group LOS	B	B	B	F	B	B	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	8.05	7.42	7.17	6.83	6.79	7.38	0.15	11.92
50th-Percentile Queue Length [ft/ln]	201.25	185.59	179.29	170.69	169.64	184.38	3.65	297.90
95th-Percentile Queue Length [veh/ln]	12.70	11.89	11.56	11.11	11.06	11.83	0.26	17.58
95th-Percentile Queue Length [ft/ln]	317.58	297.30	289.08	277.82	276.44	295.73	6.56	439.43

Movement, Approach, & Intersection Results

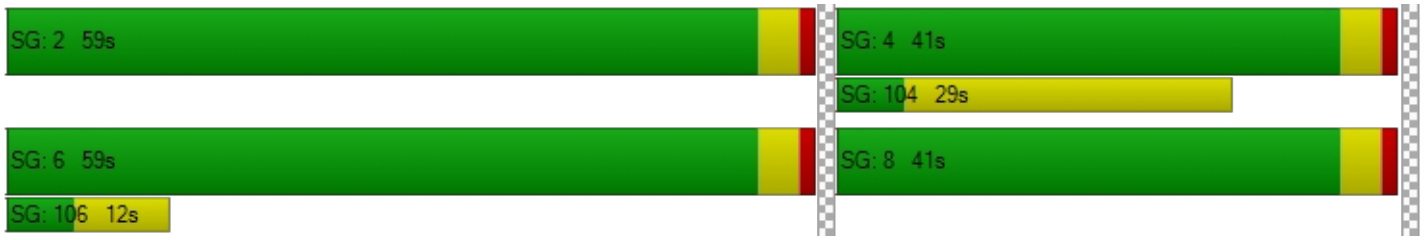
d_M, Delay for Movement [s/veh]	13.85	14.10	14.32	90.38	12.93	13.46	22.98	22.98	22.98	42.71	42.71	42.71
Movement LOS	B	B	B	F	B	B	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	14.12			20.08			22.98			42.71		
Approach LOS	B			C			C			D		
d_I, Intersection Delay [s/veh]	20.14											
Intersection LOS	C											
Intersection V/C	0.888											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.099	0.000	2.326
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	1100	740	740
d_b, Bicycle Delay [s]	10.13	10.13	19.85	19.85
l_b,int, Bicycle LOS Score for Intersection	2.492	2.566	1.574	2.310
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	3.9
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.412

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	14	971	1269	27	71	25
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	343	0	0	0
Site-Generated Trips [veh/h]	0	13	29	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	1595	1755	29	77	27
Peak Hour Factor	0.9570	0.9570	0.9570	0.9570	0.9570	0.9570
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	417	458	8	20	7
Total Analysis Volume [veh/h]	16	1667	1834	30	80	28
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	12	12	0	40	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	50	50	0	50	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	84	84	84	84	8
g / C, Green / Cycle	0.84	0.84	0.84	0.84	0.08
(v / s)_i Volume / Saturation Flow Rate	0.07	0.33	0.35	0.34	0.06
s, saturation flow rate [veh/h]	246	5094	3560	1854	1727
c, Capacity [veh/h]	247	4271	2985	1555	141
d1, Uniform Delay [s]	4.40	1.94	2.00	1.96	44.99
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.50	0.27	0.43	0.77	8.42
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.39	0.42	0.40	0.77
d, Delay for Lane Group [s/veh]	4.91	2.21	2.43	2.73	53.42
Lane Group LOS	A	A	A	A	D
Critical Lane Group	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.12	1.41	1.68	1.80	2.94
50th-Percentile Queue Length [ft/ln]	3.03	35.18	42.03	45.09	73.49
95th-Percentile Queue Length [veh/ln]	0.22	2.53	3.03	3.25	5.29
95th-Percentile Queue Length [ft/ln]	5.45	63.33	75.65	81.16	132.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	4.91	2.21	2.53	2.73	53.42	53.42
Movement LOS	A	A	A	A	D	D
d_A, Approach Delay [s/veh]	2.23		2.53		53.42	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	3.90					
Intersection LOS	A					
Intersection V/C	0.412					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.094	0.000	1.819
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	920	920	920
d_b, Bicycle Delay [s]	14.58	14.58	14.58
l_b,int, Bicycle LOS Score for Intersection	2.485	2.585	1.738
Bicycle LOS	B	B	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	32	851	24	56	1241	19	53	13	25	65	18	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	524	0	0	343	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	0	0	29	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	1465	26	61	1725	21	58	14	27	71	20	56
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	386	7	16	454	6	15	4	7	19	5	15
Total Analysis Volume [veh/h]	37	1542	27	64	1816	22	61	15	28	75	21	59
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	51	0	0	51	0	0	49	0	0	49	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	80	80	12	12
g / C, Green / Cycle	0.80	0.80	0.80	0.80	0.80	0.80	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.15	0.29	0.29	0.20	0.34	0.34	0.07	0.10
s, saturation flow rate [veh/h]	252	3560	1854	327	3560	1859	1444	1592
c, Capacity [veh/h]	236	2858	1488	293	2858	1492	227	240
d1, Uniform Delay [s]	7.15	2.74	2.74	6.58	2.95	2.95	41.78	42.98
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.41	0.36	0.68	1.71	0.46	0.88	1.45	2.89
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.36	0.36	0.22	0.42	0.42	0.46	0.65
d, Delay for Lane Group [s/veh]	8.56	3.10	3.42	8.29	3.41	3.83	43.23	45.87
Lane Group LOS	A	A	A	A	A	A	D	D
Critical Lane Group	No	No	No	No	No	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	0.39	2.01	2.23	0.63	2.53	2.82	2.51	3.90
50th-Percentile Queue Length [ft/ln]	9.68	50.19	55.64	15.66	63.24	70.43	62.86	97.58
95th-Percentile Queue Length [veh/ln]	0.70	3.61	4.01	1.13	4.55	5.07	4.53	7.03
95th-Percentile Queue Length [ft/ln]	17.42	90.34	100.15	28.19	113.83	126.78	113.14	175.64

Movement, Approach, & Intersection Results

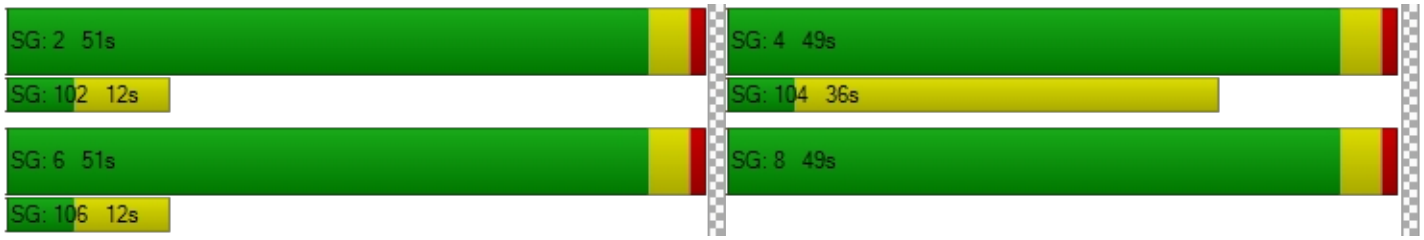
d_M, Delay for Movement [s/veh]	8.56	3.20	3.42	8.29	3.55	3.83	43.23	43.23	43.23	45.87	45.87	45.87
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	3.33			3.71			43.23			45.87		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	6.37											
Intersection LOS	A											
Intersection V/C	0.437											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.329	1.864	1.940
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	940	940	900	900
d_b, Bicycle Delay [s]	14.05	14.05	15.13	15.13
l_b,int, Bicycle LOS Score for Intersection	2.443	2.606	1.731	1.815
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	39.2
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	80	425	37	266	749	71	180	440	91	88	956	460
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	101	439	74	24	290	0	0	67	124	99	47	35
Site-Generated Trips [veh/h]	0	0	0	4	0	0	0	17	0	0	35	10
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	188	902	114	318	1106	77	196	564	223	195	1124	546
Peak Hour Factor	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650	0.9650
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	49	234	30	82	287	20	51	146	58	51	291	141
Total Analysis Volume [veh/h]	195	935	118	330	1146	80	203	584	231	202	1165	566
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	30	45	0	17	32	0	5	27	0	5	27	27
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	36	48	0	31	43	0	11	30	0	11	30	30
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	15	26	26	27	38	38	9	41	41	9	41	72
g / C, Green / Cycle	0.13	0.22	0.22	0.23	0.32	0.32	0.08	0.34	0.34	0.08	0.34	0.60
(v / s)_i Volume / Saturation Flow Rate	0.11	0.18	0.07	0.19	0.23	0.23	0.06	0.16	0.16	0.06	0.23	0.36
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1808	3459	3560	1613	3459	5094	1589
c, Capacity [veh/h]	228	1124	351	401	1131	575	268	1224	555	267	1750	957
d1, Uniform Delay [s]	51.23	44.63	39.36	44.23	36.19	36.20	54.25	30.64	30.72	54.27	33.53	14.77
k, delay calibration	0.11	0.11	0.11	0.32	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.89	1.67	0.56	11.60	0.87	1.71	4.37	1.23	2.76	4.37	2.02	2.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.83	0.34	0.82	0.72	0.72	0.76	0.46	0.46	0.76	0.67	0.59
d, Delay for Lane Group [s/veh]	60.12	46.30	39.92	55.84	37.07	37.90	58.63	31.87	33.47	58.64	35.55	17.46
Lane Group LOS	E	D	D	E	D	D	E	C	C	E	D	B
Critical Lane Group	No	Yes	No	Yes	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.30	8.99	3.00	10.59	10.59	10.90	3.17	6.50	6.21	3.15	9.89	9.84
50th-Percentile Queue Length [ft/ln]	157.51	224.83	74.98	264.68	264.86	272.40	79.17	162.48	155.30	78.78	247.31	246.08
95th-Percentile Queue Length [veh/ln]	10.42	13.91	5.40	15.92	15.93	16.31	5.70	10.68	10.30	5.67	15.05	14.99
95th-Percentile Queue Length [ft/ln]	260.42	347.78	134.97	398.08	398.31	407.73	142.50	267.00	257.49	141.81	376.26	374.72

Movement, Approach, & Intersection Results

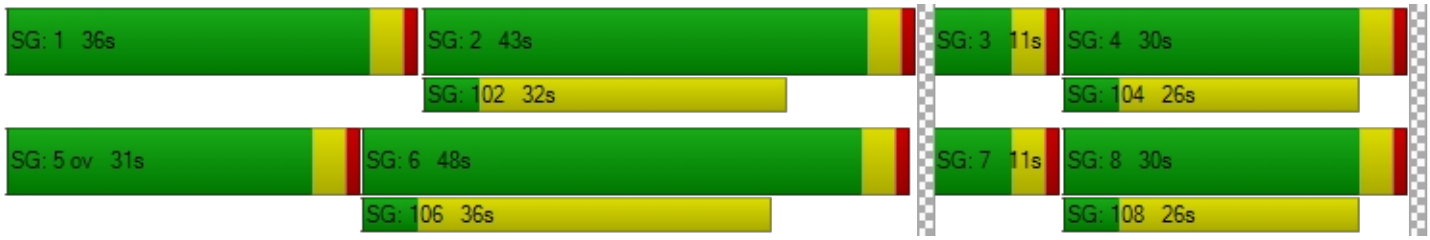
d_M, Delay for Movement [s/veh]	60.12	46.30	39.92	55.84	37.31	37.90	58.63	31.94	33.47	58.64	35.55	17.46
Movement LOS	E	D	D	E	D	D	E	C	C	E	D	B
d_A, Approach Delay [s/veh]	47.86			41.27			37.61			32.66		
Approach LOS	D			D			D			C		
d_I, Intersection Delay [s/veh]	39.16											
Intersection LOS	D											
Intersection V/C	0.698											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.257	3.063	3.040	3.186
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	733	650	433	433
d_b, Bicycle Delay [s]	24.07	27.34	36.82	36.82
l_b,int, Bicycle LOS Score for Intersection	2.246	2.415	2.120	2.623
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	23.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.252

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	9	0	12	10	331	0	0	298	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	6	0	0	7	0
Site-Generated Trips [veh/h]	55	0	0	0	0	0	0	0	25	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	55	0	0	10	0	13	11	367	25	0	332	7
Peak Hour Factor	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450	0.8450
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	0	3	0	4	3	109	7	0	98	2
Total Analysis Volume [veh/h]	65	0	0	12	0	15	13	434	30	0	393	8
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.00	0.00	0.04	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	23.61	22.37	15.55	19.15	18.57	11.18	8.12	0.00	0.00	8.28	0.00	0.00
Movement LOS	C	C	C	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.97	0.97	0.97	0.22	0.22	0.22	0.02	0.02	0.02	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	24.31	24.31	24.31	5.44	5.44	5.44	0.55	0.55	0.55	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	23.61			14.72			0.22			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	2.10											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St at Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.616

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	28	0	36	12	330	0	0	261	30
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	6	0	0	7	0
Site-Generated Trips [veh/h]	0	0	38	0	0	0	0	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	38	31	0	39	13	366	0	18	291	33
Peak Hour Factor	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300	0.8300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	11	9	0	12	4	110	0	5	88	10
Total Analysis Volume [veh/h]	0	0	46	37	0	47	16	441	0	22	351	40
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	644	617	742	743
Degree of Utilization, x	0.07	0.14	0.62	0.56

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.23	0.47	4.29	3.47
95th-Percentile Queue Length [ft]	5.75	11.75	107.20	86.72
Approach Delay [s/veh]	9.02	9.76	15.29	13.75
Approach LOS	A	A	C	B
Intersection Delay [s/veh]	13.90			
Intersection LOS	B			

Morningside Townhomes Project

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Report File: K:\...\4 - OY_CUM_WP_PM.pdf

Scenario 7 7 OY 2030 CUM WP PM
6/9/2025

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	W Century Blvd & Yukon Ave S	Signalized	HCM 7th Edition	EB Left	0.621	27.2	C
2	W Century Blvd & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.869	53.9	D
3	W 104th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.730	13.8	B
4	W 104th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.594	25.0	C
5	W 104th St & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	0.801	30.4	C
6	Lennox Blvd & S Prairie Ave	Signalized	HCM 7th Edition	NB Left	1.518	30.6	C
7	W 108th St & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.570	7.3	A
8	W 108th St & Yukon Ave S	Signalized	HCM 7th Edition	EB Thru	0.378	19.4	B
9	W 108th St & Lemoli Ave S	All-way stop	HCM 7th Edition	EB Thru	0.333	9.4	A
10	W 108th St/Launderland Driveway & Crenshaw Blvd	Signalized	HCM 7th Edition	SB Left	1.953	32.4	C
11	W 109th St & Crenshaw Blvd	Signalized	HCM 7th Edition	EB Left	0.560	6.7	A
12	W 111th Pl/Thoreau St & Creshaw Blvd	Signalized	HCM 7th Edition	WB Right	0.736	7.1	A
13	W Century Blvd & S Prairie Ave	Signalized	HCM 7th Edition	WB Left	0.922	75.0	E
101	104th Street at Darby Ave	Two-way stop	HCM 7th Edition	NB Left	0.208	24.7	C
214	104th St and Woodworth Ave	All-way stop	HCM 7th Edition	EB Thru	0.645	13.4	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: W Century Blvd & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	27.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	0	1	0	1
Entry Pocket Length [ft]	100.00	100.00	100.00	235.00	100.00	235.00	287.00	100.00	100.00	125.00	100.00	125.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	256	4	249	10	15	11	6	962	202	133	745	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	9	0	0	8	7	537	0	8	436	0
Site-Generated Trips [veh/h]	34	0	0	0	0	0	0	0	46	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	313	4	280	11	16	20	14	1586	266	153	1248	3
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	85	1	76	3	4	5	4	432	73	42	340	1
Total Analysis Volume [veh/h]	341	4	305	12	17	22	15	1730	290	167	1361	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Split	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	0	6	0	0	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	10	0	0	10	0	5	10	0	5	10	0
Maximum Green [s]	0	32	0	0	32	0	9	23	0	17	31	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	36	0	0	36	0	9	23	0	25	39	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	27	0	0	27	0	0	14	0	0	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall		No			No		No	No		No	No	
Maximum Recall		No			No		No	No		No	No	
Pedestrian Recall		No			No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	19	19	19	8	8	8	2	64	64	13	75	75
g / C, Green / Cycle	0.16	0.16	0.16	0.07	0.07	0.07	0.02	0.53	0.53	0.11	0.63	0.63
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.13	0.01	0.01	0.01	0.01	0.38	0.38	0.09	0.27	0.00
s, saturation flow rate [veh/h]	1781	1689	1589	1781	1870	1589	1781	3560	1737	1781	5094	1589
c, Capacity [veh/h]	278	264	248	123	129	109	29	1887	921	199	3184	994
d1, Uniform Delay [s]	48.98	49.02	49.07	52.37	52.50	52.75	58.53	21.36	21.51	52.27	11.51	8.45
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.87	6.34	6.91	0.34	0.46	0.89	13.04	2.37	4.95	9.18	0.42	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.82	0.83	0.10	0.13	0.20	0.51	0.72	0.72	0.84	0.43	0.00
d, Delay for Lane Group [s/veh]	54.85	55.36	55.98	52.71	52.95	53.64	71.57	23.73	26.46	61.44	11.93	8.45
Lane Group LOS	D	E	E	D	D	D	E	C	C	E	B	A
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	7.04	6.75	6.43	0.35	0.50	0.66	0.56	14.54	15.09	5.43	6.06	0.03
50th-Percentile Queue Length [ft/ln]	175.98	168.77	160.85	8.80	12.49	16.39	13.97	363.53	377.34	135.82	151.60	0.76
95th-Percentile Queue Length [veh/ln]	11.39	11.01	10.59	0.63	0.90	1.18	1.01	20.80	21.47	9.26	10.10	0.05
95th-Percentile Queue Length [ft/ln]	284.76	275.30	264.84	15.84	22.48	29.49	25.14	519.88	536.63	231.38	252.56	1.37

Movement, Approach, & Intersection Results

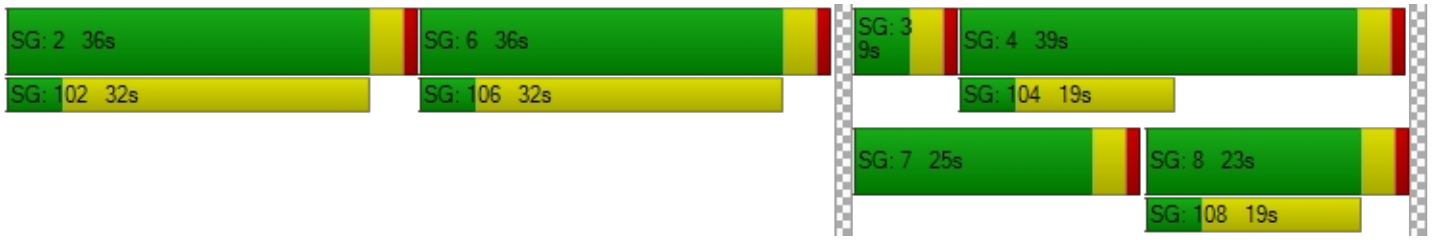
d_M, Delay for Movement [s/veh]	55.03	55.36	55.80	52.71	52.95	53.64	71.57	24.33	26.46	61.44	11.93	8.45
Movement LOS	E	E	E	D	D	D	E	C	C	E	B	A
d_A, Approach Delay [s/veh]	55.38			53.19			24.98			17.32		
Approach LOS	E			D			C			B		
d_I, Intersection Delay [s/veh]	27.20											
Intersection LOS	C											
Intersection V/C	0.621											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	2.420	2.164	3.199	3.177
Crosswalk LOS	B	B	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	533	533	317	583
d_b, Bicycle Delay [s]	32.27	32.27	42.50	30.10
l_b,int, Bicycle LOS Score for Intersection	2.632	1.644	2.679	2.402
Bicycle LOS	B	A	B	B

Sequence

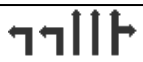
Ring 1	2	6	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	-	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: W Century Blvd & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	53.9
Analysis Method:	HCM 7th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.869

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	1	1	0	1	1	0	0
Entry Pocket Length [ft]	198.00	100.00	70.00	143.00	100.00	95.00	275.00	100.00	100.00	220.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	329	746	78	211	902	279	369	977	345	87	711	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	88	4	36	0	4	0	0	486	101	40	392	0
Site-Generated Trips [veh/h]	0	13	13	0	18	0	0	0	0	18	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	447	830	134	230	1005	304	402	1551	477	153	1167	76
Peak Hour Factor	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690	0.9690
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	115	214	35	59	259	78	104	400	123	39	301	20
Total Analysis Volume [veh/h]	461	857	138	237	1037	314	415	1601	492	158	1204	78
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	1	6	0	5	2	0	3	8	0	7	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	0
Maximum Green [s]	29	63	0	34	68	0	49	71	0	26	48	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	20	35	0	20	35	0	20	55	0	10	44	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	24	0	0	27	0	0	27	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
Minimum Recall	No	No		No	No		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	16	31	31	16	31	31	16	51	51	6	41	41
g / C, Green / Cycle	0.13	0.26	0.26	0.13	0.26	0.26	0.13	0.43	0.43	0.05	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.13	0.24	0.09	0.13	0.20	0.20	0.12	0.45	0.31	0.05	0.24	0.24
s, saturation flow rate [veh/h]	3459	3560	1589	1781	5094	1589	3459	3560	1589	3459	3560	1812
c, Capacity [veh/h]	461	909	406	237	1300	406	465	1517	677	179	1223	623
d1, Uniform Delay [s]	52.00	43.82	36.44	51.98	41.78	41.47	51.07	34.43	28.61	56.52	33.96	33.96
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	19.41	5.76	0.49	26.69	1.16	3.18	6.13	39.17	6.69	12.96	3.27	6.29
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.00	0.94	0.34	1.00	0.80	0.77	0.89	1.06	0.73	0.88	0.69	0.69
d, Delay for Lane Group [s/veh]	71.41	49.58	36.93	78.68	42.94	44.64	57.19	73.60	35.30	69.48	37.24	40.26
Lane Group LOS	E	D	D	E	D	D	E	F	D	E	D	D
Critical Lane Group	No	Yes	No	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.16	13.11	3.37	8.87	9.66	8.94	6.52	29.75	12.84	2.70	11.16	11.88
50th-Percentile Queue Length [ft/ln]	203.97	327.77	84.29	221.74	241.60	223.62	162.91	743.80	321.09	67.47	278.92	297.01
95th-Percentile Queue Length [veh/ln]	12.84	19.05	6.07	13.75	14.76	13.85	10.70	40.28	18.72	4.86	16.63	17.53
95th-Percentile Queue Length [ft/ln]	321.09	476.22	151.72	343.85	369.05	346.24	267.57	1006.98	468.03	121.44	415.87	438.32

Movement, Approach, & Intersection Results

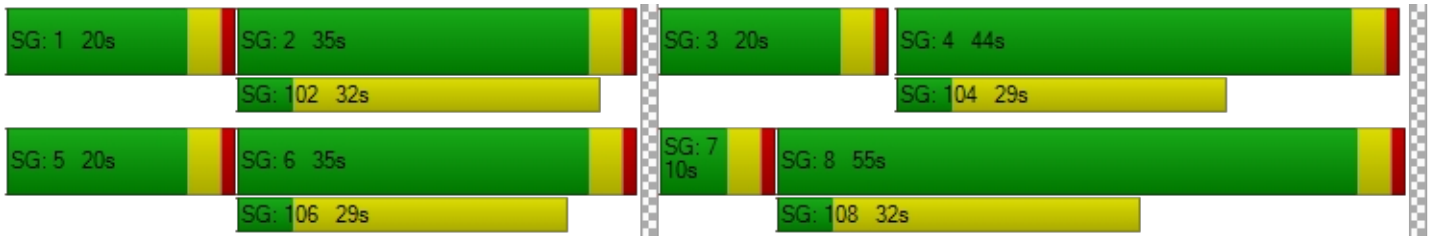
d_M, Delay for Movement [s/veh]	71.41	49.58	36.93	78.68	42.94	44.64	57.19	73.60	35.30	69.48	38.12	40.26
Movement LOS	E	D	D	E	D	D	E	F	D	E	D	D
d_A, Approach Delay [s/veh]	55.29			48.61			63.37			41.68		
Approach LOS	E			D			E			D		
d_I, Intersection Delay [s/veh]	53.87											
Intersection LOS	D											
Intersection V/C	0.869											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.124	3.018	3.288	3.085
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	517	517	850	667
d_b, Bicycle Delay [s]	33.00	33.00	19.84	26.67
l_b,int, Bicycle LOS Score for Intersection	2.761	2.433	3.629	2.352
Bicycle LOS	C	B	D	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: W 104th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.730

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	235.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	44	742	140	122	1245	46	24	148	62	71	58	48
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	569	17	17	711	0	0	0	0	18	0	18
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	9	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	48	1378	170	150	2068	50	26	170	68	95	70	70
Peak Hour Factor	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460	0.9460
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	364	45	40	547	13	7	45	18	25	18	18
Total Analysis Volume [veh/h]	51	1457	180	159	2186	53	27	180	72	100	74	74
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	16	0	0	16	0	0	36	0	0	36	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	60	0	0	60	0	0	40	0	0	40	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	31	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	68	68	68	68	68	68	24	24
g / C, Green / Cycle	0.68	0.68	0.68	0.68	0.68	0.68	0.24	0.24
(v / s)_i Volume / Saturation Flow Rate	0.30	0.31	0.31	0.52	0.41	0.42	0.16	0.21
s, saturation flow rate [veh/h]	170	3560	1767	307	3560	1847	1727	1175
c, Capacity [veh/h]	148	2430	1206	234	2430	1261	450	330
d1, Uniform Delay [s]	22.00	7.28	7.28	23.16	8.60	8.63	34.47	36.97
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.29	0.60	1.22	14.84	1.13	2.19	1.40	4.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.45	0.45	0.68	0.61	0.61	0.62	0.75
d, Delay for Lane Group [s/veh]	28.29	7.89	8.50	38.00	9.73	10.82	35.87	41.79
Lane Group LOS	C	A	A	D	A	B	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.17	4.87	5.05	4.34	7.80	8.54	6.24	6.29
50th-Percentile Queue Length [ft/ln]	29.24	121.85	126.30	108.42	195.07	213.40	156.10	157.17
95th-Percentile Queue Length [veh/ln]	2.11	8.49	8.74	7.75	12.38	13.33	10.34	10.40
95th-Percentile Queue Length [ft/ln]	52.63	212.37	218.45	193.80	309.60	333.18	258.55	259.97

Movement, Approach, & Intersection Results

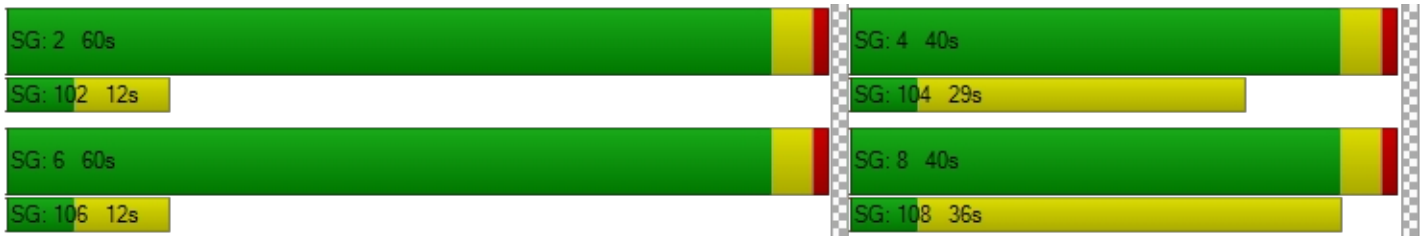
d_M, Delay for Movement [s/veh]	28.29	8.04	8.50	38.00	10.09	10.82	35.87	35.87	35.87	41.79	41.79	41.79
Movement LOS	C	A	A	D	B	B	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	8.70			11.95			35.87			41.79		
Approach LOS	A			B			D			D		
d_I, Intersection Delay [s/veh]	13.81											
Intersection LOS	B											
Intersection V/C	0.730											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.436	3.253	2.017	2.322
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1120	1120	720	720
d_b, Bicycle Delay [s]	9.68	9.68	20.48	20.48
l_b,int, Bicycle LOS Score for Intersection	2.488	2.879	2.020	1.969
Bicycle LOS	B	C	B	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: W 104th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	25.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.594

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	95.00	100.00	100.00	73.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	25.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	29	276	55	136	236	42	114	214	32	41	79	150
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	10	3	0	0	20	0	0	20	11
Site-Generated Trips [veh/h]	0	0	0	46	0	0	0	9	0	0	7	34
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	304	60	204	260	46	124	262	35	45	113	209
Peak Hour Factor	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080	0.9080
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	84	17	56	72	13	34	72	10	12	31	58
Total Analysis Volume [veh/h]	35	335	66	225	286	51	137	289	39	50	124	230
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	33	0	0	33	0	0	19	0	0	19	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	44	0	0	44	0	0	56	0	0	56	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	2.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	53	53	53	53	39	39
g / C, Green / Cycle	0.53	0.53	0.53	0.53	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.03	0.22	0.23	0.19	0.36	0.26
s, saturation flow rate [veh/h]	1043	1817	984	1821	1275	1548
c, Capacity [veh/h]	490	963	440	965	544	644
d1, Uniform Delay [s]	18.58	14.18	25.39	13.56	30.18	24.59
k, delay calibration	0.50	0.50	0.50	0.50	0.25	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.28	1.33	4.20	1.00	8.49	1.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.07	0.42	0.51	0.35	0.86	0.63
d, Delay for Lane Group [s/veh]	18.86	15.50	29.59	14.55	38.67	25.59
Lane Group LOS	B	B	C	B	D	C
Critical Lane Group	No	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.54	5.70	4.74	4.47	12.00	7.86
50th-Percentile Queue Length [ft/ln]	13.62	142.52	118.52	111.75	300.03	196.48
95th-Percentile Queue Length [veh/ln]	0.98	9.62	8.31	7.94	17.68	12.46
95th-Percentile Queue Length [ft/ln]	24.51	240.42	207.79	198.44	442.06	311.42

Movement, Approach, & Intersection Results

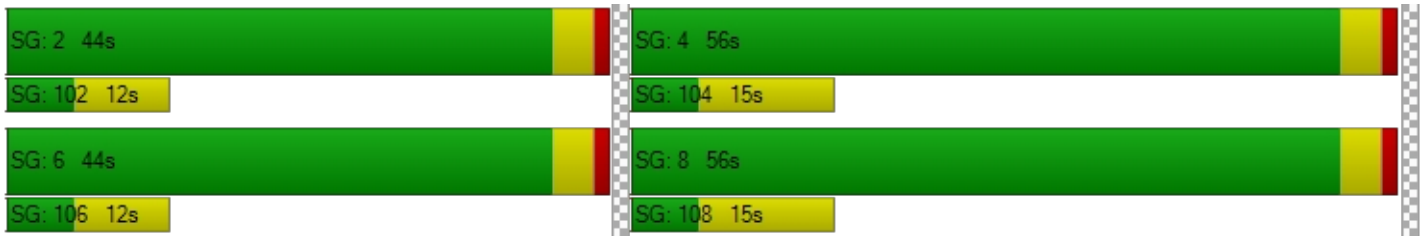
d_M, Delay for Movement [s/veh]	18.86	15.50	15.50	29.59	14.55	14.55	38.67	38.67	38.67	25.59	25.59	25.59
Movement LOS	B	B	B	C	B	B	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	15.77			20.57			38.67			25.59		
Approach LOS	B			C			D			C		
d_I, Intersection Delay [s/veh]	25.05											
Intersection LOS	C											
Intersection V/C	0.594											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.238	2.552	2.045	2.441
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	800	800	1040	1040
d_b, Bicycle Delay [s]	18.00	18.00	11.52	11.52
l_b,int, Bicycle LOS Score for Intersection	2.279	2.487	2.327	2.226
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: W 104th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	30.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.801

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	215.00	100.00	100.00	160.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	140	1030	53	59	1187	76	66	219	69	33	111	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	8	670	0	0	818	0	0	4	9	0	4	0
Site-Generated Trips [veh/h]	0	0	0	0	0	36	26	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	161	1793	58	64	2112	119	98	243	84	36	125	43
Peak Hour Factor	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640	0.9640
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	42	465	15	17	548	31	25	63	22	9	32	11
Total Analysis Volume [veh/h]	167	1860	60	66	2191	123	102	252	87	37	130	45
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	1	6	0	5	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	5	10	0	5	10	0	0	10	0	0	10	0
Maximum Green [s]	17	24	0	5	12	0	0	29	0	0	29	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	20	56	0	9	45	0	0	35	0	0	35	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	54	54	5	48	48	29	29
g / C, Green / Cycle	0.11	0.54	0.54	0.05	0.48	0.48	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.09	0.36	0.36	0.04	0.43	0.43	0.27	0.14
s, saturation flow rate [veh/h]	1781	3560	1840	1781	3560	1820	1608	1485
c, Capacity [veh/h]	201	1931	998	85	1698	868	510	473
d1, Uniform Delay [s]	43.40	16.23	16.26	47.09	23.93	24.12	34.66	28.58
k, delay calibration	0.11	0.50	0.50	0.13	0.50	0.50	0.37	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.45	1.75	3.37	16.66	7.97	15.02	13.50	0.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.65	0.66	0.78	0.90	0.91	0.86	0.45
d, Delay for Lane Group [s/veh]	51.85	17.98	19.63	63.76	31.90	39.14	48.16	29.25
Lane Group LOS	D	B	B	E	C	D	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.48	10.12	10.96	2.01	17.43	19.82	12.27	4.18
50th-Percentile Queue Length [ft/ln]	112.09	253.03	273.98	50.21	435.79	495.52	306.87	104.58
95th-Percentile Queue Length [veh/ln]	7.96	15.34	16.39	3.62	24.28	27.12	18.02	7.53
95th-Percentile Queue Length [ft/ln]	198.90	383.46	409.71	90.38	606.97	678.05	450.51	188.25

Movement, Approach, & Intersection Results

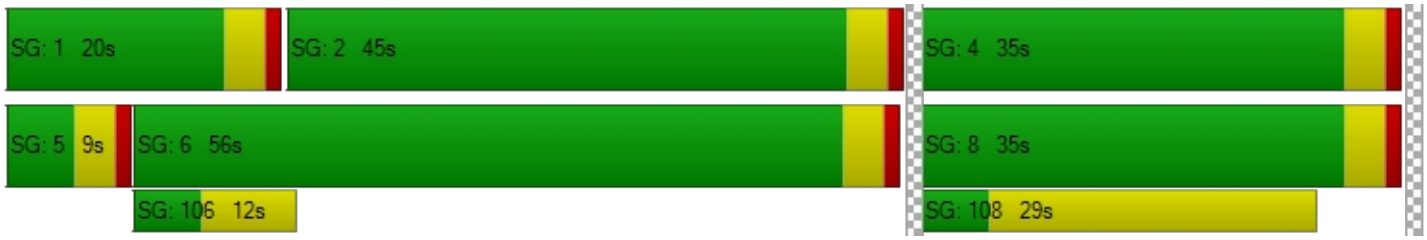
d_M, Delay for Movement [s/veh]	51.85	18.51	19.63	63.76	34.10	39.14	48.16	48.16	48.16	29.25	29.25	29.25
Movement LOS	D	B	B	E	C	D	D	D	D	C	C	C
d_A, Approach Delay [s/veh]	21.21			35.18			48.16			29.25		
Approach LOS	C			D			D			C		
d_I, Intersection Delay [s/veh]	30.36											
Intersection LOS	C											
Intersection V/C	0.801											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.385	0.000	0.000	1.961
Crosswalk LOS	C	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1040	820	620	620
d_b, Bicycle Delay [s]	11.52	17.41	23.81	23.81
l_b,int, Bicycle LOS Score for Intersection	2.707	2.869	2.287	1.909
Bicycle LOS	B	C	B	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Lennox Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	30.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.518

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	125.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	115	945	3	5	1310	132	198	2	269	2	3	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	587	0	0	731	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	0	0	0	0	0	9	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	132	1617	3	5	2159	144	216	2	302	2	3	7
Peak Hour Factor	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390	0.9390
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	431	1	1	575	38	58	1	80	1	1	2
Total Analysis Volume [veh/h]	141	1722	3	5	2299	153	230	2	322	2	3	7
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	83	0	0	83	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	84	0	0	84	0	0	36	0	0	36	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C	C
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	80	80	80	80	80	80	32	32	32
g / C, Green / Cycle	0.67	0.67	0.67	0.67	0.67	0.67	0.27	0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	1.02	0.32	0.32	0.02	0.45	0.46	0.49	0.22	0.02
s, saturation flow rate [veh/h]	138	3560	1868	281	3560	1811	466	1448	703
c, Capacity [veh/h]	111	2377	1247	201	2377	1209	184	385	222
d1, Uniform Delay [s]	49.74	9.72	9.72	15.31	12.15	12.30	50.68	41.67	33.97
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.34	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	173.99	0.69	1.30	0.23	1.59	3.25	149.63	13.96	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.27	0.48	0.48	0.02	0.68	0.69	1.25	0.84	0.05
d, Delay for Lane Group [s/veh]	223.73	10.41	11.03	15.54	13.75	15.55	200.30	55.63	34.07
Lane Group LOS	F	B	B	B	B	B	F	E	C
Critical Lane Group	Yes	No	No	No	No	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.76	7.04	7.60	0.08	12.69	13.81	13.24	10.50	0.27
50th-Percentile Queue Length [ft/ln]	218.91	175.89	189.97	2.08	317.31	345.25	331.07	262.45	6.67
95th-Percentile Queue Length [veh/ln]	15.76	11.39	12.12	0.15	18.54	19.90	21.49	15.81	0.48
95th-Percentile Queue Length [ft/ln]	394.01	284.64	302.99	3.74	463.38	497.62	537.27	395.29	12.01

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	223.73	10.62	11.03	15.54	14.28	15.55	200.30	55.63	55.63	34.07	34.07	34.07
Movement LOS	F	B	B	B	B	B	F	E	E	C	C	C
d_A, Approach Delay [s/veh]	26.72			14.36			115.69			34.07		
Approach LOS	C			B			F			C		
d_I, Intersection Delay [s/veh]	30.61											
Intersection LOS	C											
Intersection V/C	1.518											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.551	2.433	1.970
Crosswalk LOS	F	D	B	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1333	1333	533	533
d_b, Bicycle Delay [s]	6.67	6.67	32.27	32.27
l_b,int, Bicycle LOS Score for Intersection	2.586	2.911	2.017	1.579
Bicycle LOS	B	C	B	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 7: W 108th St & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	7.3
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.570

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	125.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	1081	72	77	1402	38	22	27	27	64	18	35
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	587	7	0	731	0	0	0	0	8	0	0
Site-Generated Trips [veh/h]	0	0	28	9	0	0	0	0	0	20	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	1765	113	93	2259	41	24	29	29	98	20	45
Peak Hour Factor	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420	0.9420
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	468	30	25	600	11	6	8	8	26	5	12
Total Analysis Volume [veh/h]	12	1874	120	99	2398	44	25	31	31	104	21	48
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	81	0	0	81	0	0	31	0	0	31	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	66	0	0	66	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	24	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	79	79	79	79	79	79	13	13
g / C, Green / Cycle	0.79	0.79	0.79	0.79	0.79	0.79	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.09	0.37	0.37	0.46	0.45	0.45	0.05	0.11
s, saturation flow rate [veh/h]	139	3560	1813	217	3560	1853	1698	1534
c, Capacity [veh/h]	150	2804	1428	205	2804	1459	271	261
d1, Uniform Delay [s]	10.68	3.59	3.60	13.72	4.11	4.12	39.59	42.16
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.05	0.57	1.12	7.93	0.85	1.65	0.67	2.88
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.08	0.47	0.47	0.48	0.57	0.57	0.32	0.66
d, Delay for Lane Group [s/veh]	11.72	4.16	4.72	21.65	4.96	5.78	40.26	45.05
Lane Group LOS	B	A	A	C	A	A	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.17	3.36	3.67	1.88	4.70	5.26	1.99	4.34
50th-Percentile Queue Length [ft/ln]	4.16	84.04	91.64	46.92	117.57	131.51	49.86	108.47
95th-Percentile Queue Length [veh/ln]	0.30	6.05	6.60	3.38	8.26	9.02	3.59	7.76
95th-Percentile Queue Length [ft/ln]	7.49	151.28	164.96	84.46	206.48	225.55	89.75	193.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.72	4.32	4.72	21.65	5.23	5.78	40.26	40.26	40.26	45.05	45.05	45.05
Movement LOS	B	A	A	C	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.39			5.88			40.26			45.05		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	7.29											
Intersection LOS	A											
Intersection V/C	0.570											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.381	0.000	1.818	2.069
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1240	1240	600	600
d_b, Bicycle Delay [s]	7.22	7.22	24.50	24.50
l_b,int, Bicycle LOS Score for Intersection	2.663	2.957	1.703	1.845
Bicycle LOS	B	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 8: W 108th St & Yukon Ave S

Control Type:	Signalized	Delay (sec / veh):	19.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.378

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	6	238	11	40	278	19	38	70	21	5	44	59
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	3	0	0	3	0	0	40	0	0	47	0
Site-Generated Trips [veh/h]	0	0	18	0	0	0	0	37	0	13	27	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	262	30	44	306	21	41	153	23	18	122	64
Peak Hour Factor	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070	0.9070
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	72	8	12	84	6	11	42	6	5	34	18
Total Analysis Volume [veh/h]	8	289	33	49	337	23	45	169	25	20	135	71
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	41	0	0	41	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	7	0	0	7	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	C
C, Cycle Length [s]	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	76	76	16	16
g / C, Green / Cycle	0.76	0.76	0.16	0.16
(v / s)_i Volume / Saturation Flow Rate	0.18	0.24	0.14	0.13
s, saturation flow rate [veh/h]	1825	1732	1684	1763
c, Capacity [veh/h]	1417	1350	318	328
d1, Uniform Delay [s]	3.62	3.81	40.58	40.06
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	0.58	3.56	2.59
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.30	0.75	0.69
d, Delay for Lane Group [s/veh]	4.00	4.39	44.14	42.65
Lane Group LOS	A	A	D	D
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	1.71	2.37	5.98	5.51
50th-Percentile Queue Length [ft/ln]	42.68	59.14	149.55	137.65
95th-Percentile Queue Length [veh/ln]	3.07	4.26	9.99	9.35
95th-Percentile Queue Length [ft/ln]	76.82	106.45	249.83	233.86

Movement, Approach, & Intersection Results

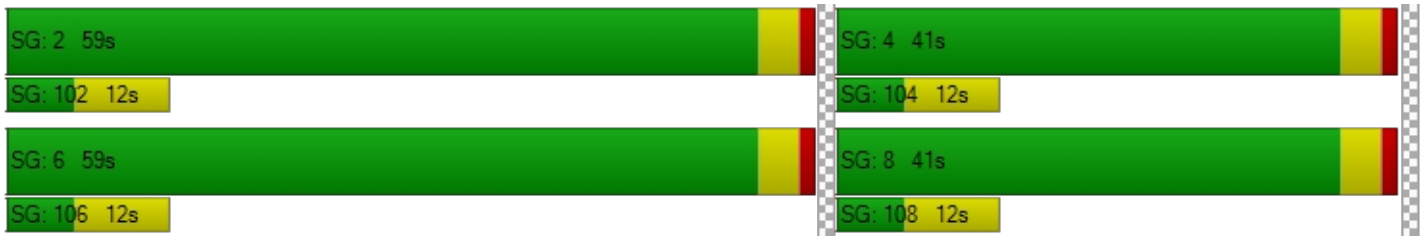
d_M, Delay for Movement [s/veh]	4.00	4.00	4.00	4.39	4.39	4.39	44.14	44.14	44.14	42.65	42.65	42.65
Movement LOS	A	A	A	A	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.00			4.39			44.14			42.65		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	19.36											
Intersection LOS	B											
Intersection V/C	0.378											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	2.097	2.116	1.930	2.024
Crosswalk LOS	B	B	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1100	1100	740	740
d_b, Bicycle Delay [s]	10.13	10.13	19.85	19.85
l_b,int, Bicycle LOS Score for Intersection	2.104	2.234	1.954	1.933
Bicycle LOS	B	B	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 9: W 108th St & Lemoli Ave S

Control Type:	All-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.333

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	17	0	7	0	1	2	1	93	20	14	95	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	40	0	0	47	0
Site-Generated Trips [veh/h]	0	0	0	27	0	40	55	0	0	0	0	37
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	19	0	8	27	1	42	56	141	22	15	151	38
Peak Hour Factor	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260	0.8260
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	2	8	0	13	17	43	7	5	46	12
Total Analysis Volume [veh/h]	23	0	10	33	1	51	68	171	27	18	183	46
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	694	740	799	810
Degree of Utilization, x	0.05	0.11	0.33	0.30

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.15	0.39	1.47	1.29
95th-Percentile Queue Length [ft]	3.74	9.69	36.63	32.30
Approach Delay [s/veh]	8.45	8.50	9.74	9.38
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.36			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 10: W 108th St/Launderland Driveway & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	32.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.953

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	140.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			No			Yes		

Volumes

Name												
Base Volume Input [veh/h]	0	1175	279	236	1110	2	0	1	1	109	0	82
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	653	0	0	803	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	0	0	0	0	0	0	9	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1934	311	257	2013	2	0	1	1	128	0	89
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	509	82	68	530	1	0	0	0	34	0	23
Total Analysis Volume [veh/h]	0	2036	327	271	2119	2	0	1	1	135	0	94
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	23	0	0	23	0	0	29	0	0	29	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	66	0	0	66	0	0	34	0	0	34	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	10	0	0	10	0	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
l1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	75	75	75	75	17	17
g / C, Green / Cycle	0.75	0.75	0.75	0.75	0.75	0.75	0.17	0.17
(v / s)_i Volume / Saturation Flow Rate	0.45	0.45	0.47	1.80	0.39	0.39	0.00	0.15
s, saturation flow rate [veh/h]	1870	1702	1578	150	3560	1869	1601	1516
c, Capacity [veh/h]	1435	1273	1181	147	2664	1398	311	318
d1, Uniform Delay [s]	5.82	5.82	5.96	37.26	5.20	5.20	34.34	40.21
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.81	2.17	2.51	404.22	0.74	1.40	0.01	3.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.61	0.63	1.84	0.52	0.52	0.01	0.72
d, Delay for Lane Group [s/veh]	7.62	7.98	8.46	441.48	5.94	6.60	34.34	43.29
Lane Group LOS	A	A	A	F	A	A	C	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	7.11	6.58	6.50	20.18	4.94	5.45	0.04	5.70
50th-Percentile Queue Length [ft/ln]	177.66	164.43	162.54	504.41	123.57	136.21	1.03	142.43
95th-Percentile Queue Length [veh/ln]	11.48	10.78	10.68	36.32	8.59	9.28	0.07	9.61
95th-Percentile Queue Length [ft/ln]	286.96	269.58	267.09	907.95	214.72	231.91	1.85	240.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	7.62	7.93	8.46	441.48	6.17	6.60	34.34	34.34	34.34	43.29	43.29	43.29
Movement LOS	A	A	A	F	A	A	C	C	C	D	D	D
d_A, Approach Delay [s/veh]	8.00			55.49			34.34			43.29		
Approach LOS	A			E			C			D		
d_I, Intersection Delay [s/veh]	32.41											
Intersection LOS	C											
Intersection V/C	1.953											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.230	0.000	2.511
Crosswalk LOS	F	C	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1240	1240	600	600
d_b, Bicycle Delay [s]	7.22	7.22	24.50	24.50
l_b,int, Bicycle LOS Score for Intersection	2.859	2.875	1.563	1.937
Bicycle LOS	C	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 11: W 109th St & Crenshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	6.7
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.560

Intersection Setup

Name						
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0
Entry Pocket Length [ft]	92.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	31	1366	1202	36	132	37
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	653	803	0	0	0
Site-Generated Trips [veh/h]	0	28	20	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	2170	2133	39	144	40
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	571	561	10	38	11
Total Analysis Volume [veh/h]	36	2284	2245	41	152	42
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal Group	0	6	2	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	10	10	0	5	0
Maximum Green [s]	0	19	19	0	33	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	58	58	0	42	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	5	5	0	5	0
Pedestrian Clearance [s]	0	10	7	0	24	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No	No		No	
l1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
l2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	79	79	79	79	13
g / C, Green / Cycle	0.79	0.79	0.79	0.79	0.13
(v / s)_i Volume / Saturation Flow Rate	0.22	0.45	0.43	0.41	0.11
s, saturation flow rate [veh/h]	162	5094	3560	1852	1736
c, Capacity [veh/h]	166	4001	2796	1455	234
d1, Uniform Delay [s]	11.27	4.17	4.03	3.91	42.16
k, delay calibration	0.50	0.50	0.50	0.50	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.96	0.60	0.77	1.35	7.43
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.22	0.57	0.54	0.52	0.83
d, Delay for Lane Group [s/veh]	14.23	4.77	4.79	5.26	49.59
Lane Group LOS	B	A	A	A	D
Critical Lane Group	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.54	4.43	4.36	4.49	5.11
50th-Percentile Queue Length [ft/ln]	13.51	110.76	109.03	112.36	127.71
95th-Percentile Queue Length [veh/ln]	0.97	7.88	7.79	7.97	8.82
95th-Percentile Queue Length [ft/ln]	24.31	197.05	194.66	199.28	220.38

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	14.23	4.77	4.94	5.26	49.59	49.59
Movement LOS	B	A	A	A	D	D
d_A, Approach Delay [s/veh]	4.92		4.95		49.59	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	6.74					
Intersection LOS	A					
Intersection V/C	0.560					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	41.41	0.00	41.41
l_p,int, Pedestrian LOS Score for Intersectio	3.242	0.000	1.905
Crosswalk LOS	C	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1080	1080	760
d_b, Bicycle Delay [s]	10.58	10.58	19.22
l_b,int, Bicycle LOS Score for Intersection	2.836	2.817	1.880
Bicycle LOS	C	C	A

Sequence

Ring 1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 12: W 111th Pl/Thoreau St & Creshaw Blvd

Control Type:	Signalized	Delay (sec / veh):	7.1
Analysis Method:	HCM 7th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.736

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	77.00	100.00	100.00	152.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	2	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	No			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	61	1282	71	91	1174	19	35	48	31	41	10	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	653	0	0	803	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	0	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	66	2078	77	99	2103	21	38	52	34	45	11	78
Peak Hour Factor	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430	0.9430
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	551	20	26	558	6	10	14	9	12	3	21
Total Analysis Volume [veh/h]	70	2204	82	105	2230	22	40	55	36	48	12	83
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	6	0	0	2	0	0	8	0	0	4	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	12	0	0	12	0	0	40	0	0	40	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	52	0	0	52	0	0	48	0	0	48	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	10	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	C
C, Cycle Length [s]	100	100	100	100	100	100	100	100
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	0.00	0.00	2.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	81	81	81	81	81	81	11	11
g / C, Green / Cycle	0.81	0.81	0.81	0.81	0.81	0.81	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.42	0.42	0.43	0.65	0.42	0.42	0.08	0.09
s, saturation flow rate [veh/h]	168	3560	1836	162	3560	1861	1644	1604
c, Capacity [veh/h]	176	2889	1490	172	2889	1510	225	222
d1, Uniform Delay [s]	12.42	3.08	3.09	20.91	3.04	3.04	43.05	43.49
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	6.59	0.68	1.32	15.22	0.65	1.25	2.36	3.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.52	0.52	0.61	0.51	0.51	0.58	0.64
d, Delay for Lane Group [s/veh]	19.01	3.75	4.42	36.13	3.69	4.29	45.41	46.58
Lane Group LOS	B	A	A	D	A	A	D	D
Critical Lane Group	No	No	No	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	1.24	3.30	3.71	3.05	3.20	3.61	3.26	3.62
50th-Percentile Queue Length [ft/ln]	31.05	82.59	92.83	76.31	80.05	90.16	81.53	90.52
95th-Percentile Queue Length [veh/ln]	2.24	5.95	6.68	5.49	5.76	6.49	5.87	6.52
95th-Percentile Queue Length [ft/ln]	55.88	148.66	167.09	137.36	144.09	162.30	146.75	162.93

Movement, Approach, & Intersection Results

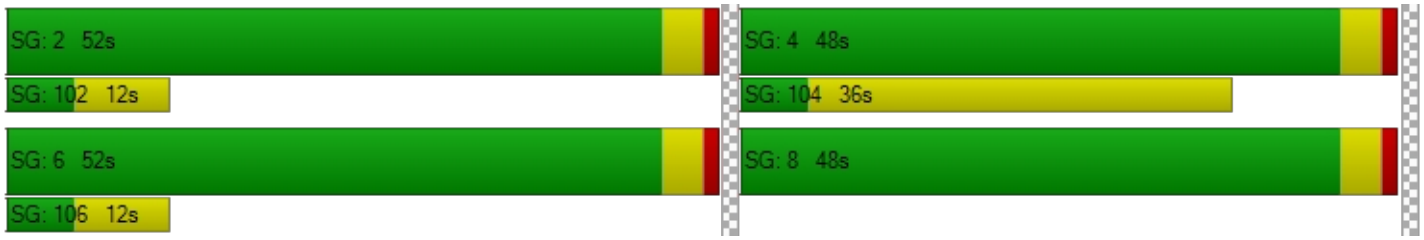
d_M, Delay for Movement [s/veh]	19.01	3.96	4.42	36.13	3.89	4.29	45.41	45.41	45.41	46.58	46.58	46.58
Movement LOS	B	A	A	D	A	A	D	D	D	D	D	D
d_A, Approach Delay [s/veh]	4.43			5.33			45.41			46.58		
Approach LOS	A			A			D			D		
d_I, Intersection Delay [s/veh]	7.14											
Intersection LOS	A											
Intersection V/C	0.736											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	41.41	41.41	41.41
l_p,int, Pedestrian LOS Score for Intersectio	0.000	3.420	1.936	2.059
Crosswalk LOS	F	C	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	960	960	880	880
d_b, Bicycle Delay [s]	13.52	13.52	15.68	15.68
l_b,int, Bicycle LOS Score for Intersection	2.855	2.856	1.776	1.796
Bicycle LOS	C	C	A	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 13: W Century Blvd & S Prairie Ave

Control Type:	Signalized	Delay (sec / veh):	75.0
Analysis Method:	HCM 7th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.922

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	165.00	100.00	360.00	300.00	100.00	100.00	162.00	100.00	100.00	175.00	100.00	190.00
No. of Lanes in Exit Pocket	0	0	2	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	108	526	173	378	948	67	199	958	239	154	660	441
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	192	552	159	47	694	0	0	74	161	129	84	43
Site-Generated Trips [veh/h]	0	0	0	9	0	0	0	37	0	0	27	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	310	1125	348	468	1727	73	217	1155	422	297	830	531
Peak Hour Factor	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770	0.9770
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	79	288	89	120	442	19	56	296	108	76	212	136
Total Analysis Volume [veh/h]	317	1151	356	479	1768	75	222	1182	432	304	850	544
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	120
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Semi-actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap
Signal Group	1	6	0	5	2	0	3	8	0	7	4	4
Auxiliary Signal Groups												4,5
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	10	0	5	10	0	5	10	0	5	10	10
Maximum Green [s]	22	36	0	27	41	0	5	26	0	5	26	26
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	1.0
Split [s]	24	40	0	29	45	0	13	39	0	12	38	38
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	3.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	5
Pedestrian Clearance [s]	0	31	0	0	27	0	0	21	0	0	21	21
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	2.0
Minimum Recall	No	No		No	No		No	No		No	No	No
Maximum Recall	No	No		No	No		No	No		No	No	No
Pedestrian Recall	No	No		No	No		No	No		No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	L	C	C	L	C	R
C, Cycle Length [s]	120	120	120	120	120	120	120	120	120	120	120	120
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00
g_i, Effective Green Time [s]	20	36	36	25	41	41	9	35	35	8	34	63
g / C, Green / Cycle	0.17	0.30	0.30	0.21	0.34	0.34	0.08	0.29	0.29	0.07	0.28	0.53
(v / s)_i Volume / Saturation Flow Rate	0.18	0.23	0.22	0.27	0.34	0.34	0.06	0.31	0.31	0.09	0.17	0.34
s, saturation flow rate [veh/h]	1781	5094	1589	1781	3560	1831	3459	3560	1626	3459	5094	1589
c, Capacity [veh/h]	297	1528	477	371	1216	626	259	1038	474	231	1443	834
d1, Uniform Delay [s]	50.00	37.98	37.89	47.50	39.46	39.50	54.86	42.50	42.50	56.00	36.99	20.58
k, delay calibration	0.41	0.11	0.27	0.50	0.11	0.47	0.11	0.50	0.50	0.13	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	66.73	0.77	5.73	149.77	11.53	36.07	7.93	46.59	62.35	151.24	1.77	3.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.07	0.75	0.75	1.29	1.00	1.01	0.86	1.06	1.07	1.32	0.59	0.65
d, Delay for Lane Group [s/veh]	116.73	38.75	43.61	197.27	50.99	75.57	62.79	89.09	104.85	207.24	38.76	24.52
Lane Group LOS	F	D	D	F	D	F	E	F	F	F	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	14.37	10.25	10.14	26.45	19.50	24.39	3.60	21.91	22.10	8.33	7.38	11.62
50th-Percentile Queue Length [ft/ln]	359.22	256.13	253.49	661.30	487.60	609.64	90.02	547.83	552.44	208.25	184.50	290.58
95th-Percentile Queue Length [veh/ln]	21.27	15.49	15.36	39.59	26.75	32.60	6.48	30.77	31.16	14.15	11.84	17.21
95th-Percentile Queue Length [ft/ln]	531.72	387.36	384.05	989.65	668.67	815.09	162.04	769.35	779.04	353.70	295.88	430.36

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	116.73	38.75	43.61	197.27	58.69	75.57	62.79	90.12	104.85	207.24	38.76	24.52
Movement LOS	F	D	D	F	E	E	E	F	F	F	D	C
d_A, Approach Delay [s/veh]	53.25			87.82			90.28			64.36		
Approach LOS	D			F			F			E		
d_I, Intersection Delay [s/veh]	75.01											
Intersection LOS	E											
Intersection V/C	0.922											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.34	51.34	51.34	51.34
l_p,int, Pedestrian LOS Score for Intersectio	3.404	3.200	3.116	3.267
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	683	583	567
d_b, Bicycle Delay [s]	29.40	26.00	30.10	30.82
l_b,int, Bicycle LOS Score for Intersection	2.563	2.837	2.569	2.494
Bicycle LOS	B	C	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 101: 104th Street at Darby Ave

Control Type:	Two-way stop	Delay (sec / veh):	24.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.208

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	4	0	6	19	442	0	0	220	19
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	7	0	0	7	0
Site-Generated Trips [veh/h]	41	0	0	0	0	0	0	0	55	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	41	0	0	4	0	7	21	489	55	0	247	21
Peak Hour Factor	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620	0.8620
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	0	0	1	0	2	6	142	16	0	72	6
Total Analysis Volume [veh/h]	48	0	0	5	0	8	24	567	64	0	287	24
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Priority Scheme	Stop	Stop	Free	Free
Flared Lane	No	No		
Storage Area [veh]	0	0	0	0
Two-Stage Gap Acceptance	No	No		
Number of Storage Spaces in Median	0	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.00	0.00	0.02	0.00	0.01	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	24.71	23.49	16.25	20.66	20.11	10.16	7.91	0.00	0.00	8.78	0.00	0.00
Movement LOS	C	C	C	C	C	B	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.76	0.76	0.76	0.10	0.10	0.10	0.04	0.04	0.04	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.11	19.11	19.11	2.49	2.49	2.49	1.03	1.03	1.03	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	24.71			14.20			0.29			0.00		
Approach LOS	C			B			A			A		
d_I, Intersection Delay [s/veh]	1.52											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 214: 104th St and Woodworth Ave

Control Type:	All-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.645

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			25.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			No			No		

Volumes

Name												
Base Volume Input [veh/h]	0	0	0	15	0	15	18	414	0	0	230	27
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900	1.0900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	7	0	0	7	0
Site-Generated Trips [veh/h]	0	0	26	0	0	0	0	0	0	36	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	26	16	0	16	20	458	0	36	258	29
Peak Hour Factor	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290	0.9290
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	7	4	0	4	5	123	0	10	69	8
Total Analysis Volume [veh/h]	0	0	28	17	0	17	22	493	0	39	278	31
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	676	630	798	776
Degree of Utilization, x	0.04	0.05	0.65	0.45

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.13	0.17	4.80	2.34
95th-Percentile Queue Length [ft]	3.23	4.27	120.07	58.44
Approach Delay [s/veh]	8.55	9.04	15.33	11.36
Approach LOS	A	A	C	B
Intersection Delay [s/veh]	13.40			
Intersection LOS	B			

APPENDIX C

INTERSECTION ANALYSIS WORKSHEETS

APPENDIX D

INSTITUTE OF TRANSPORTATION ENGINEERS (ITE) FITTED CURVE EQUATIONS

Land Use: 215
Single-Family Attached Housing

Description

Single-family attached housing includes any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.

Additional Data

The database for this land use includes duplexes (defined as a single structure with two distinct dwelling units, typically joined side-by-side and each with at least one outside entrance) and townhouses/rowhouses (defined as a single structure with three or more distinct dwelling units, joined side-by-side in a row and each with an outside entrance).

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in British Columbia (CAN), California, Georgia, Illinois, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Dakota, Utah, Virginia, and Wisconsin.

Source Numbers

168, 204, 211, 237, 305, 306, 319, 321, 357, 390, 418, 525, 571, 583, 638, 735, 868, 869, 870, 896, 912, 959, 1009, 1046, 1056, 1058, 1077

Single-Family Attached Housing
(215)

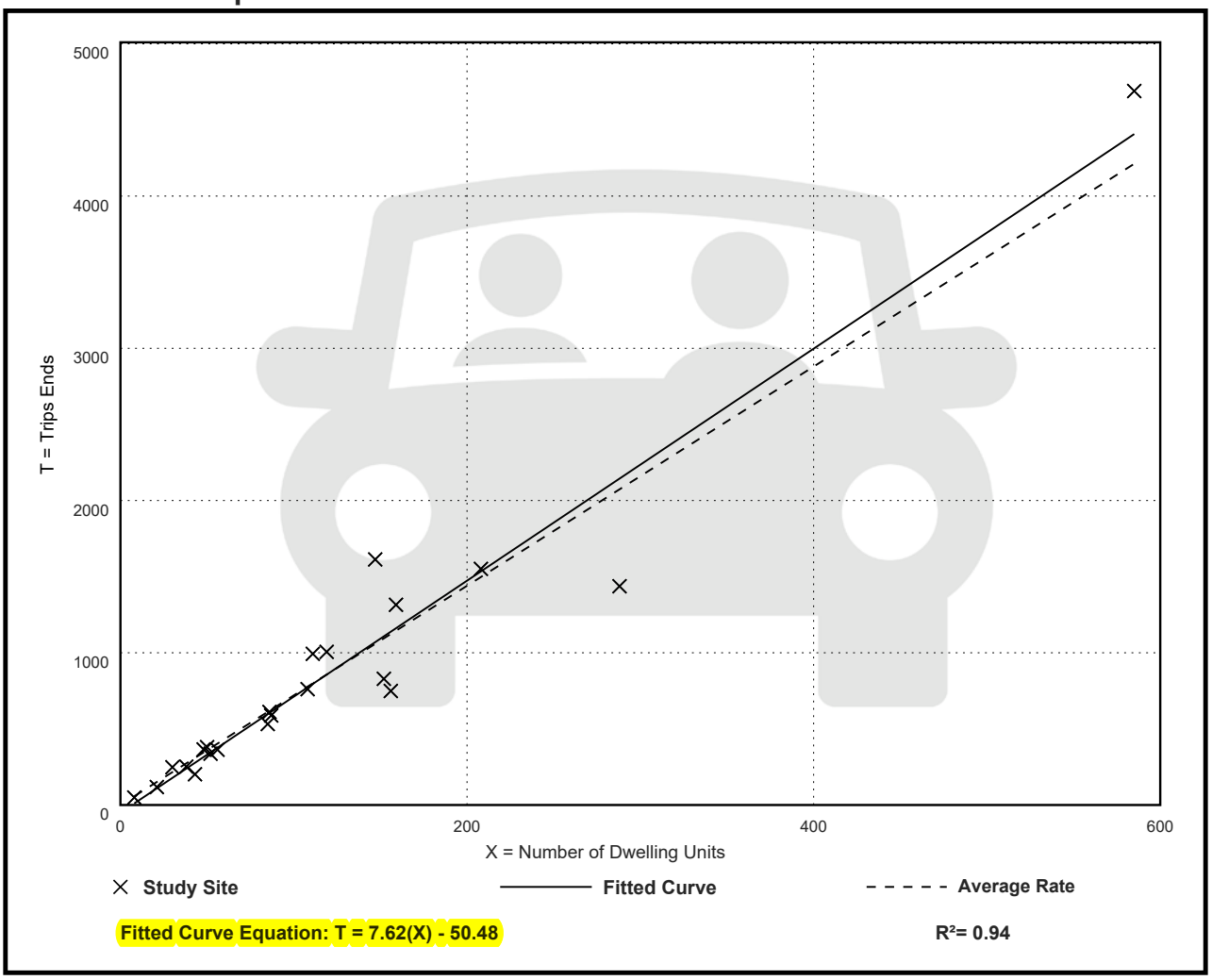
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



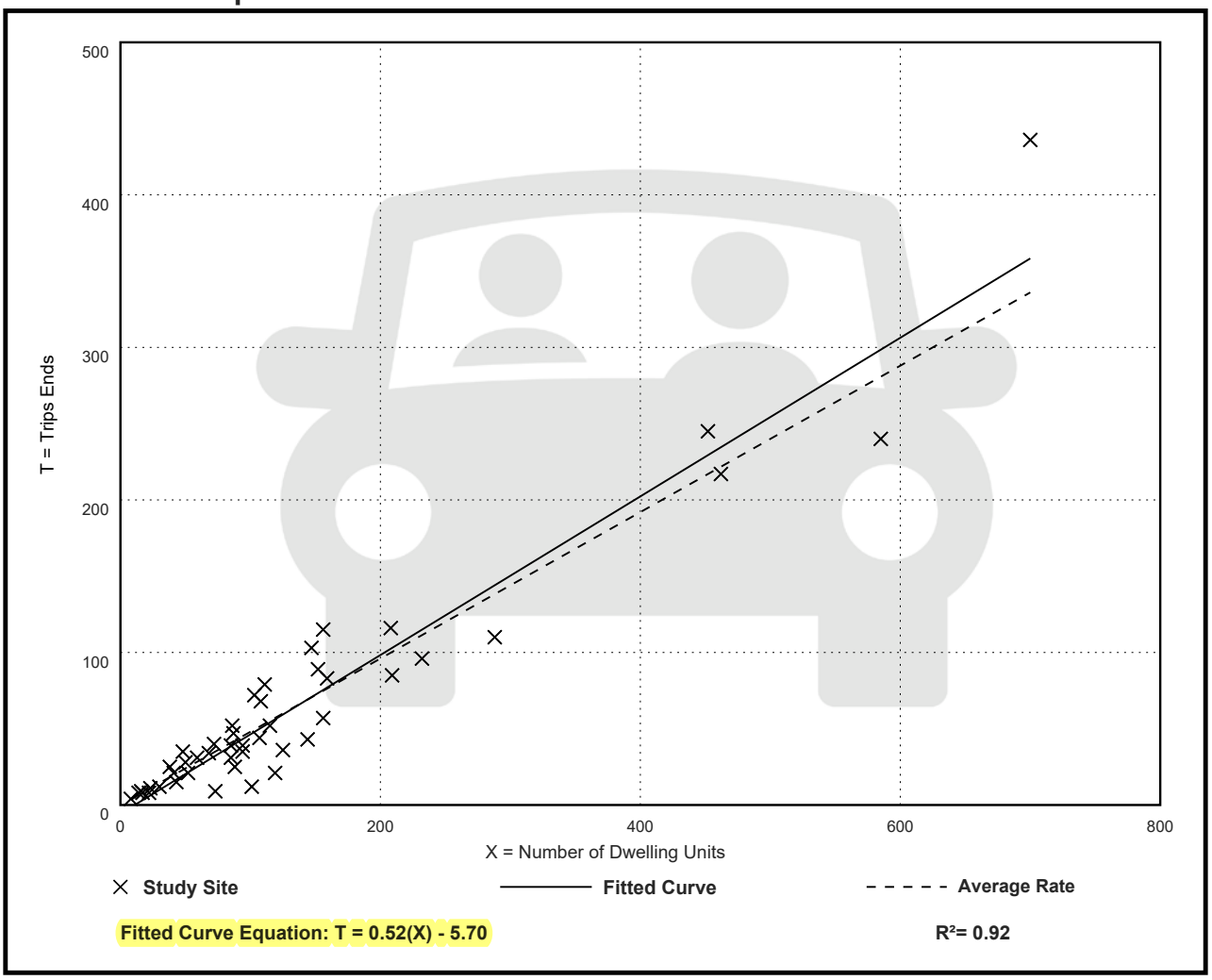
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



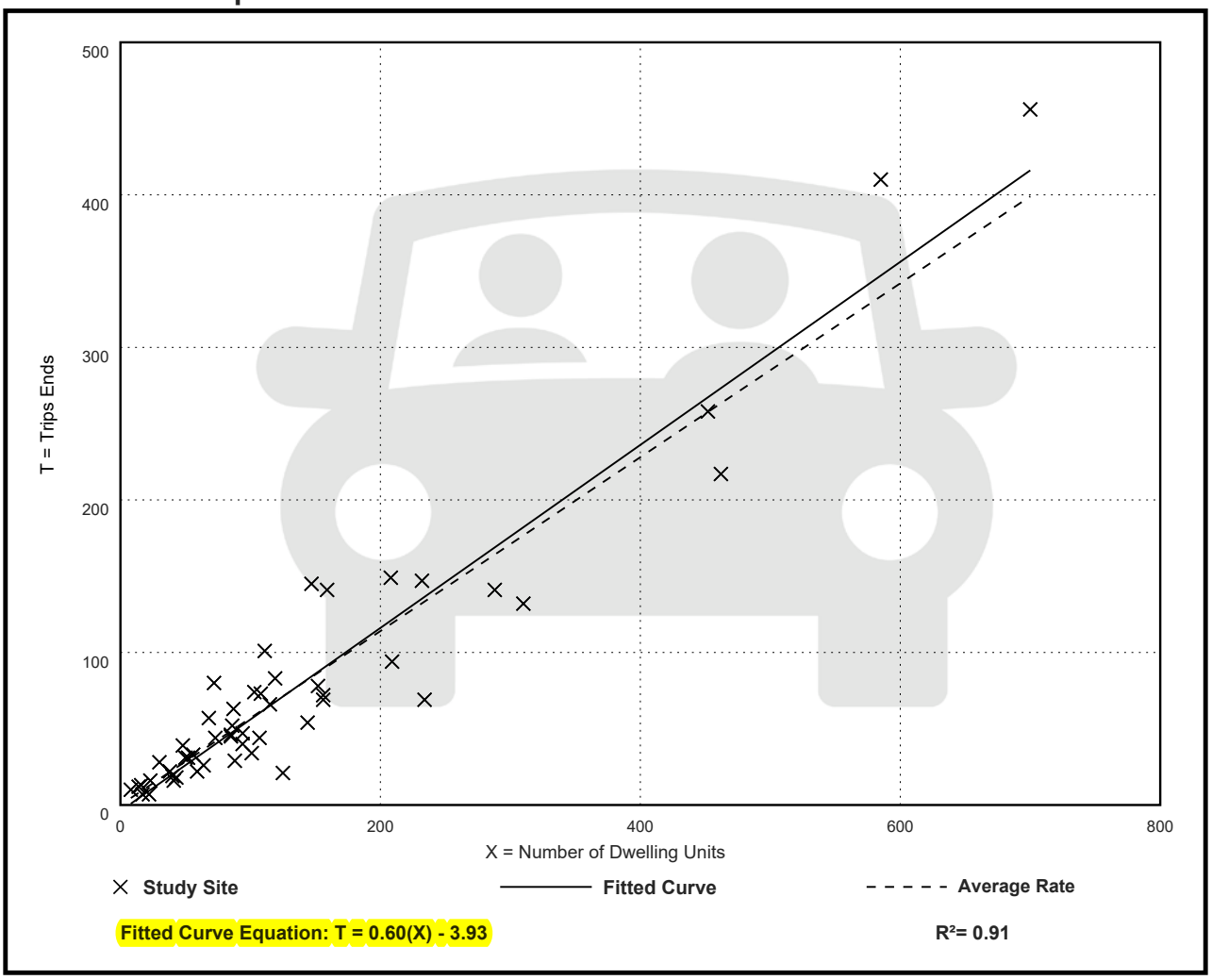
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing
(215)

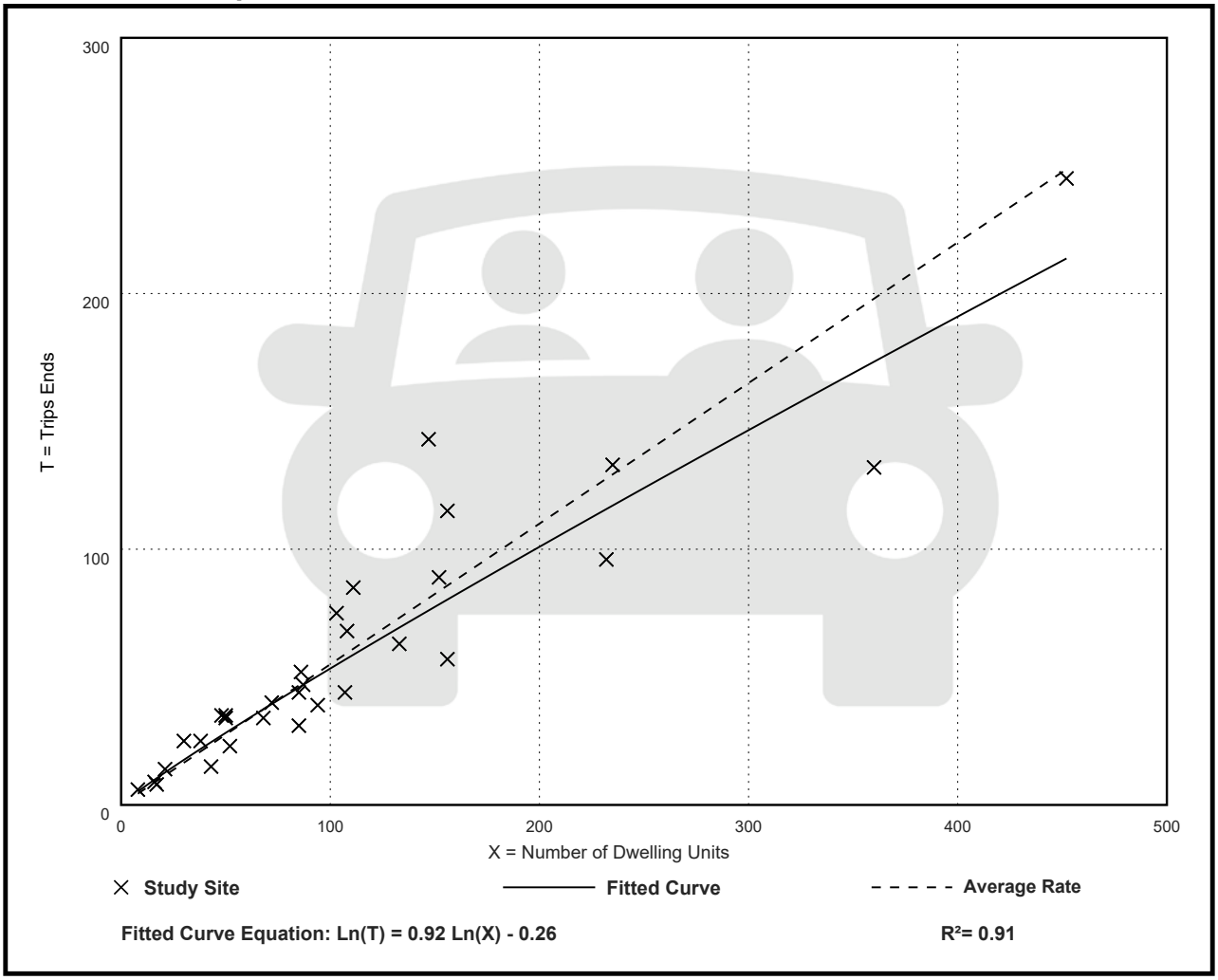
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 110
Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.35 - 0.97	0.16

Data Plot and Equation



Single-Family Attached Housing
(215)

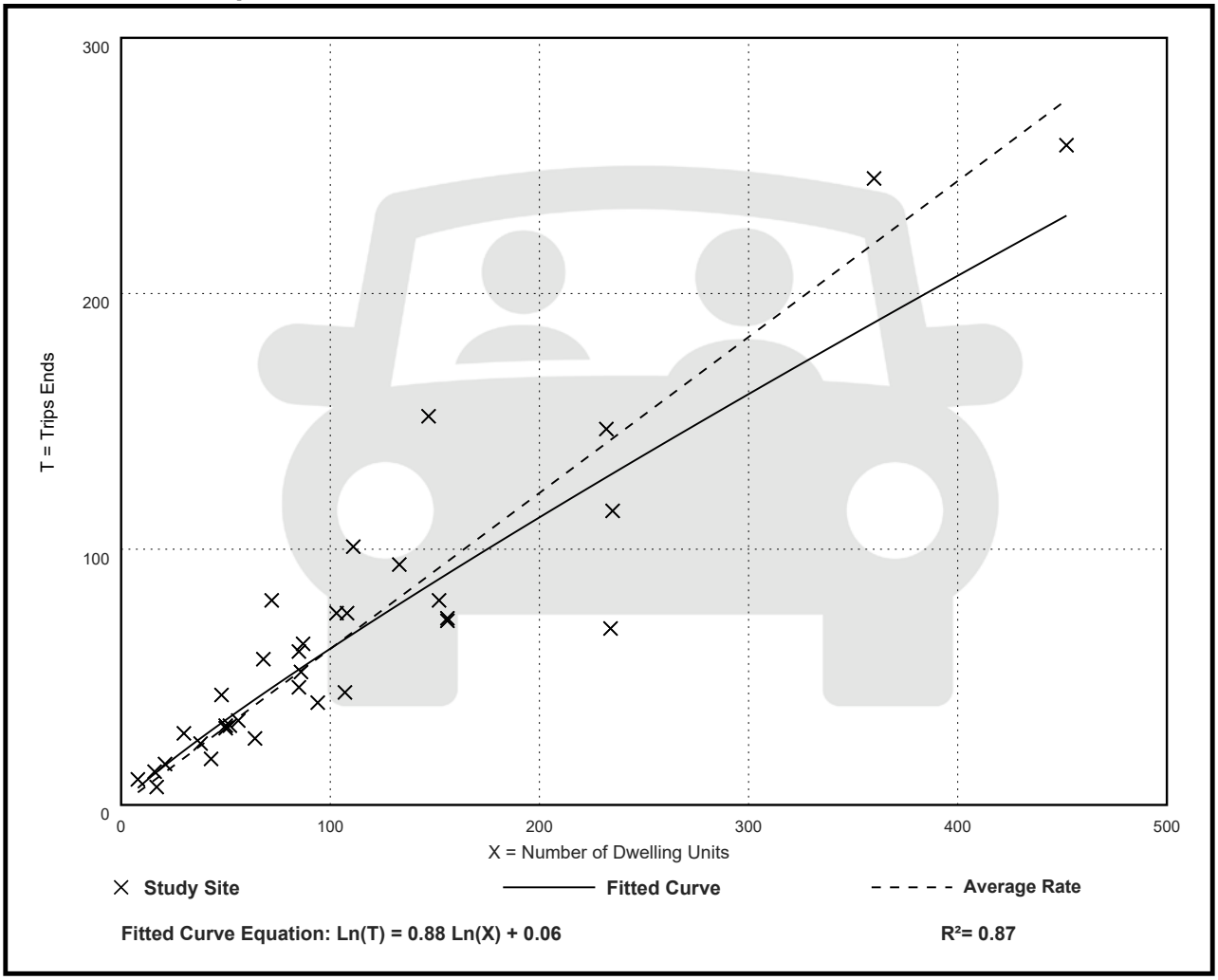
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 34
Avg. Num. of Dwelling Units: 110
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.61	0.29 - 1.25	0.18

Data Plot and Equation



Single-Family Attached Housing
(215)

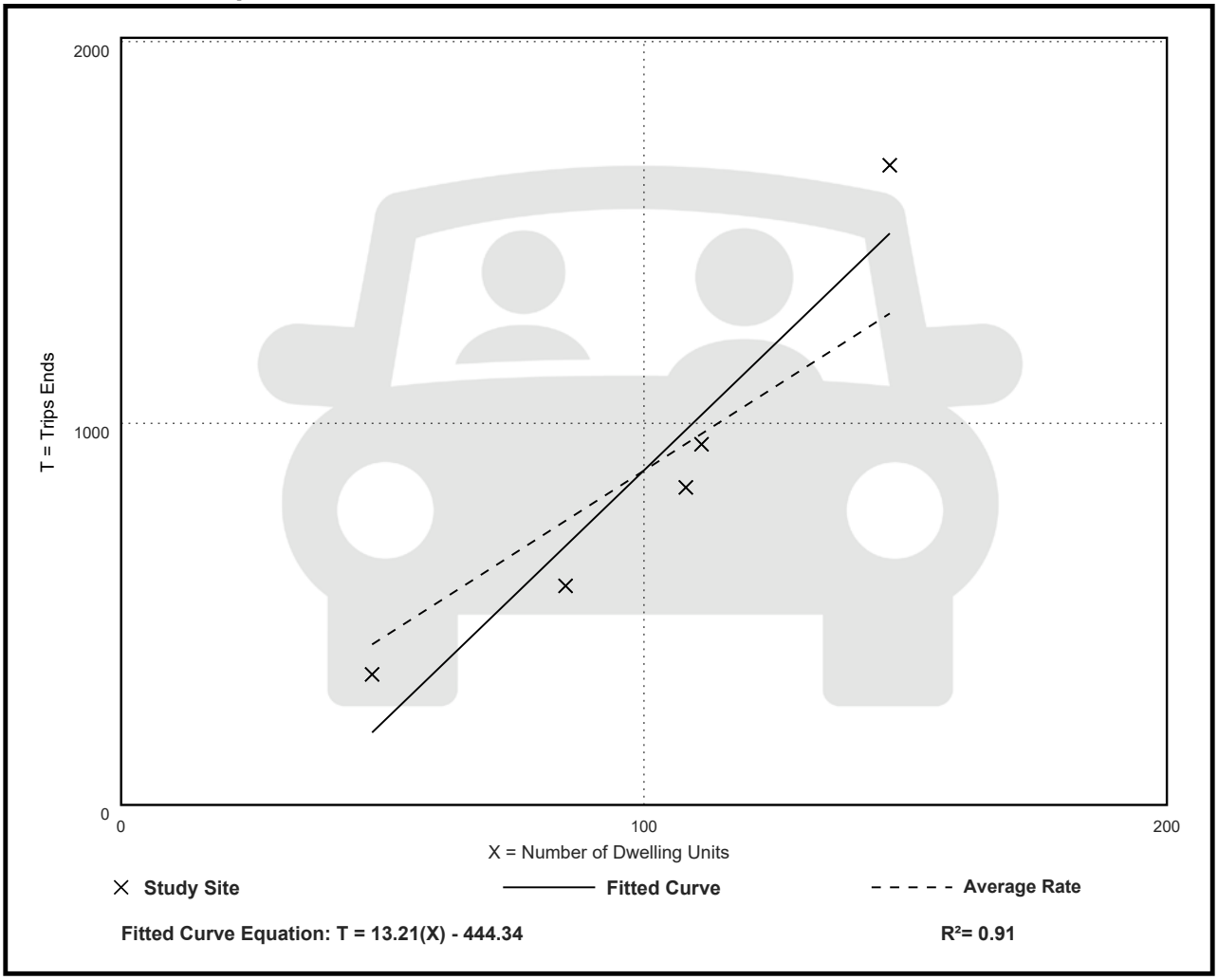
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 100
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
8.76	6.75 - 11.40	2.02

Data Plot and Equation



Fitted Curve Equation: T = 13.21(X) - 444.34

R^2= 0.91

Single-Family Attached Housing
(215)

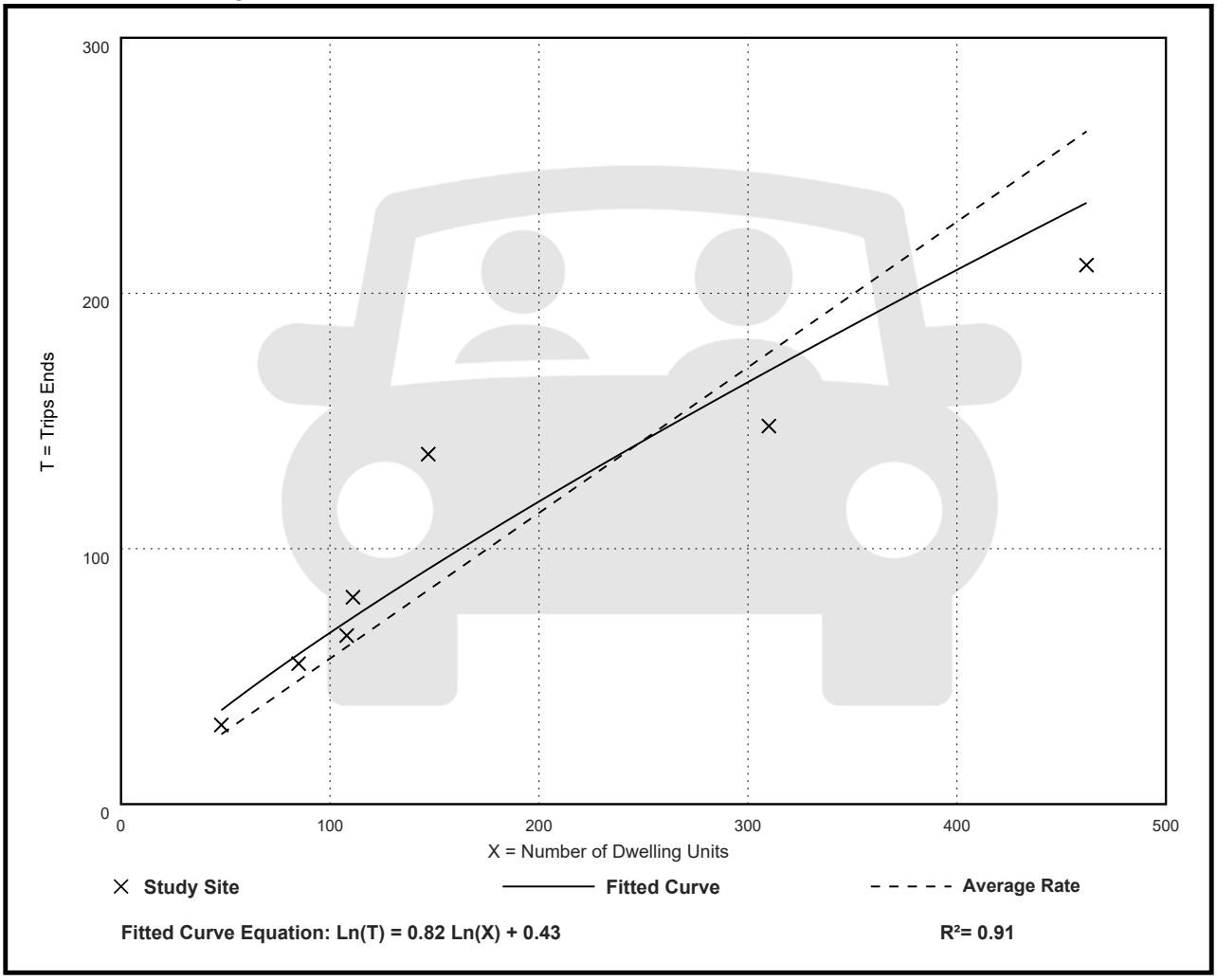
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 182
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.46 - 0.93	0.17

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 0.43

R^2= 0.91

Single-Family Attached Housing
(215)

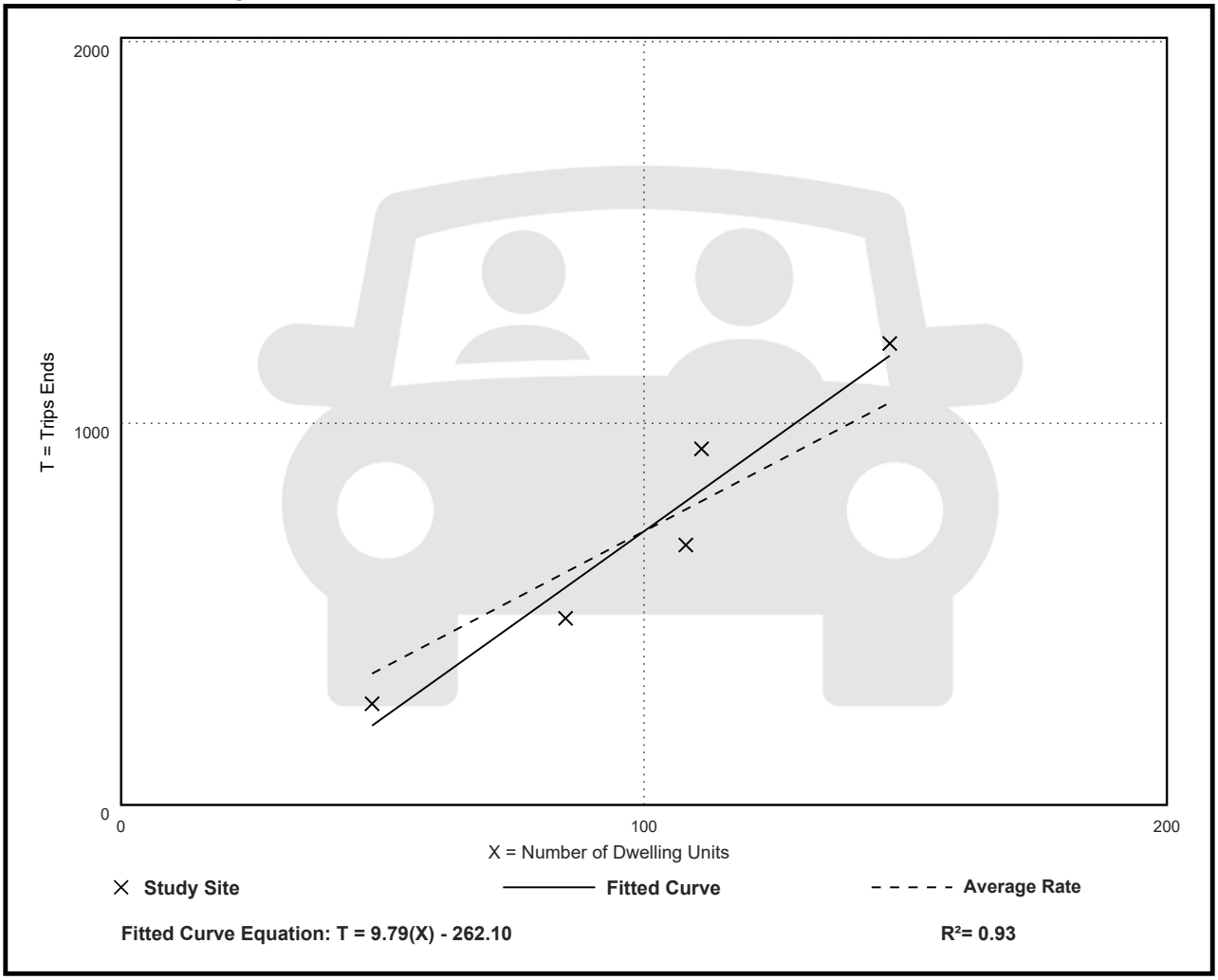
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 100
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.17	5.52 - 8.41	1.34

Data Plot and Equation



Fitted Curve Equation: T = 9.79(X) - 262.10

R^2= 0.93

Single-Family Attached Housing
(215)

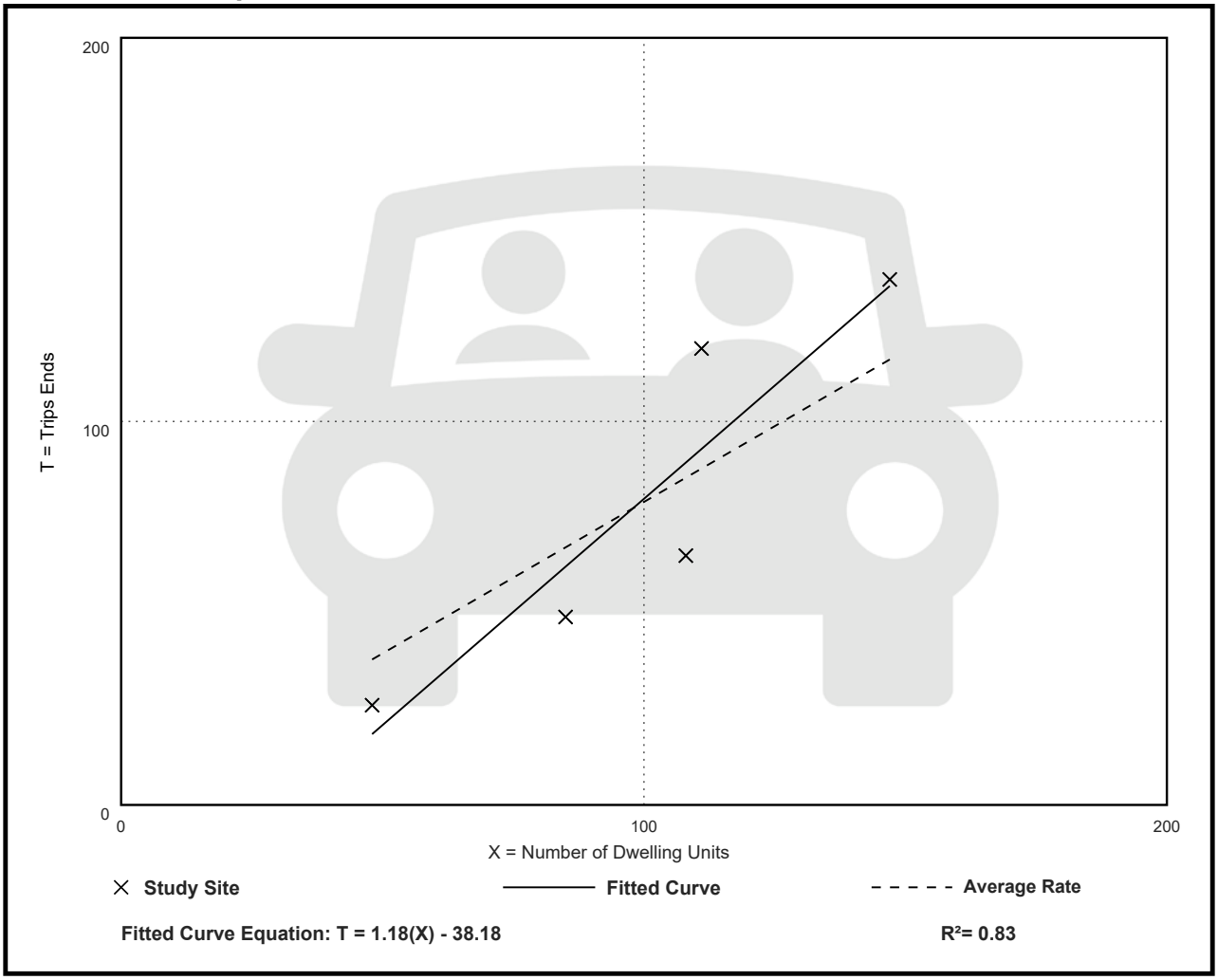
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 100
Directional Distribution: Not Available

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.79	0.54 - 1.07	0.24

Data Plot and Equation



Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Residents
On a: Weekday

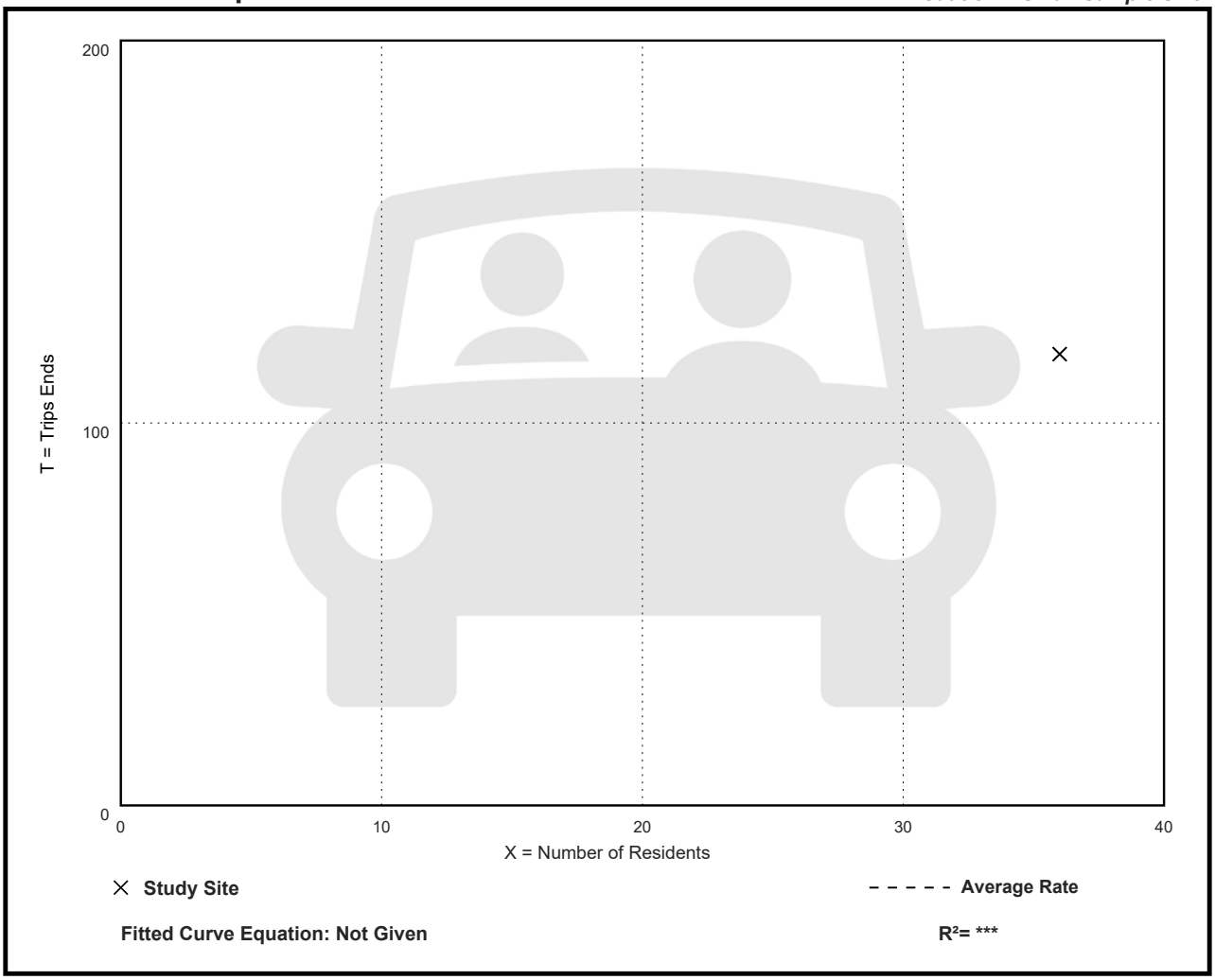
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
3.28	3.28 - 3.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

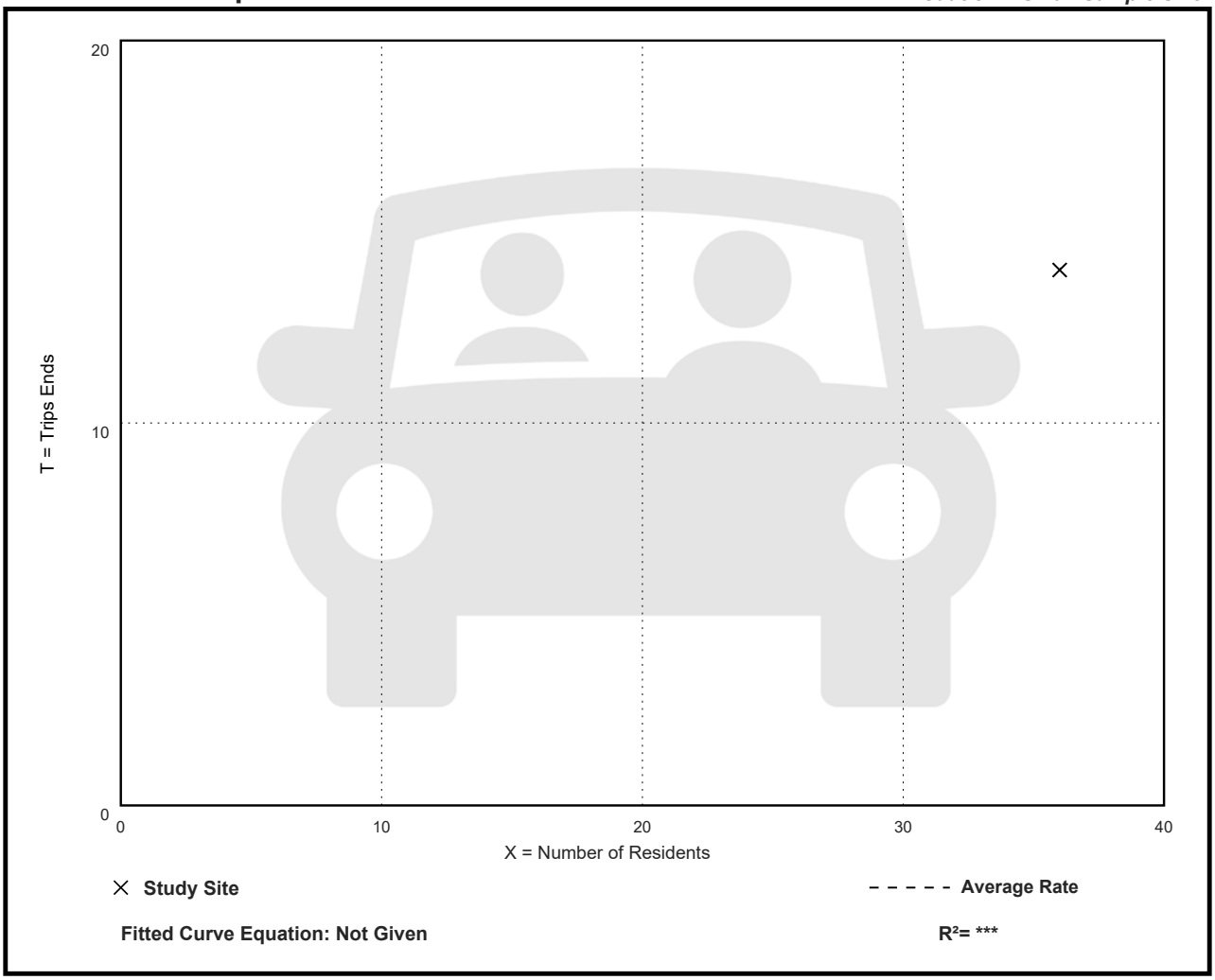
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.39	0.39 - 0.39	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

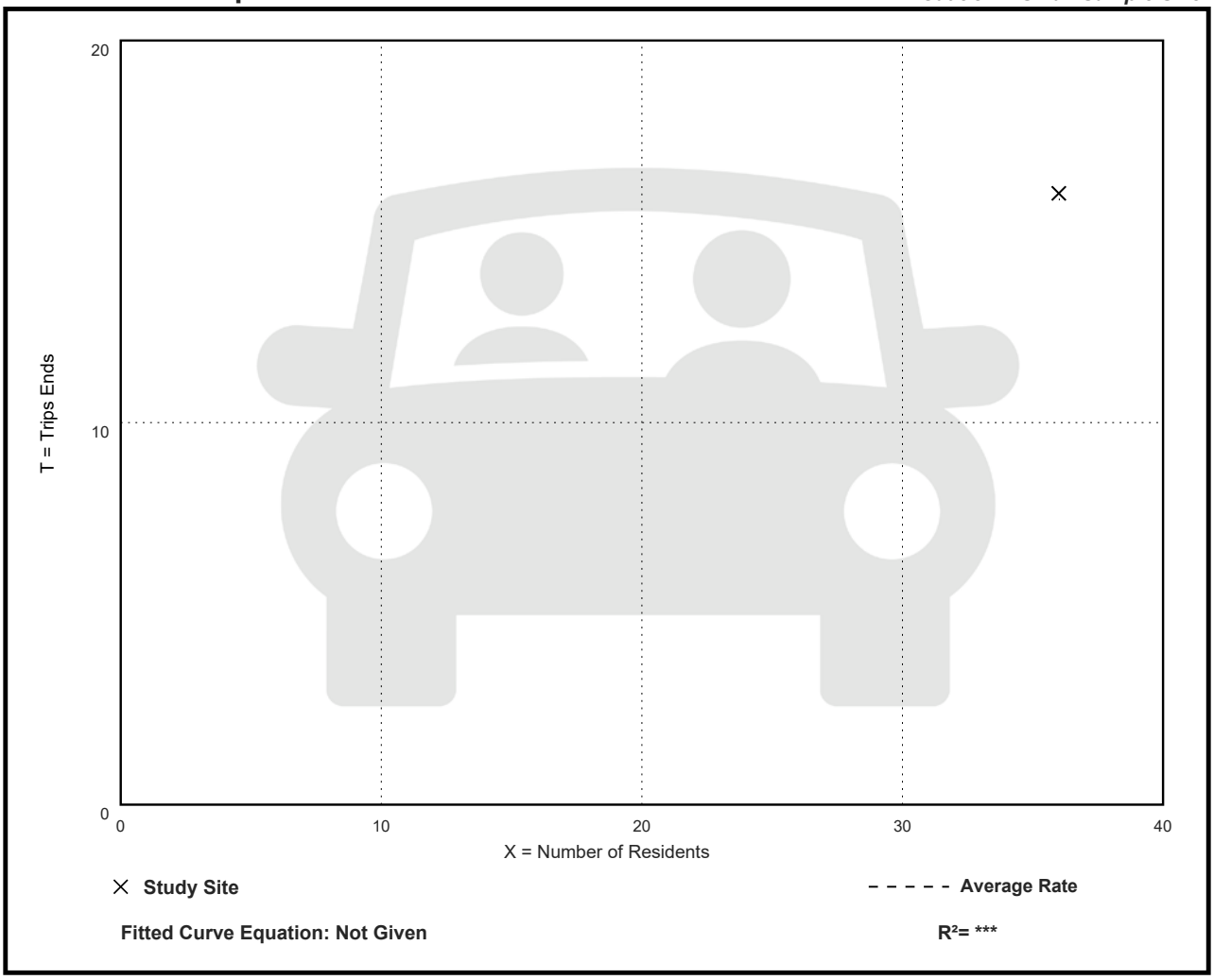
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Residents: 36
Directional Distribution: Not Available

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.44	0.44 - 0.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

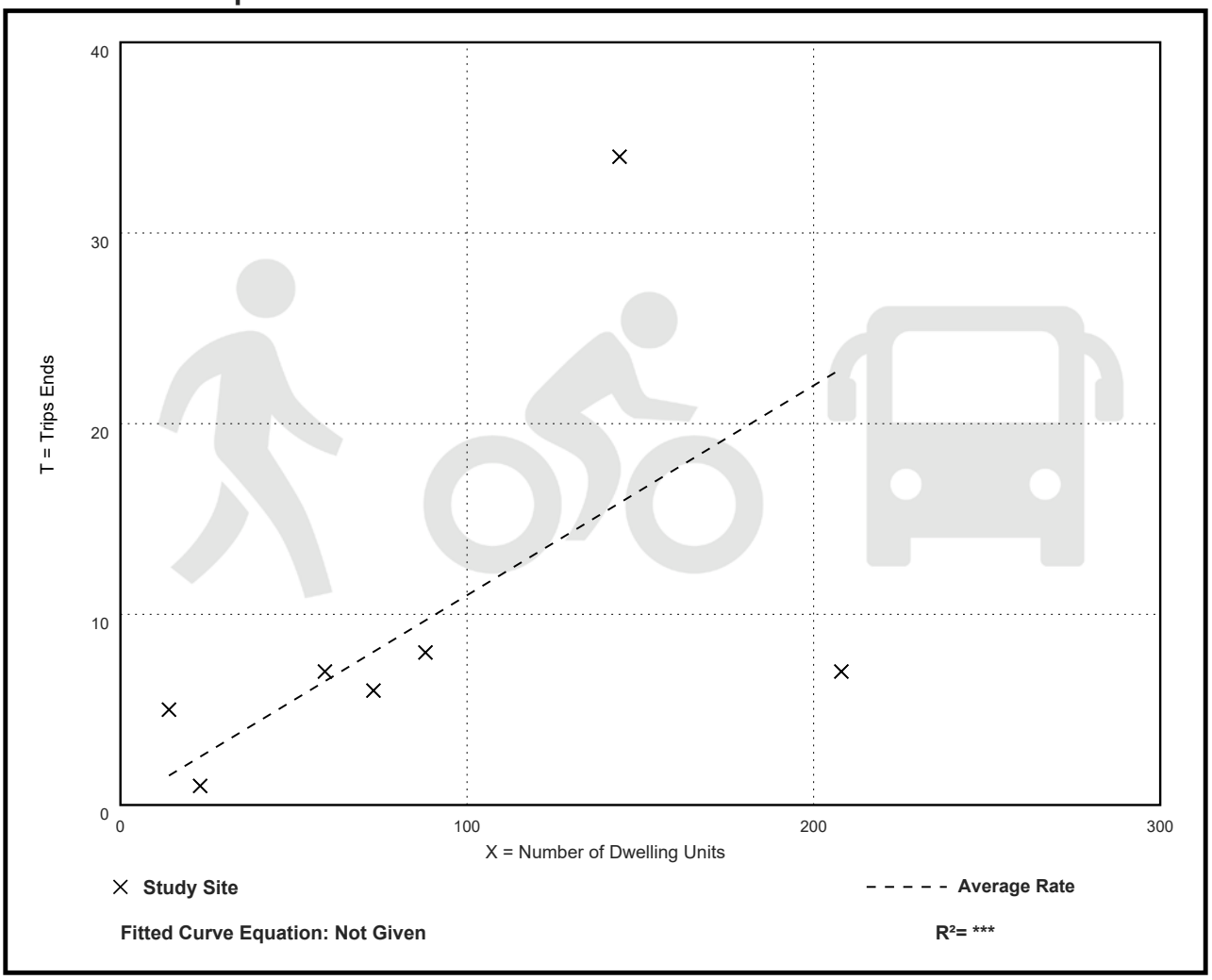
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 87
Directional Distribution: 75% entering, 25% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.11	0.03 - 0.36	0.09

Data Plot and Equation



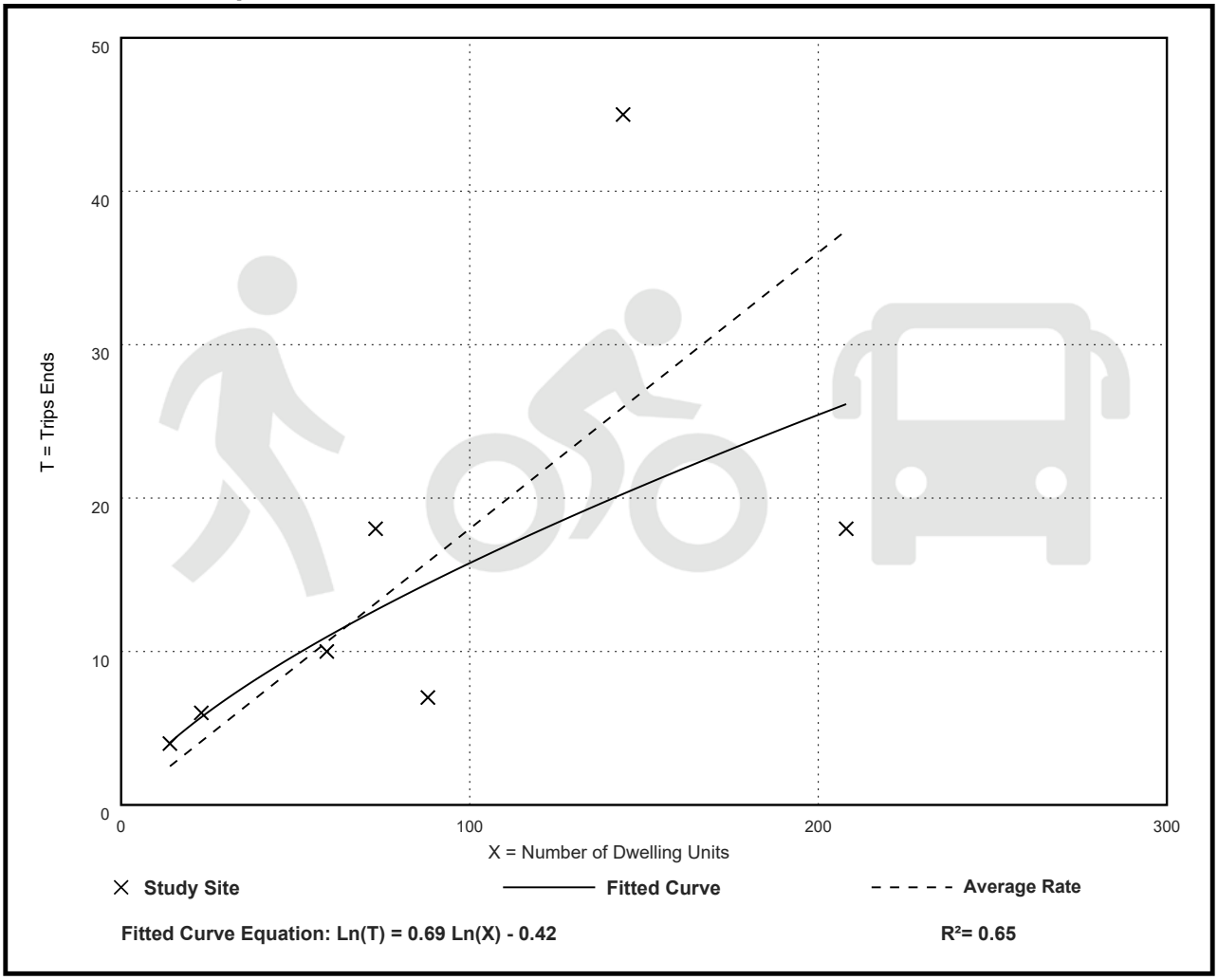
Single-Family Attached Housing
(215)

Walk+Bike+Transit Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 87
Directional Distribution: 38% entering, 62% exiting

Walk+Bike+Transit Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.08 - 0.31	0.11

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.69 Ln(X) - 0.42

R^2= 0.65

Land Use: 223
Affordable Housing

Description

Affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age. Multifamily housing (low-rise) (Land Use 220), multifamily housing (mid-rise) (Land Use 221), and multifamily housing (high-rise) (Land Use 222) are related land uses.

Land Use Subcategory

Data are presented for three subcategories for this land use: (1) sites with income limitations for its tenants (denoted as income limits in the data plots), (2) sites with both minimum age thresholds and income limitations for its tenants (denoted as senior in the data plots), and (3) sites designed for and occupied by residents with special needs, such as persons with physical and mental impairments, single mothers, recovering addicts and others living in a group setting.

Additional Data

For most study sites contained in this land use, all dwelling units in the development are classified as affordable units. For residential study sites that provide a mix of market value and affordable units, the study sites with at least 75 percent of the dwelling units designated as affordable are also included in this land use database.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s and 2010s in California, Ontario (CAN), and New Jersey.

Source Numbers

237, 918, 1003, 1004, 1046, 1057

Affordable Housing - Income Limits
(223)

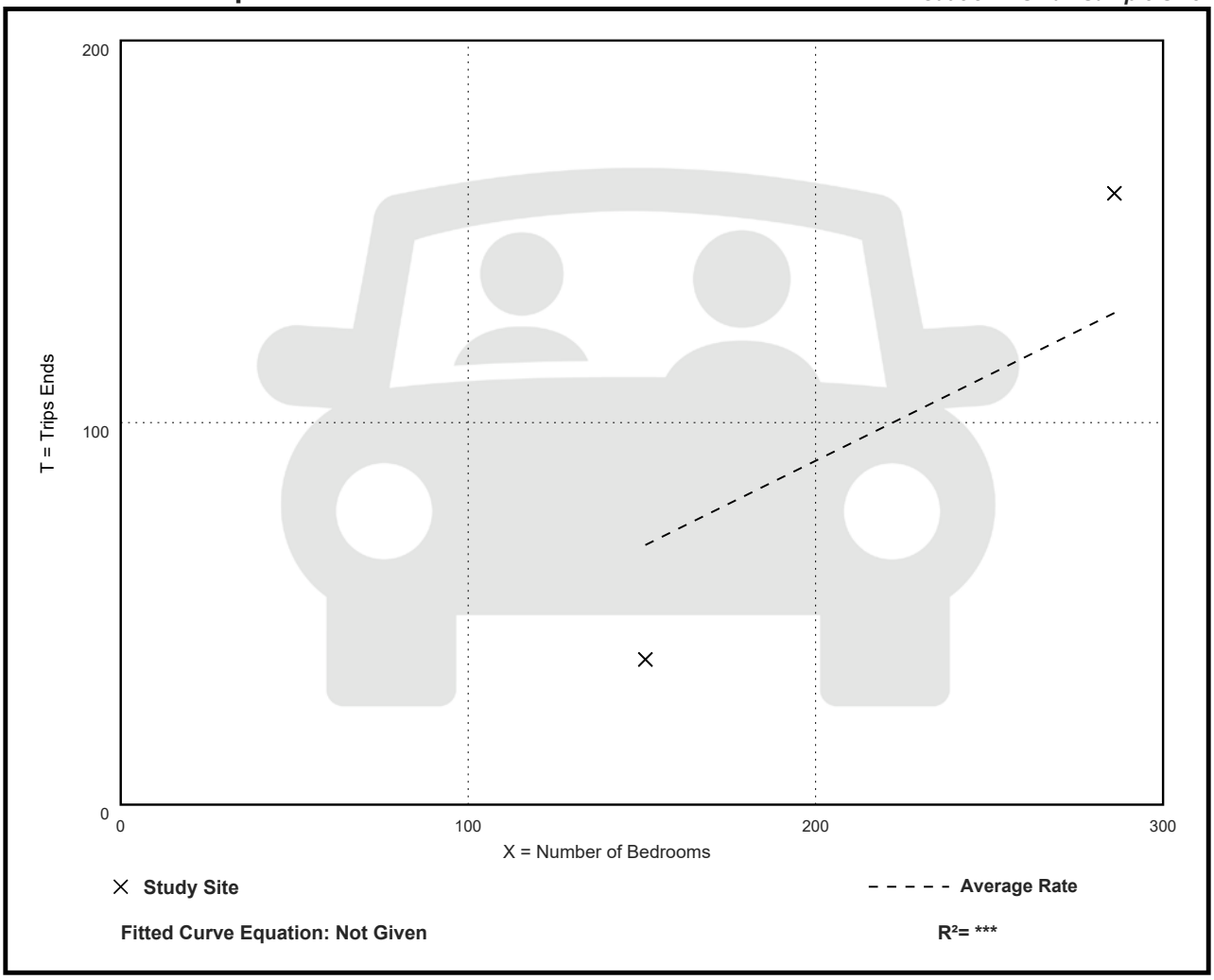
Vehicle Trip Ends vs: Bedrooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: 37% entering, 63% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.45	0.25 - 0.56	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Bedrooms
On a: Weekday,
AM Peak Hour of Generator

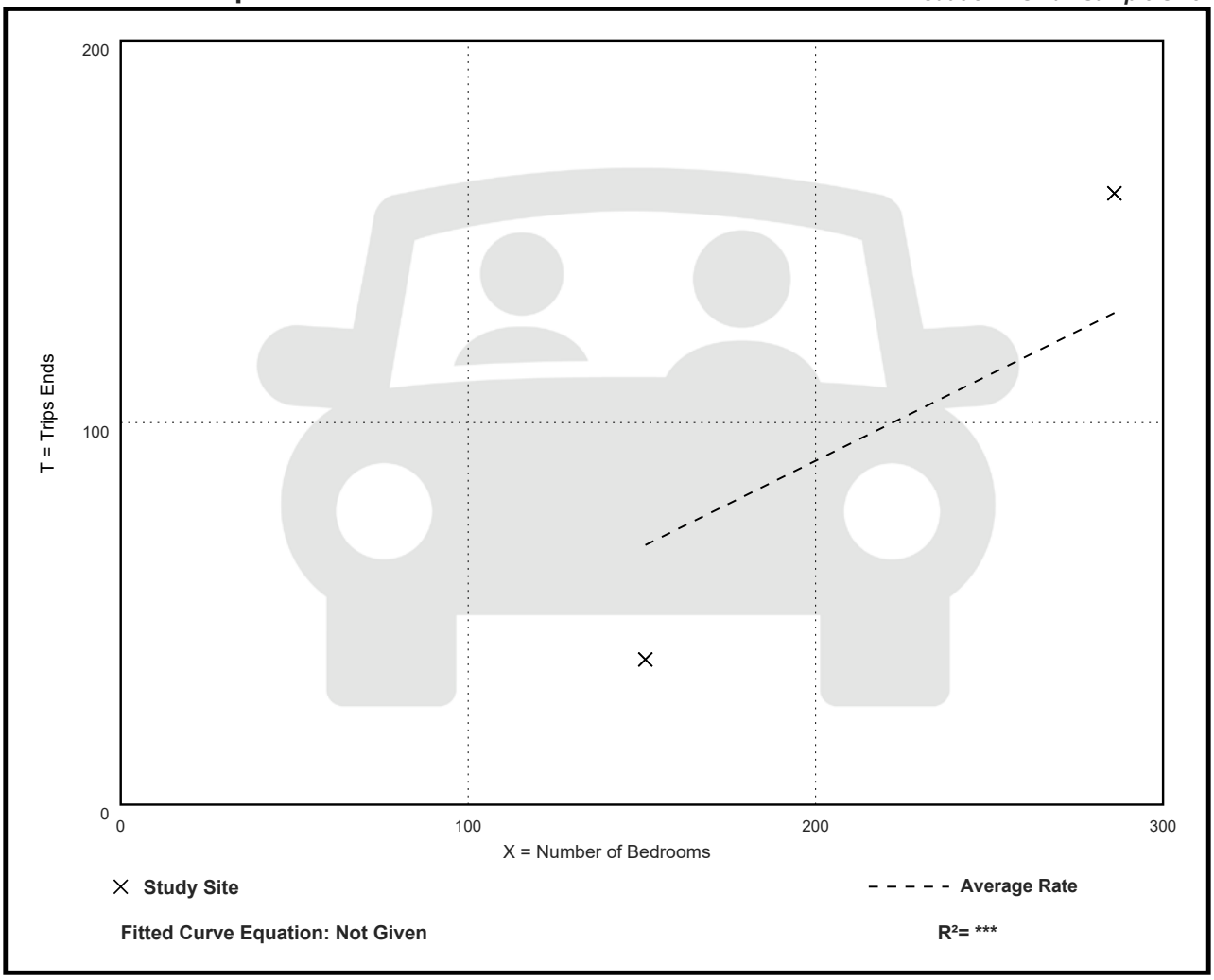
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.45	0.25 - 0.56	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Bedrooms
On a: Weekday,
PM Peak Hour of Generator

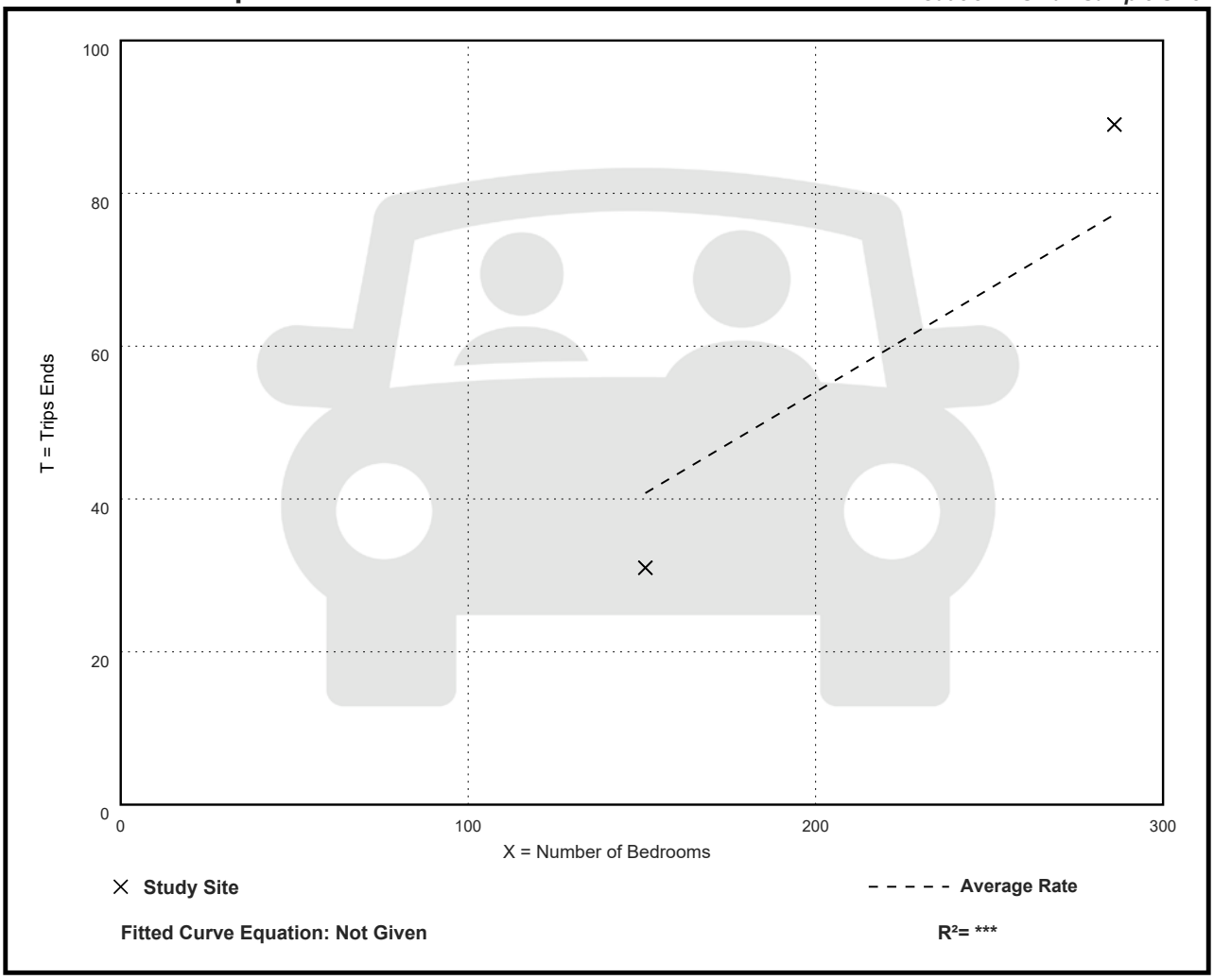
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Bedrooms: 219
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.27	0.21 - 0.31	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Affordable Housing - Income Limits (223)

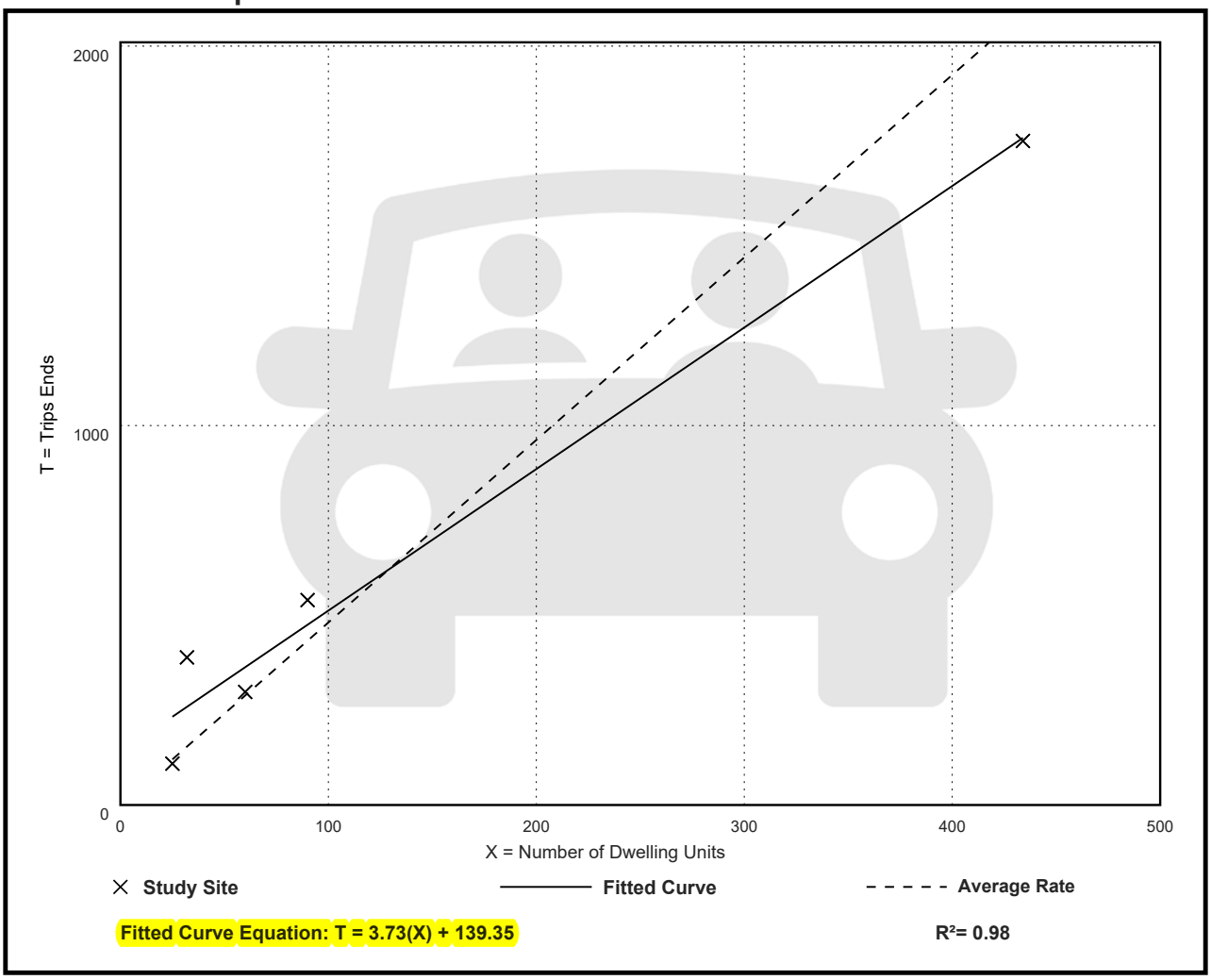
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Dwelling Units: 128
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.81	4.03 - 12.16	2.03

Data Plot and Equation



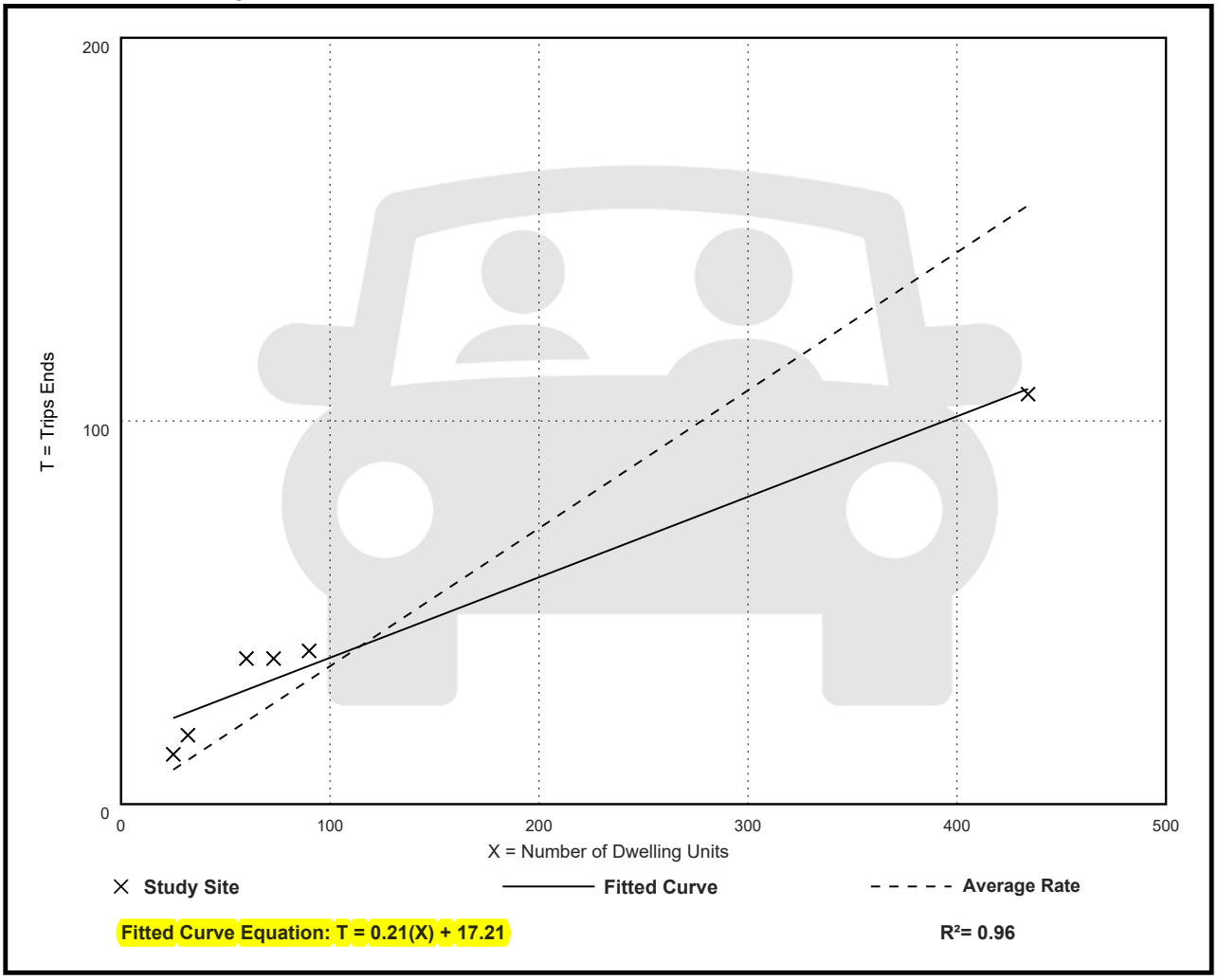
Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Dwelling Units: 119
Directional Distribution: 29% entering, 71% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.25 - 0.63	0.16

Data Plot and Equation



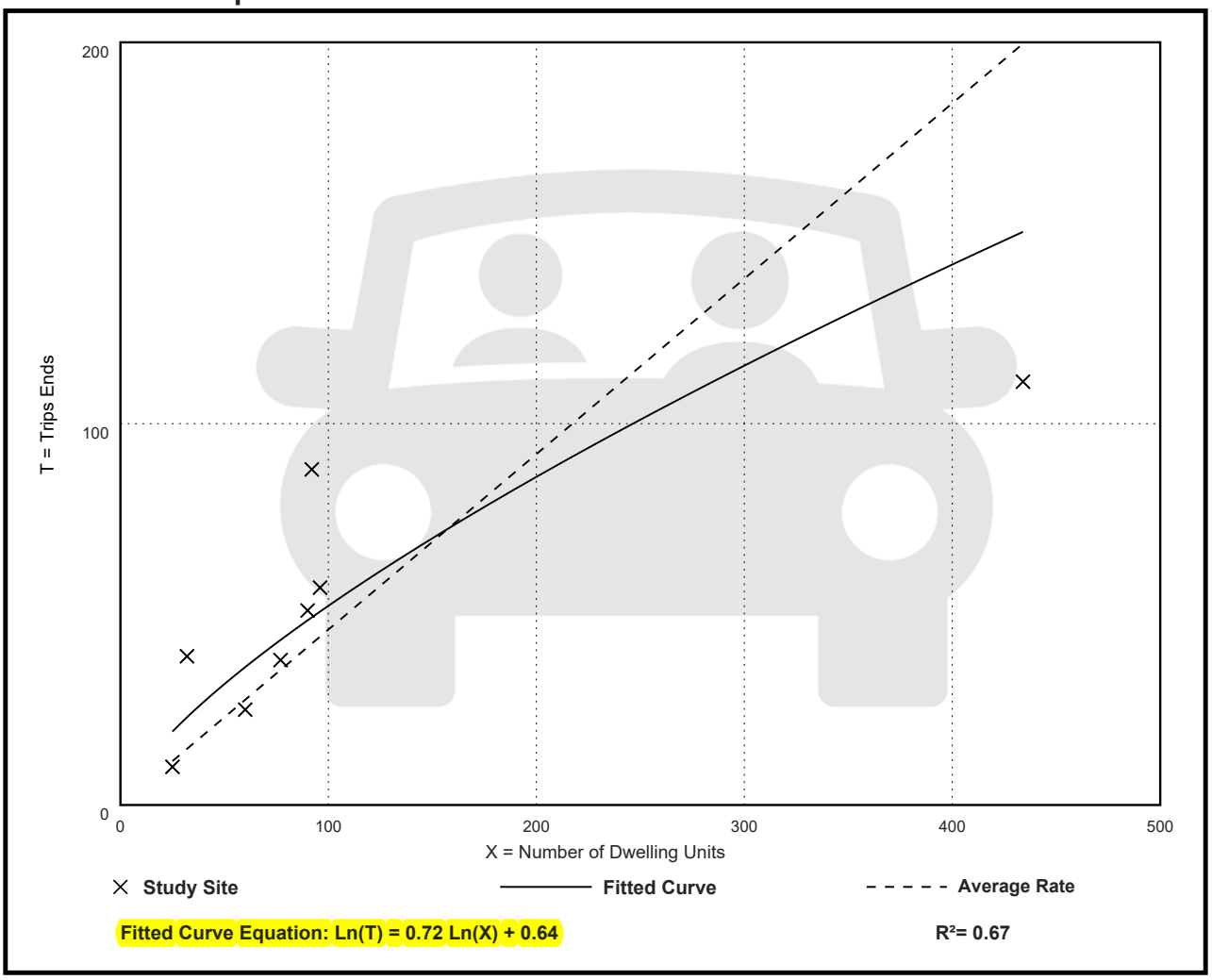
Affordable Housing - Income Limits (223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 8
Avg. Num. of Dwelling Units: 113
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.46	0.26 - 1.22	0.28

Data Plot and Equation



Affordable Housing - Income Limits
(223)

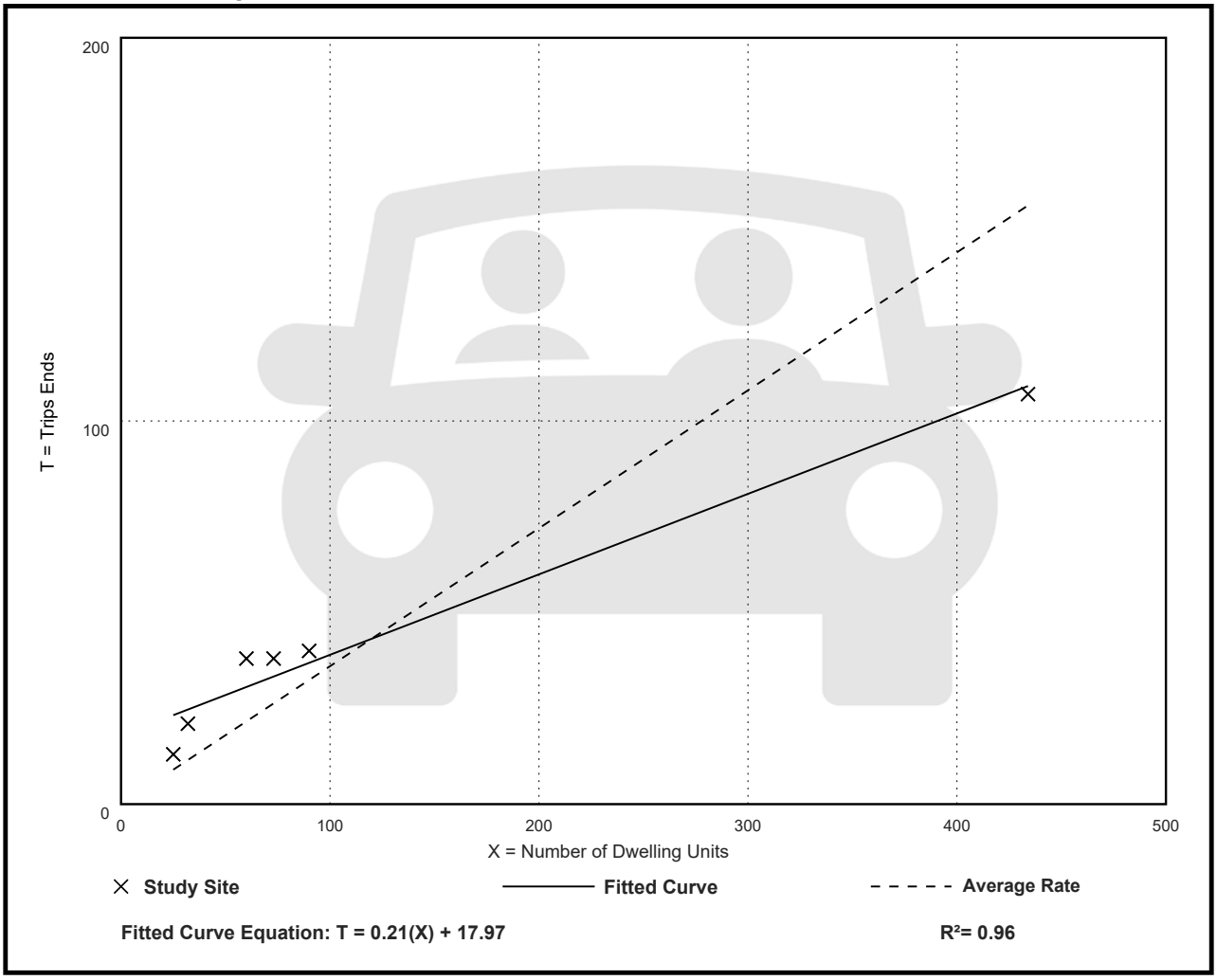
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 6
Avg. Num. of Dwelling Units: 119
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.36	0.25 - 0.66	0.16

Data Plot and Equation



Fitted Curve Equation: T = 0.21(X) + 17.97

R^2= 0.96

Affordable Housing - Income Limits
(223)

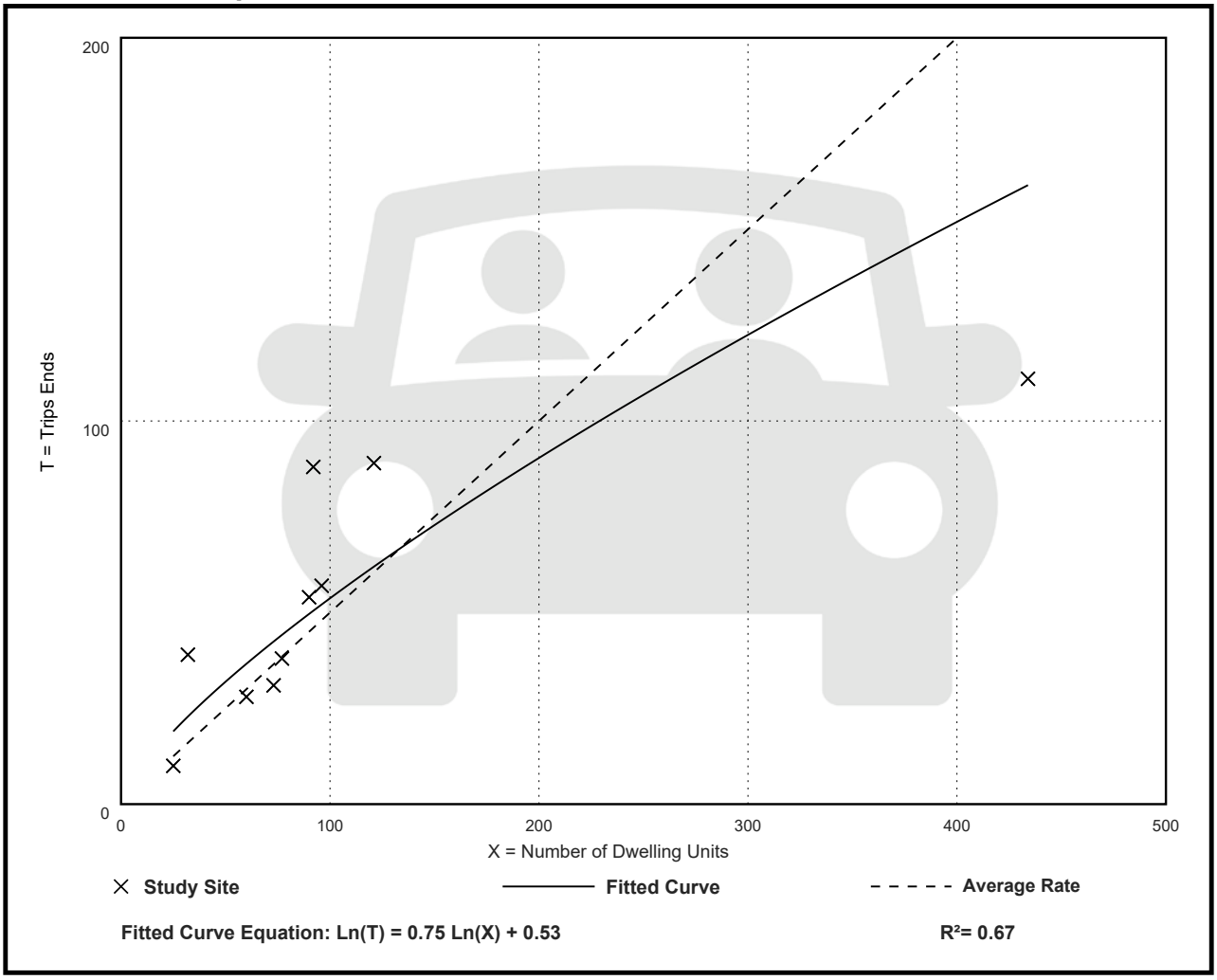
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 10
Avg. Num. of Dwelling Units: 110
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.50	0.26 - 1.22	0.27

Data Plot and Equation



Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

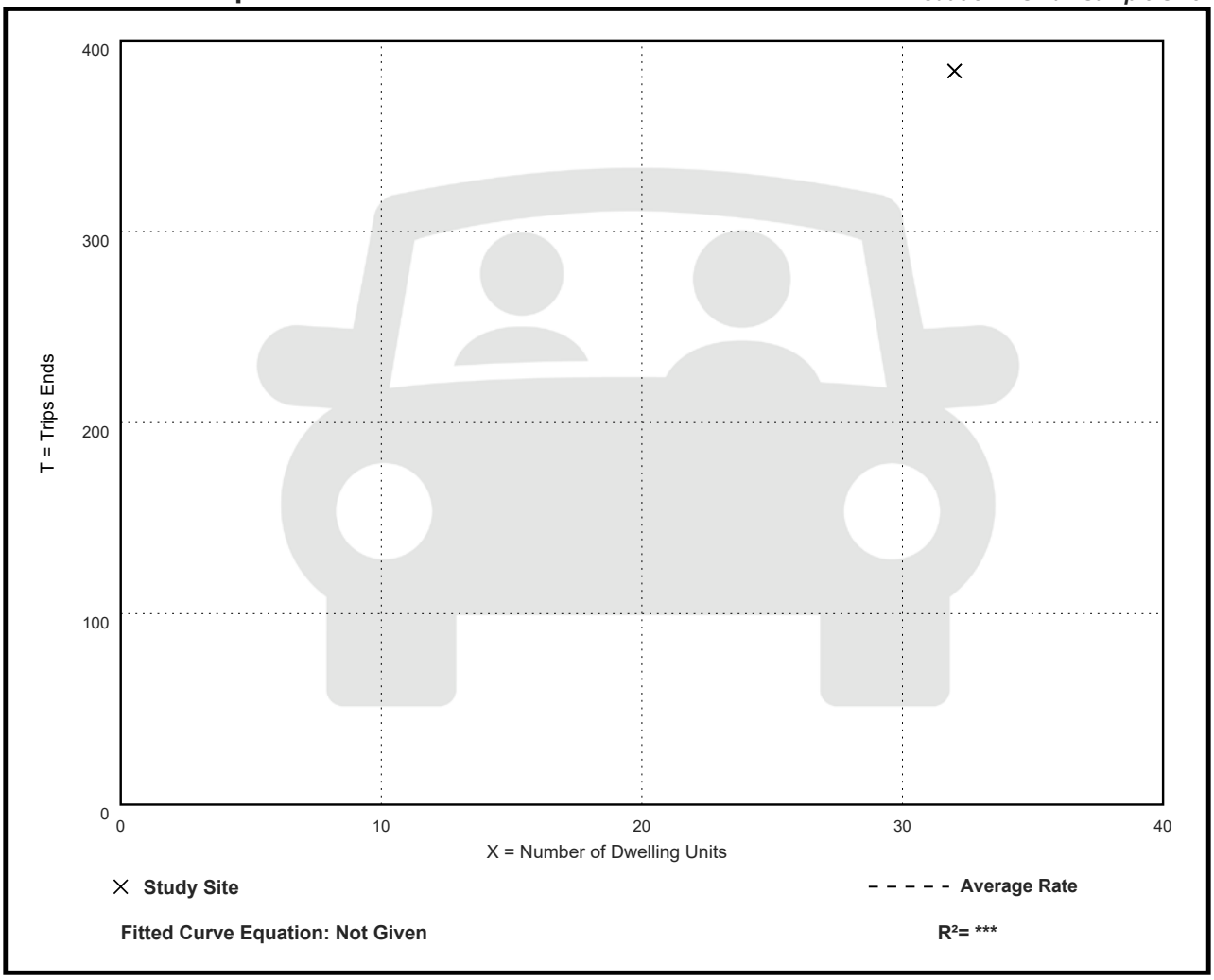
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 32
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
12.00	12.00 - 12.00	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

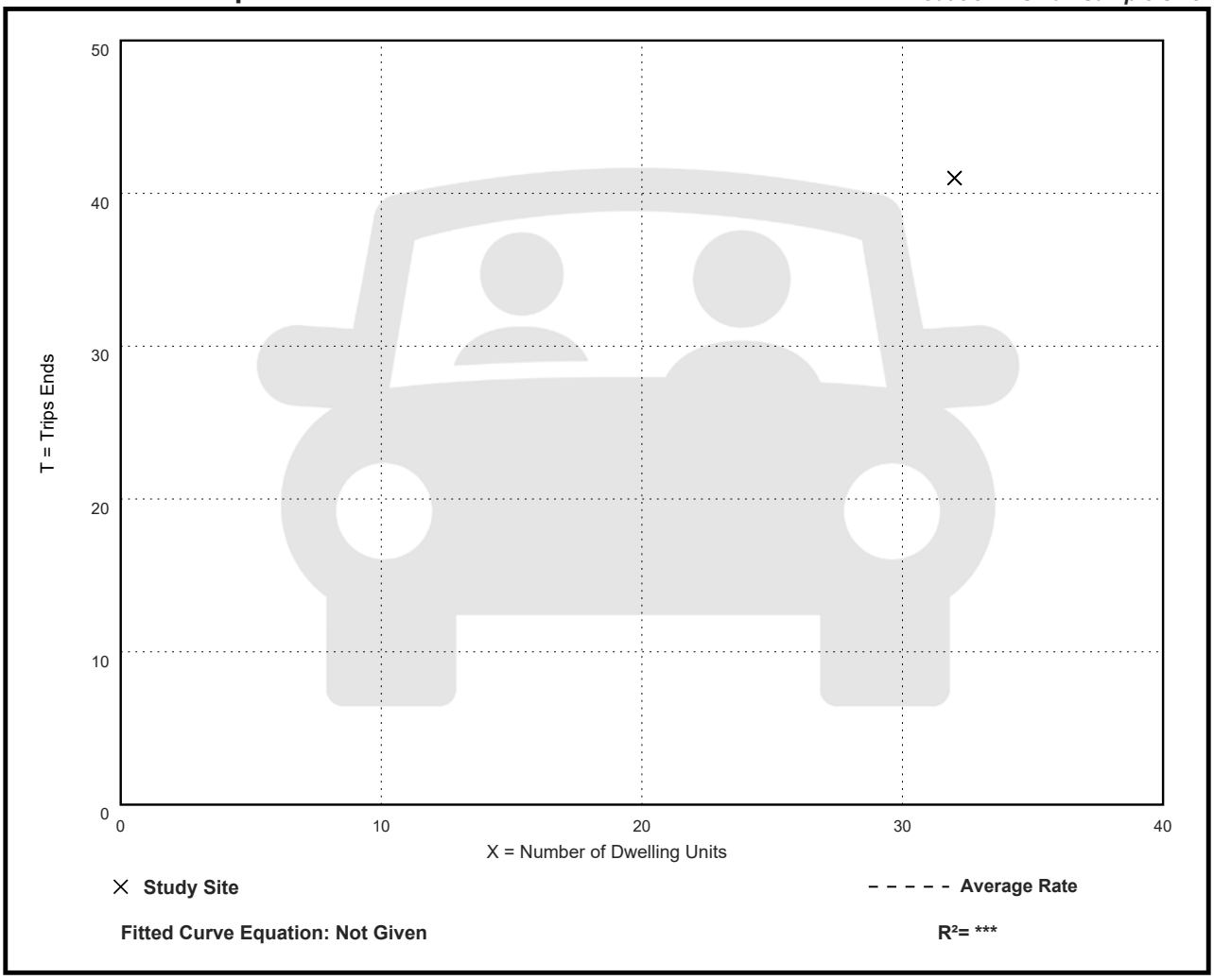
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 32
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.28	1.28 - 1.28	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday

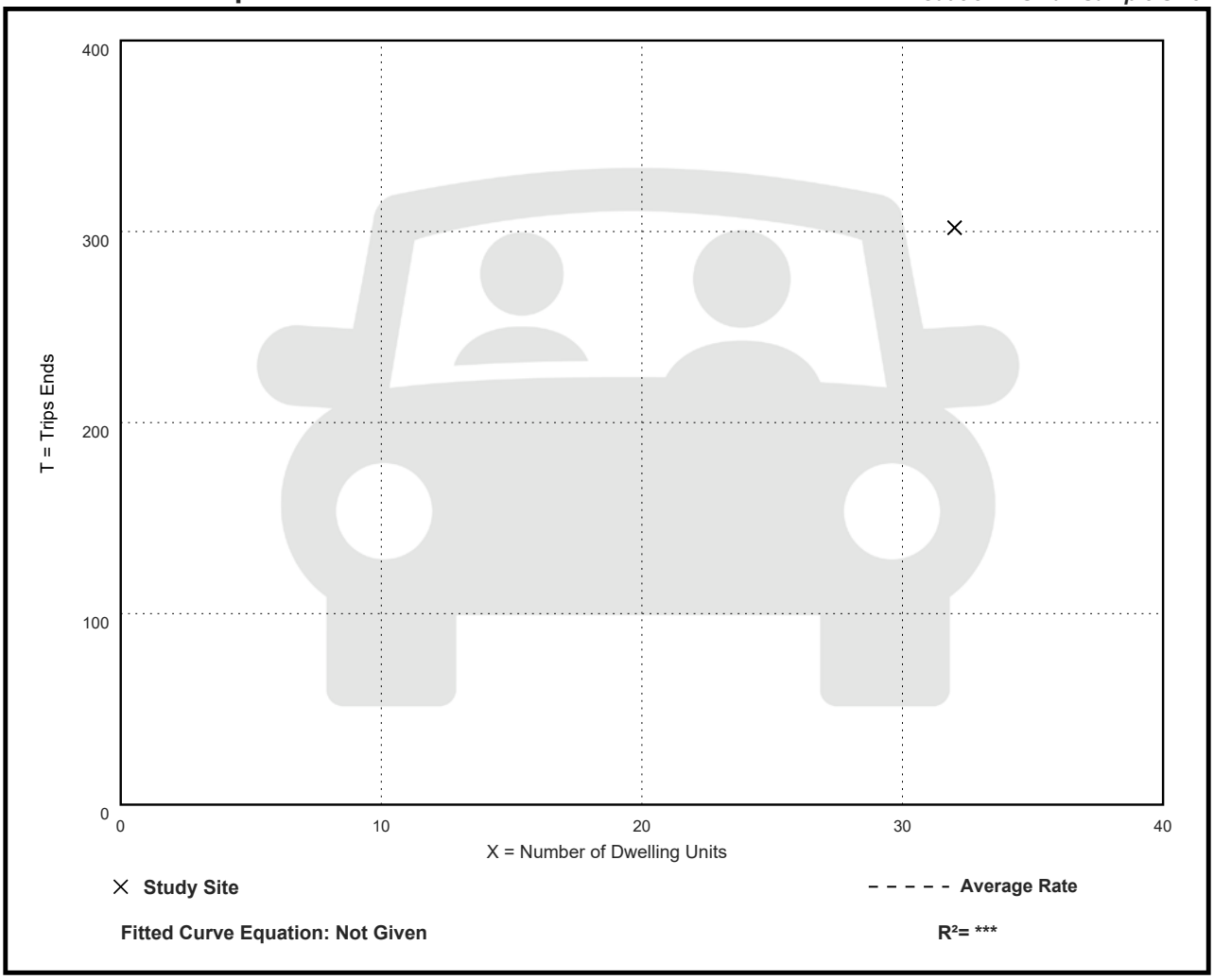
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 32
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	9.44 - 9.44	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

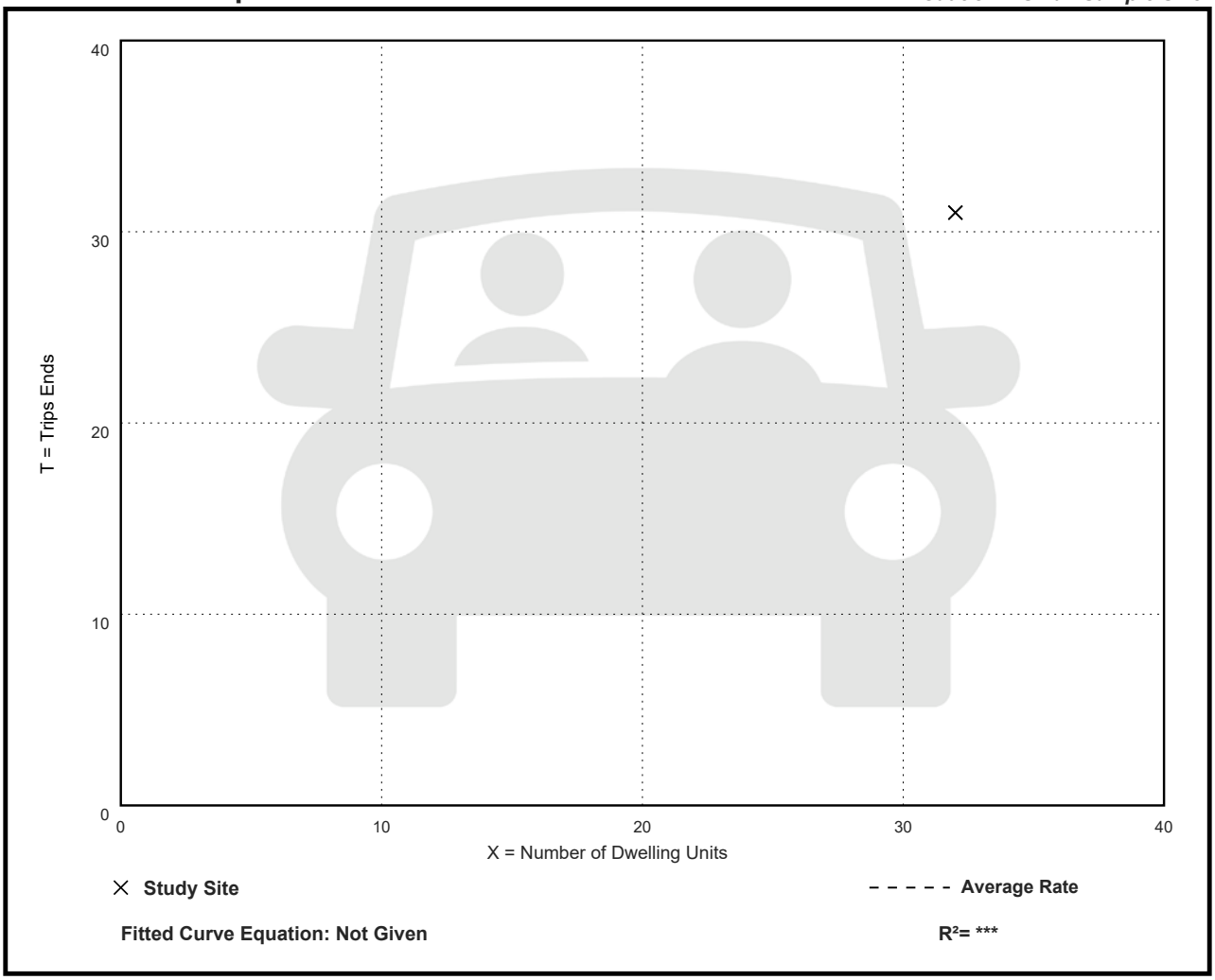
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 32
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.97	0.97 - 0.97	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Residents
On a: Weekday

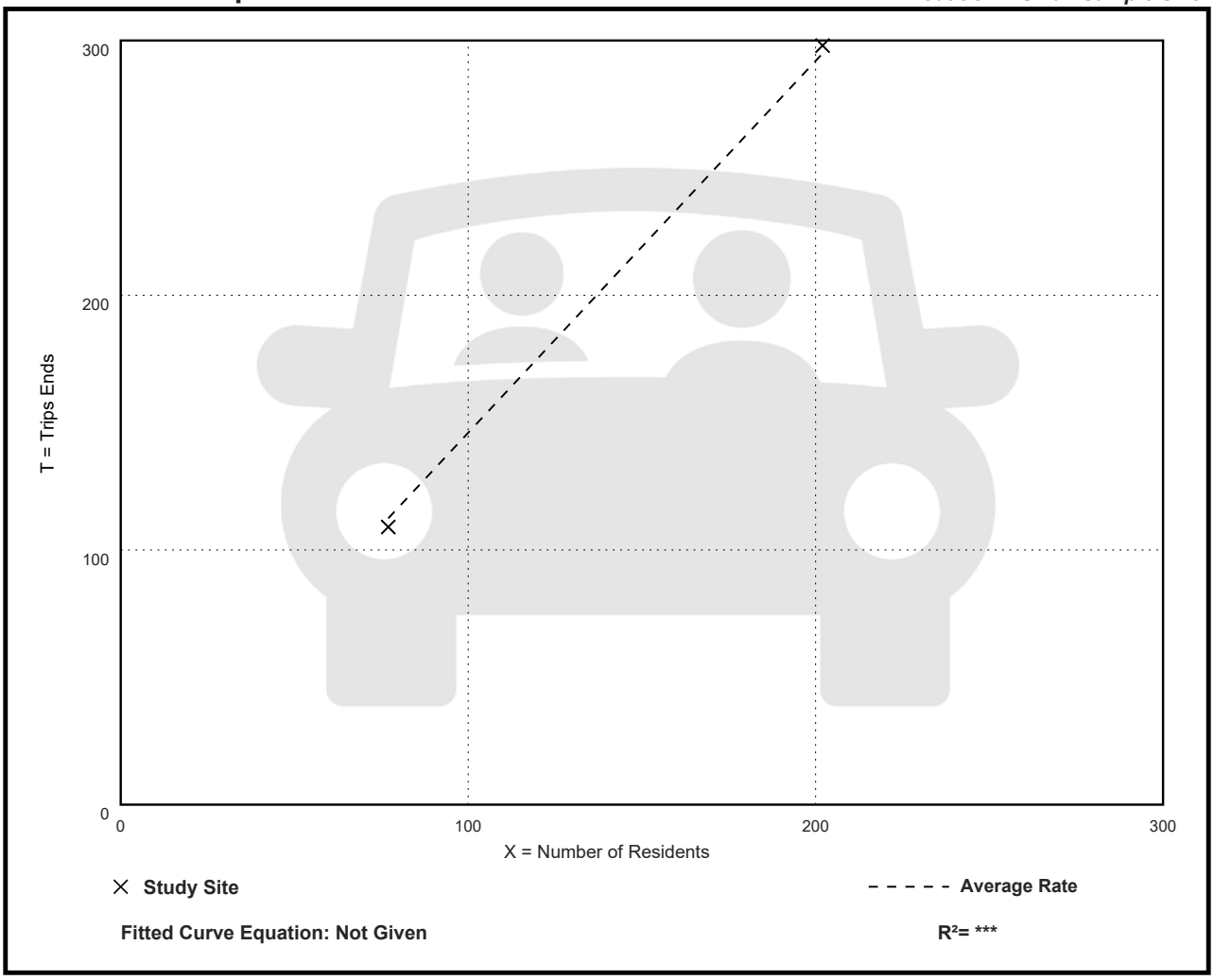
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Residents: 140
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
1.46	1.42 - 1.48	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Affordable Housing - Income Limits
(223)

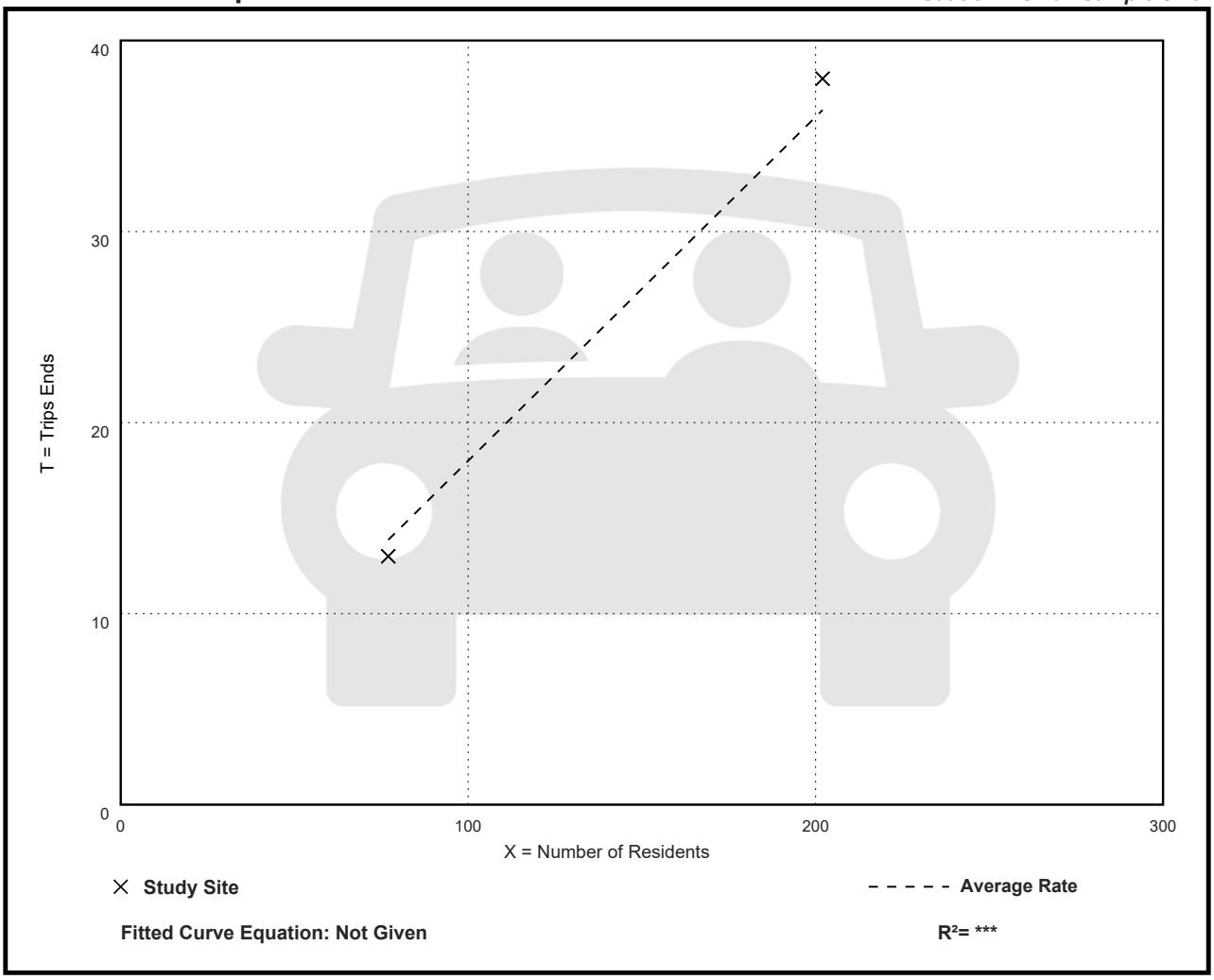
Vehicle Trip Ends vs: Residents
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Residents: 140
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.18	0.17 - 0.19	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits
(223)

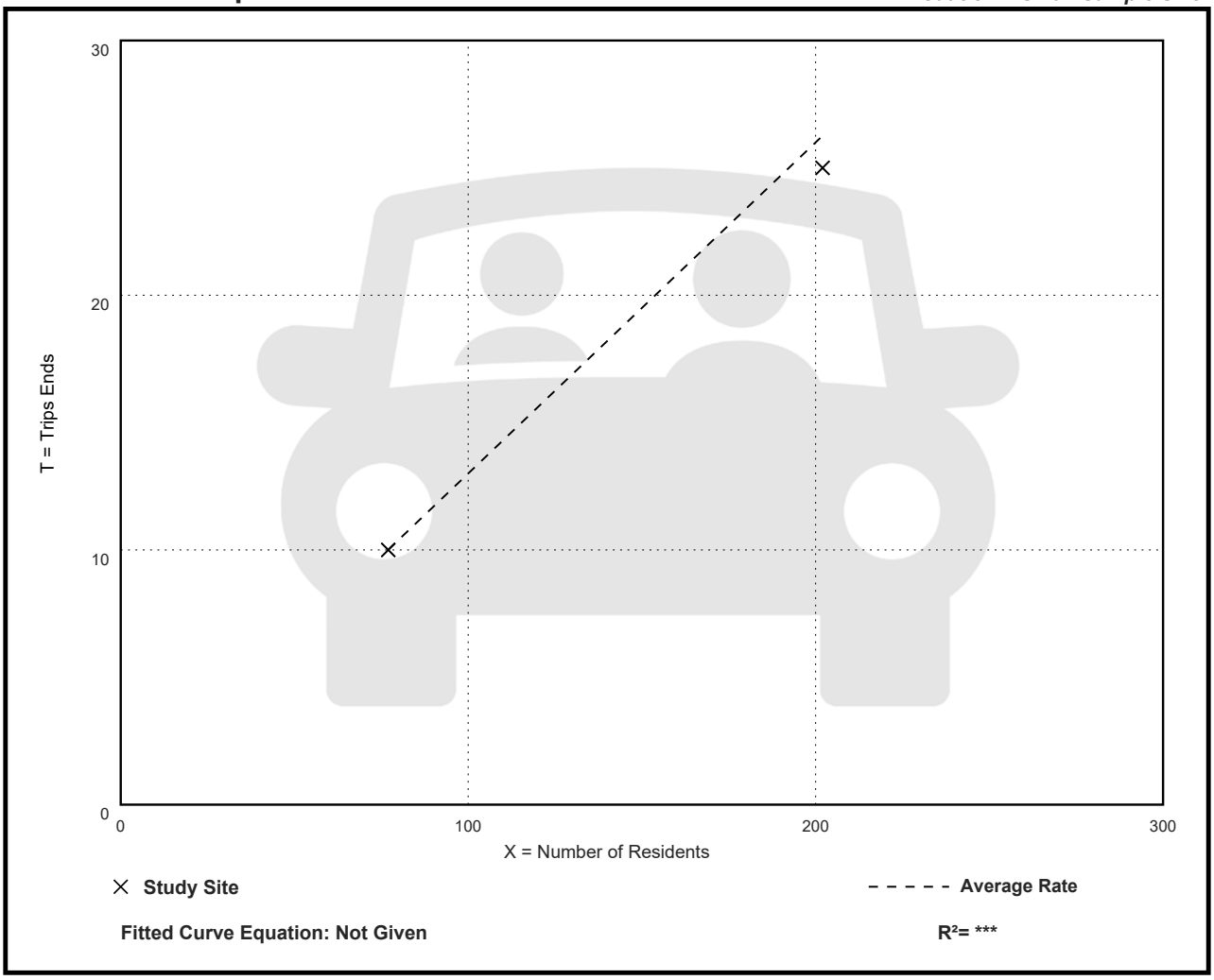
Vehicle Trip Ends vs: Residents
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Residents: 140
Directional Distribution: 71% entering, 29% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.13	0.12 - 0.13	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Residents
On a: Weekday,
AM Peak Hour of Generator

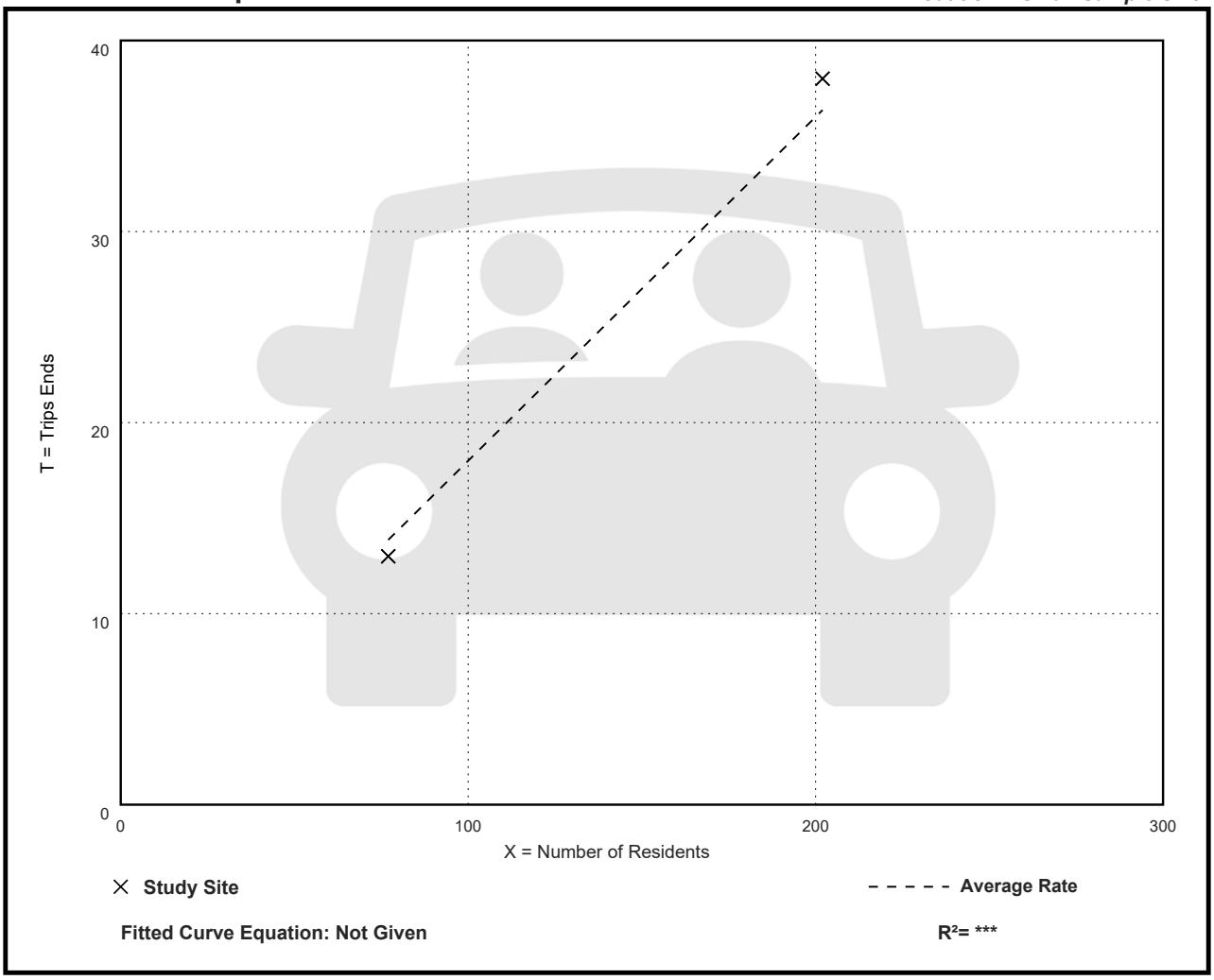
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Residents: 140
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.18	0.17 - 0.19	***

Data Plot and Equation

Caution – Small Sample Size



Affordable Housing - Income Limits
(223)

Vehicle Trip Ends vs: Residents
On a: Weekday,
PM Peak Hour of Generator

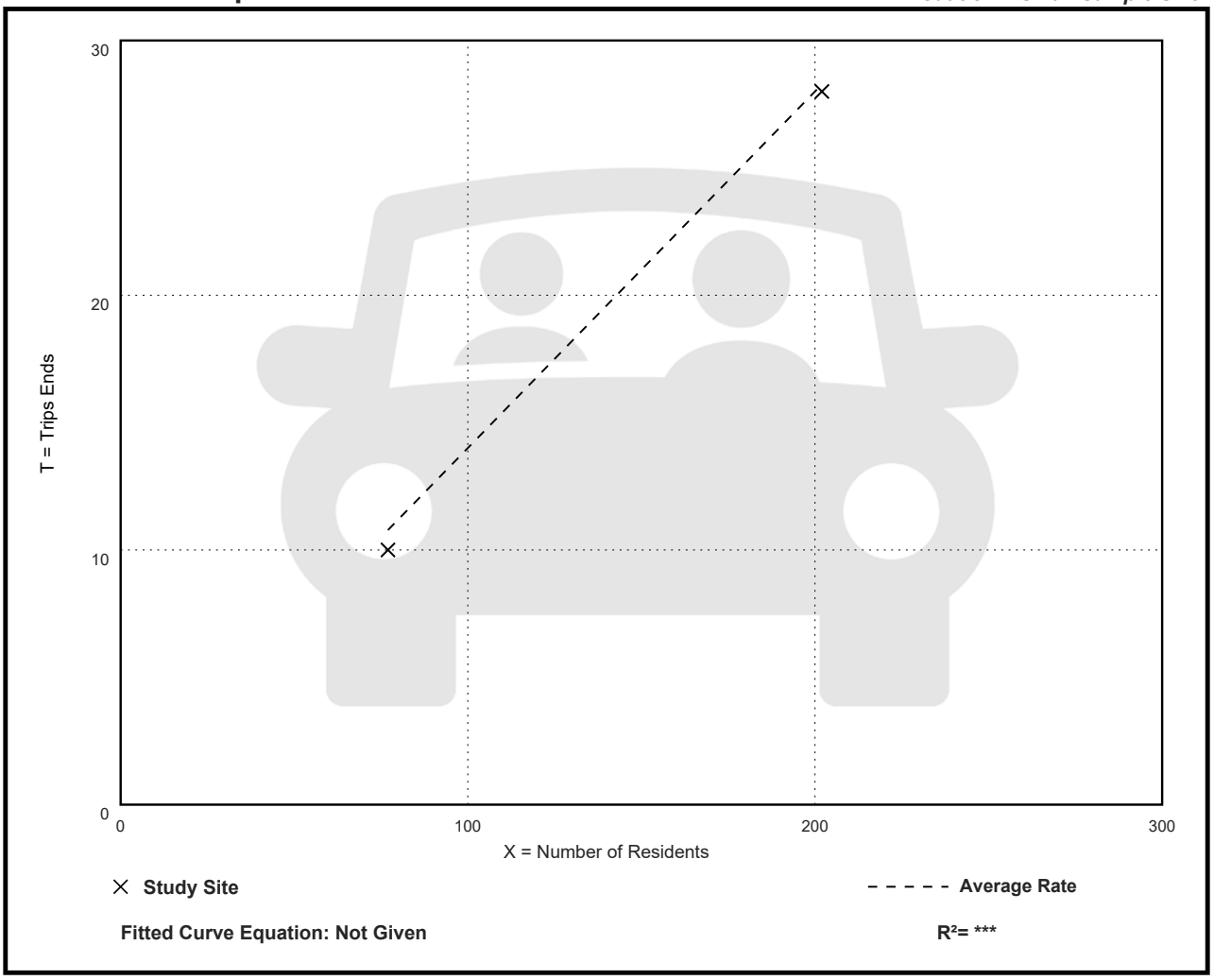
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Residents: 140
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Resident

Average Rate	Range of Rates	Standard Deviation
0.14	0.13 - 0.14	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

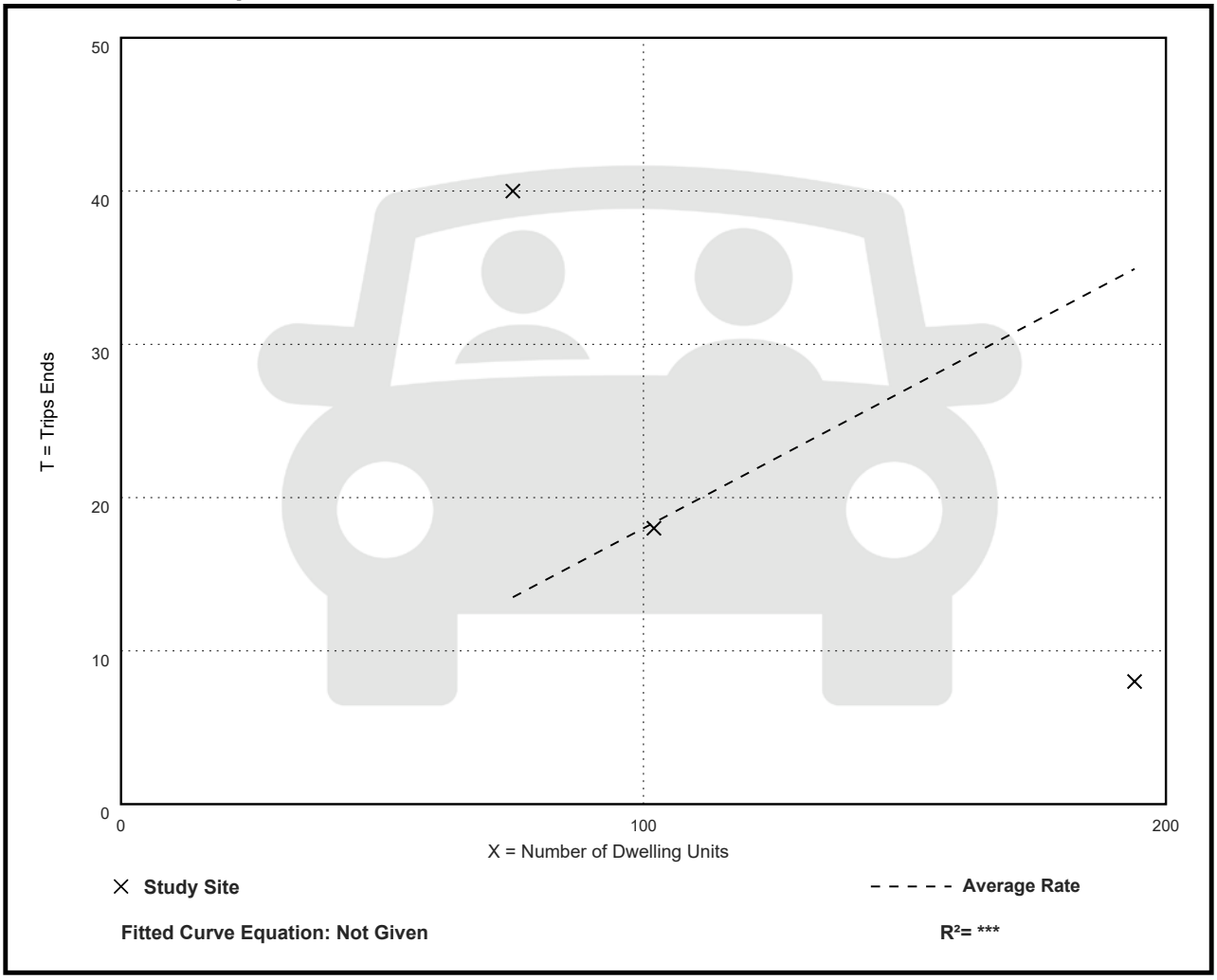
Affordable Housing - Senior
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. Num. of Dwelling Units: 124
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.18	0.04 - 0.53	0.23

Data Plot and Equation



Affordable Housing - Senior
(223)

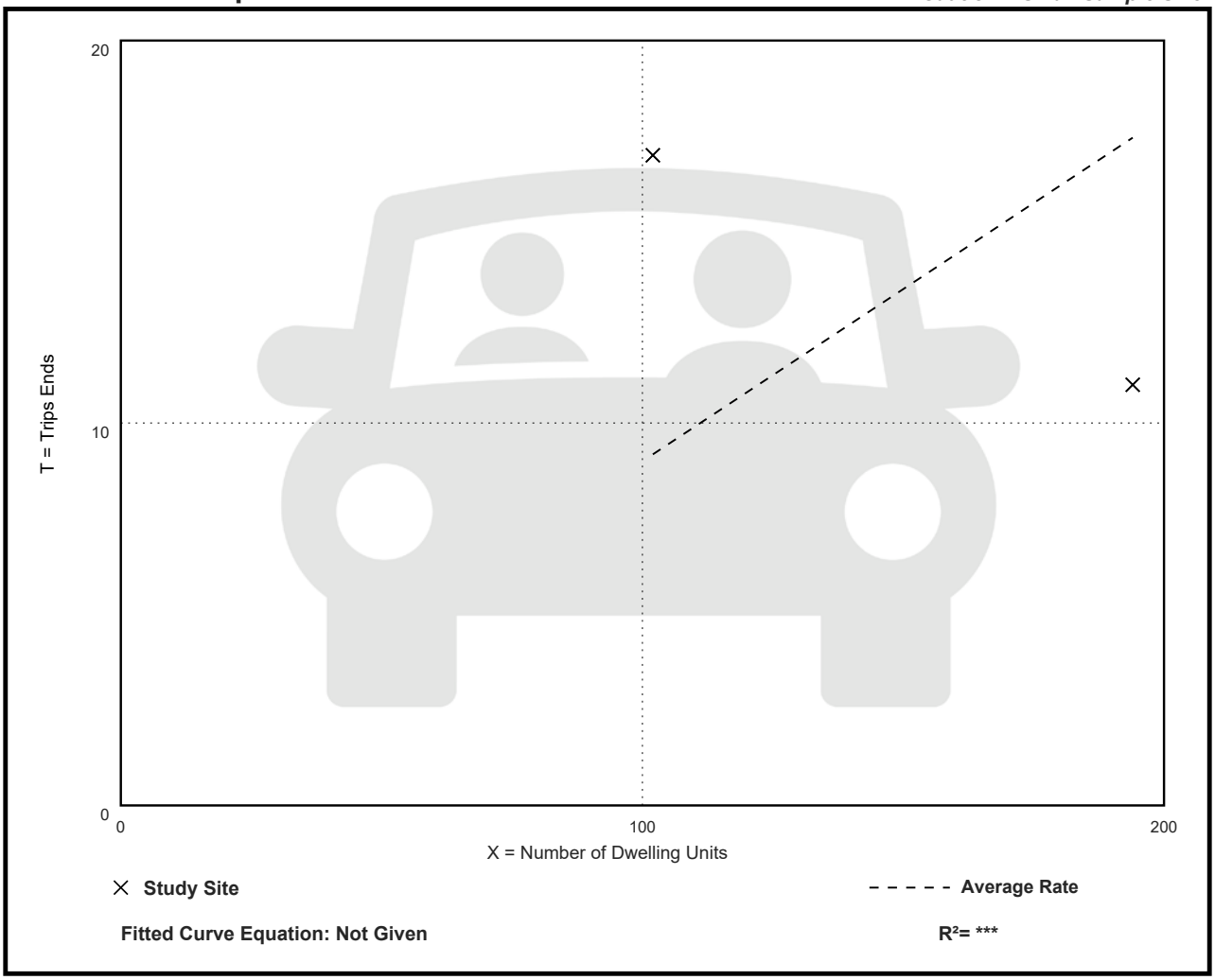
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 2
Avg. Num. of Dwelling Units: 148
Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.09	0.06 - 0.17	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= ***

Affordable Housing - Senior
(223)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
PM Peak Hour of Generator

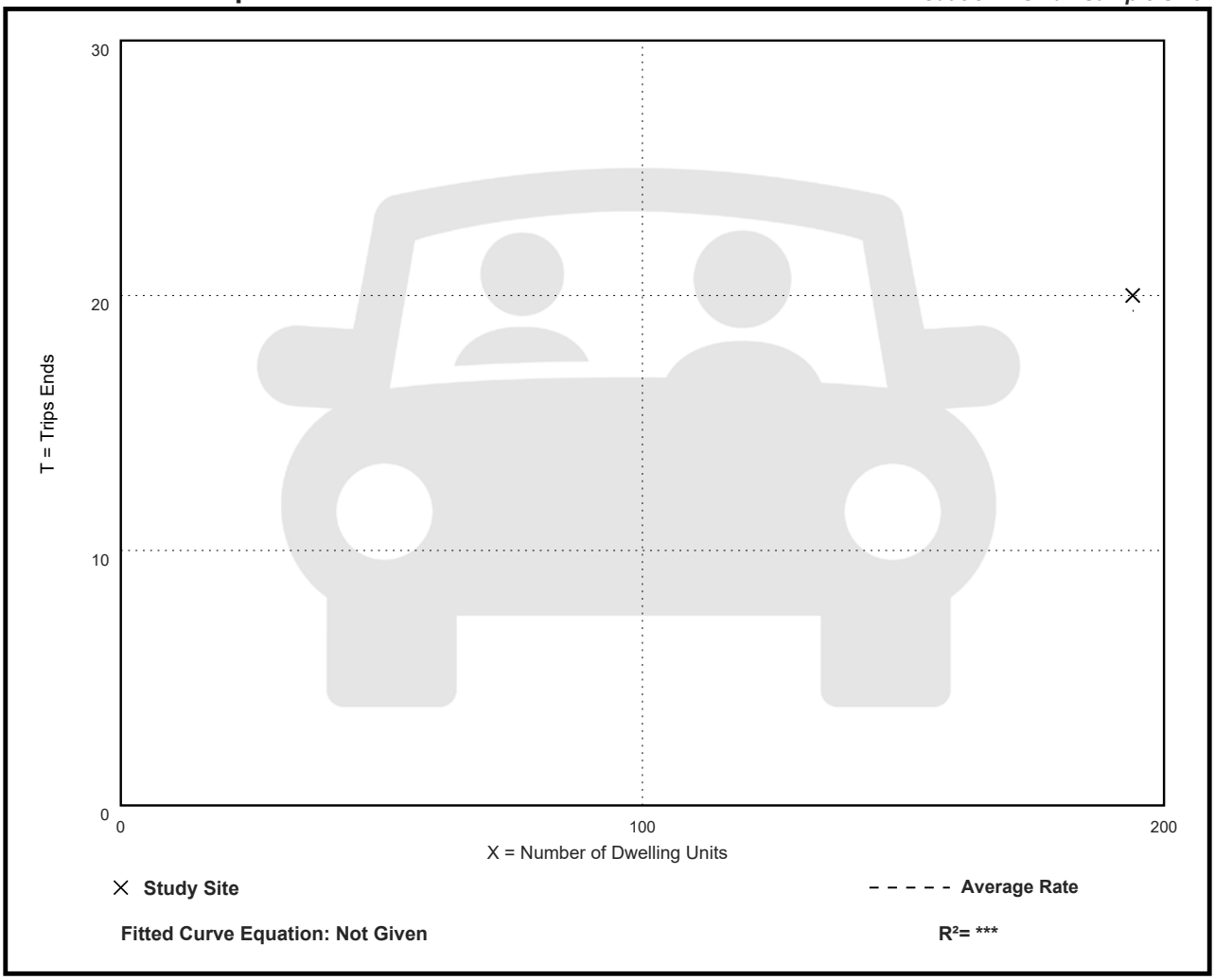
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Dwelling Units: 194
Directional Distribution: 64% entering, 36% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.10	0.10 - 0.10	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

APPENDIX E

CUMULATIVE PROJECTS INFORMATION

TOTAL CUMULATIVE PROJECTS TRAFFIC

AM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Century Blvd at Yukon Ave	0	0	6	0	0	7	8	241	0	8	347	0
2	Century Blvd at Crenshaw Blvd	80	4	30	0	4	0	0	216	49	18	305	0
3	104th St at Prairie Ave	0	466	18	18	313	0	0	0	0	15	0	15
4	104th St at Yukon Ave	0	3	0	10	2	0	0	18	0	0	19	10
5	104th St at Crenshaw Ave	8	540	0	0	361	0	0	4	6	0	4	0
6	Lennox Blvd at Prairie Ave	0	485	0	0	328	0	0	0	0	0	0	0
7	108th St at Prairie Ave	0	485	8	0	328	0	0	0	0	7	0	0
8	108th St at Yukon Ave	0	3	0	0	2	0	0	50	0	0	38	0
9	108th St at Lemonli Ave	0	0	0	0	0	0	0	50	0	0	38	0
10	108th St/Launderland Dwy & Crenshaw Blvd	0	524	0	0	343	0	0	0	0	0	0	0
11	109th St at Crenshaw Blvd	0	524	0	0	343	0	0	0	0	0	0	0
12	111th Pl/Thoreau St at Crenshaw Blvd	0	524	0	0	343	0	0	0	0	0	0	0
13	Century Blvd at Prairie Blvd	101	439	74	24	290	0	0	67	124	99	48	35
14	104th St at Darby Ave	0	0	0	0	0	0	0	6	0	0	7	0
15	104th St at Woodworth Ave	0	0	0	0	0	0	0	6	0	0	7	0

PM Peak Hour

		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
1	Century Blvd at Yukon Ave	0	0	9	0	0	8	7	537	0	8	436	0
2	Century Blvd at Crenshaw Blvd	88	4	36	0	4	0	0	486	101	40	392	0
3	104th St at Prairie Ave	0	569	17	17	711	0	0	0	0	18	0	18
4	104th St at Yukon Ave	0	3	0	10	3	0	0	20	0	0	20	11
5	104th St at Crenshaw Ave	8	670	0	0	818	0	0	4	9	0	4	0
6	Lennox Blvd at Prairie Ave	0	587	0	0	731	0	0	0	0	0	0	0
7	108th St at Prairie Ave	0	587	7	0	731	0	0	0	0	8	0	0
8	108th St at Yukon Ave	0	3	0	0	3	0	0	40	0	0	47	0
9	108th St at Lemonli Ave	0	0	0	0	0	0	0	40	0	0	47	0
10	108th St/Launderland Dwy & Crenshaw Blvd	0	653	0	0	803	0	0	0	0	0	0	0
11	109th St at Crenshaw Blvd	0	653	0	0	803	0	0	0	0	0	0	0
12	111th Pl/Thoreau St at Crenshaw Blvd	0	653	0	0	803	0	0	0	0	0	0	0
13	Century Blvd at Prairie Blvd	192	552	159	47	694	0	0	74	161	129	84	43
14	104th St at Darby Ave	0	0	0	0	0	0	0	7	0	0	7	0
15	104th St at Woodworth Ave	0	0	0	0	0	0	0	7	0	0	7	0

Int. #:	1	Century Blvd at Yukon Ave

Mirror distribution? y Entire Intersection

Mirror distribution?

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	8	22	0	8	314	0
AM Out		0	0	6	0	0	7	0	219	0	0	33	0
AM Tot		0	0	6	0	0	7	8	241	0	8	347	0
PM In		0	0	0	0	0	0	7	43	0	8	396	0
PM Out		0	0	9	0	0	8	0	494	0	0	40	0
PM Tot		0	0	9	0	0	8	7	537	0	8	436	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	0	0	0	0	0	0	0	0	0	271	0
AM Out	1,219	0	0	0	0	0	0	0	183	0	0	0	0
PM In	2,343	0	0	0	0	0	0	0	0	0	0	351	0
PM Out	2,983	0	0	0	0	0	0	0	447	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	0	0	0	0	0	0	0	0	0	17	0
AM Out	94	0	0	0	0	0	0	0	14	0	0	0	0
PM In	137	0	0	0	0	0	0	0	0	0	0	21	0
PM Out	131	0	0	0	0	0	0	0	20	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											20%	
y	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	0	0	0	0	0	0	0	0	0	17	0
AM Out	43	0	0	0	0	0	0	0	9	0	0	0	0
PM In	62	0	0	0	0	0	0	0	0	0	0	12	0
PM Out	87	0	0	0	0	0	0	0	17	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In										15%		
y	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%
PM Out	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	8	0	0
AM Out	38	0	0	6	0	0	0	0	0	0	0	0	0
PM In	56	0	0	0	0	0	0	0	0	0	8	0	0
PM Out	60	0	0	9	0	0	0	0	0	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In							10%	10%				
y	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	0	0	0	8	8	0	0	0	0
AM Out	70	0	0	0	0	0	7	0	0	0	0	7	0
PM In	71	0	0	0	0	0	0	7	7	0	0	0	0
PM Out	80	0	0	0	0	0	8	0	0	0	0	8	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
y	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	9	0
AM Out	251	0	0	0	0	0	0	0	13	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	12	0
PM Out	191	0	0	0	0	0	0	0	10	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								5%				
y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	0	0	0	14	0	0	0	0
AM Out	519	0	0	0	0	0	0	0	0	0	0	26	0
PM In	727	0	0	0	0	0	0	0	36	0	0	0	0
PM Out	640	0	0	0	0	0	0	0	0	0	0	32	0

Int. #:	2	Century Blvd at Crenshaw Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		17	0	0	0	4	0	0	0	40	18	305	0
AM Out		63	4	30	0	0	0	0	216	9	0	0	0
AM Tot		80	4	30	0	4	0	0	216	49	18	305	0
PM In		12	0	0	0	4	0	0	0	84	40	392	0
PM Out		76	4	36	0	0	0	0	486	17	0	0	0
PM Tot		88	4	36	0	4	0	0	486	101	40	392	0

Zone #	1	CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	0	0	0	0	0	0	0	0	0	271	0
AM Out	1,219	0	0	0	0	0	0	0	183	0	0	0	0
PM In	2,343	0	0	0	0	0	0	0	0	0	0	351	0
PM Out	2,983	0	0	0	0	0	0	0	447	0	0	0	0

Zone #	2	CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	0	0	0	0	0	0	0	0	0	17	0
AM Out	94	0	0	0	0	0	0	0	14	0	0	0	0
PM In	137	0	0	0	0	0	0	0	0	0	0	21	0
PM Out	131	0	0	0	0	0	0	0	20	0	0	0	0

Zone #	3	CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	20%											
Y	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%
AM Out												
PM In	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	17	0	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	0	0	0	0	9	0	0	0
PM In	62	12	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	17	0	0	0

Zone #	4	CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	8	0
AM Out	38	0	0	0	0	0	0	0	6	0	0	0	0
PM In	56	0	0	0	0	0	0	0	0	0	0	8	0
PM Out	60	0	0	0	0	0	0	0	9	0	0	0	0

Zone #	5	CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%				15%	5%		
Y	15%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	15%	5%	0%	0%
PM Out	15%	5%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	0	4	0	0	0	12	4	0	0
AM Out	70	11	4	4	0	0	0	0	0	0	0	0	0
PM In	71	0	0	0	0	4	0	0	0	11	4	0	0
PM Out	80	12	4	4	0	0	0	0	0	0	0	0	0

Zone #	6	CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
Y	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	9	0
AM Out	251	0	0	0	0	0	0	0	13	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	12	0
PM Out	191	0	0	0	0	0	0	0	10	0	0	0	0

Zone #	7	CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In									10%	5%		
Y	10%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	10%	5%	0%	0%
PM Out	10%	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	0	0	0	0	28	14	0	0
AM Out	519	52	0	26	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	0	0	0	0	73	36	0	0
PM Out	640	64	0	32	0	0	0	0	0	0	0	0	0

Int. #:	3	104th St at Prairie Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	402	18	18	41	0	0	0	0	0	0	0
AM Out		0	64	0	0	272	0	0	0	0	15	0	15
AM Tot		0	466	18	18	313	0	0	0	0	15	0	15
PM In		0	508	17	17	71	0	0	0	0	0	0	0
PM Out		0	61	0	0	640	0	0	0	0	18	0	18
PM Tot		0	569	17	17	711	0	0	0	0	18	0	18

Zone #	1	CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	597	0	0	0	0	0	0	0

Zone #	2	CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	19	0	0	0	0	0	0	0
PM In	137	0	27	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	26	0	0	0	0	0	0	0

Zone #	3	CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	17	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	9	0	0	0	0	0	0	0
PM In	62	0	12	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	17	0	0	0	0	0	0	0

Zone #	4	CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			10%	10%								
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	10%
AM Out												
PM In	0%	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	10%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	6	6	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	0	0	0	0	0	4	0	4
PM In	56	0	0	6	6	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	0	0	0	0	0	6	0	6

Zone #	5	CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In			15%	15%								
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	15%
AM Out												
PM In	0%	0%	15%	15%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	15%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	12	12	0	0	0	0	0	0	0	0
AM Out	70	0	0	0	0	0	0	0	0	0	11	0	11
PM In	71	0	0	11	11	0	0	0	0	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	12	0	12

Zone #	6	CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%							
Y	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	27	0	0	0	0	0	0	0
AM Out	251	0	38	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	35	0	0	0	0	0	0	0
PM Out	191	0	29	0	0	0	0	0	0	0	0	0	0

Zone #	7	CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%							
Y	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	14	0	0	0	0	0	0	0
AM Out	519	0	26	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	36	0	0	0	0	0	0	0
PM Out	640	0	32	0	0	0	0	0	0	0	0	0	0

Int. #:	4	104th St at Yukon Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	3	0	8	0	0	0	12	0	0	8	3
AM Out		0	0	0	2	2	0	0	6	0	0	11	7
AM Tot		0	3	0	10	2	0	0	18	0	0	19	10
PM In		0	3	0	7	0	0	0	11	0	0	8	3
PM Out		0	0	0	3	3	0	0	9	0	0	12	8
PM Tot		0	3	0	10	3	0	0	20	0	0	20	11

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2,343	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	0	0	0	0	0	0	0	0
PM In	137	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	0	0	0	0	0	0	0	0
PM In	62	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%									15%	5%
Y	0%	0%	0%	5%	5%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	15%	5%
PM Out	0%	0%	0%	5%	5%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	3	0	0	0	0	0	0	0	0	8	3
AM Out	38	0	0	0	2	2	0	0	6	0	0	0	0
PM In	56	0	3	0	0	0	0	0	0	0	0	8	3
PM Out	60	0	0	0	3	3	0	0	9	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				10%				15%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	10%
AM Out												
PM In	0%	0%	0%	10%	0%	0%	0%	15%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	10%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	8	0	0	0	12	0	0	0	0
AM Out	70	0	0	0	0	0	0	0	0	0	0	11	7
PM In	71	0	0	0	7	0	0	0	11	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	0	12	8

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	251	0	0	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	191	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	519	0	0	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	640	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	5	104th St at Crenshaw Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		8	402	0	0	89	0	0	4	0	0	0	0
AM Out		0	138	0	0	272	0	0	0	6	0	4	0
AM Tot		8	540	0	0	361	0	0	4	6	0	4	0
PM In		8	508	0	0	178	0	0	4	0	0	0	0
PM Out		0	162	0	0	640	0	0	0	9	0	4	0
PM Tot		8	670	0	0	818	0	0	4	9	0	4	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	597	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	19	0	0	0	0	0	0	0
PM In	137	0	27	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	26	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	17	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	9	0	0	0	0	0	0	0
PM In	62	0	12	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	17	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	15%											
Y	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%
AM Out												
PM In	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	8	0	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	0	0	0	0	6	0	0	0
PM In	56	8	0	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	0	0	0	0	9	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					30%			5%				
Y	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
AM Out												
PM In	0%	0%	0%	0%	30%	0%	0%	5%	0%	0%	0%	0%
PM Out	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	0	24	0	0	4	0	0	0	0
AM Out	70	0	21	0	0	0	0	0	0	0	0	4	0
PM In	71	0	0	0	0	21	0	0	4	0	0	0	0
PM Out	80	0	24	0	0	0	0	0	0	0	0	4	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%							
Y	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	9	0	0	0	0	0	0	0
AM Out	251	0	13	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	12	0	0	0	0	0	0	0
PM Out	191	0	10	0	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	56	0	0	0	0	0	0	0
AM Out	519	0	104	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	145	0	0	0	0	0	0	0
PM Out	640	0	128	0	0	0	0	0	0	0	0	0	0

Int. #:	6	Lennox Blvd at Prairie Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	421	0	0	41	0	0	0	0	0	0	0
AM Out		0	64	0	0	287	0	0	0	0	0	0	0
AM Tot		0	485	0	0	328	0	0	0	0	0	0	0
PM In		0	526	0	0	71	0	0	0	0	0	0	0
PM Out		0	61	0	0	660	0	0	0	0	0	0	0
PM Tot		0	587	0	0	731	0	0	0	0	0	0	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	597	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	19	0	0	0	0	0	0	0
PM In	137	0	27	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	26	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	17	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	9	0	0	0	0	0	0	0
PM In	62	0	12	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	17	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	11	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	8	0	0	0	0	0	0	0
PM In	56	0	11	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	12	0	0	0	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	8	0	0	0	0	0	0	0	0	0	0
AM Out	70	0	0	0	0	7	0	0	0	0	0	0	0
PM In	71	0	7	0	0	0	0	0	0	0	0	0	0
PM Out	80	0	0	0	0	8	0	0	0	0	0	0	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%							
Y	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	27	0	0	0	0	0	0	0
AM Out	251	0	38	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	35	0	0	0	0	0	0	0
PM Out	191	0	29	0	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%							
Y	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	14	0	0	0	0	0	0	0
AM Out	519	0	26	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	36	0	0	0	0	0	0	0
PM Out	640	0	32	0	0	0	0	0	0	0	0	0	0

Int. #:	7	108th St at Prairie Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	421	8	0	41	0	0	0	0	0	0	0
AM Out		0	64	0	0	287	0	0	0	0	7	0	0
AM Tot		0	485	8	0	328	0	0	0	0	7	0	0
PM In		0	526	7	0	71	0	0	0	0	0	0	0
PM Out		0	61	0	0	660	0	0	0	0	8	0	0
PM Tot		0	587	7	0	731	0	0	0	0	8	0	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	597	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	19	0	0	0	0	0	0	0
PM In	137	0	27	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	26	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	17	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	9	0	0	0	0	0	0	0
PM In	62	0	12	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	17	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	11	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	8	0	0	0	0	0	0	0
PM In	56	0	11	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	12	0	0	0	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%	10%									
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	0%	0%
AM Out												
PM In	0%	10%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	10%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	8	8	0	0	0	0	0	0	0	0	0
AM Out	70	0	0	0	0	7	0	0	0	0	7	0	0
PM In	71	0	7	7	0	0	0	0	0	0	0	0	0
PM Out	80	0	0	0	0	8	0	0	0	0	8	0	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					15%							
Y	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	27	0	0	0	0	0	0	0
AM Out	251	0	38	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	35	0	0	0	0	0	0	0
PM Out	191	0	29	0	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					5%							
Y	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	14	0	0	0	0	0	0	0
AM Out	519	0	26	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	36	0	0	0	0	0	0	0
PM Out	640	0	32	0	0	0	0	0	0	0	0	0	0

Int. #:	8	108th St at Yukon Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	3	0	0	0	0	0	12	0	0	27	0
AM Out		0	0	0	0	2	0	0	38	0	0	11	0
AM Tot		0	3	0	0	2	0	0	50	0	0	38	0
PM In		0	3	0	0	0	0	0	11	0	0	35	0
PM Out		0	0	0	0	3	0	0	29	0	0	12	0
PM Tot		0	3	0	0	3	0	0	40	0	0	47	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2,343	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	0	0	0	0	0	0	0	0
PM In	137	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	0	0	0	0	0	0	0	0
PM In	62	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		5%										
Y	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	3	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	2	0	0	0	0	0	0	0
PM In	56	0	3	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	3	0	0	0	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								15%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	0	0	0	0	12	0	0	0	0
AM Out	70	0	0	0	0	0	0	0	0	0	0	11	0
PM In	71	0	0	0	0	0	0	0	11	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	0	12	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	27	0
AM Out	251	0	0	0	0	0	0	0	38	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	35	0
PM Out	191	0	0	0	0	0	0	0	29	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	519	0	0	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	640	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	9	108th St at Lemonli Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	12	0	0	27	0
AM Out		0	0	0	0	0	0	0	38	0	0	11	0
AM Tot		0	0	0	0	0	0	0	50	0	0	38	0
PM In		0	0	0	0	0	0	0	11	0	0	35	0
PM Out		0	0	0	0	0	0	0	29	0	0	12	0
PM Tot		0	0	0	0	0	0	0	40	0	0	47	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2,343	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	0	0	0	0	0	0	0	0
PM In	137	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	0	0	0	0	0	0	0	0
PM In	62	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	0	0	0	0	0	0	0	0
PM In	56	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								15%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	0	0	0	0	12	0	0	0	0
AM Out	70	0	0	0	0	0	0	0	0	0	0	11	0
PM In	71	0	0	0	0	0	0	0	11	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	0	12	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	27	0
AM Out	251	0	0	0	0	0	0	0	38	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	35	0
PM Out	191	0	0	0	0	0	0	0	29	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	519	0	0	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	640	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	10	108th St/Launderland Dwy & Crenshaw Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	420	0	0	56	0	0	0	0	0	0	0
AM Out		0	104	0	0	287	0	0	0	0	0	0	0
AM Tot		0	524	0	0	343	0	0	0	0	0	0	0
PM In		0	525	0	0	145	0	0	0	0	0	0	0
PM Out		0	128	0	0	658	0	0	0	0	0	0	0
PM Tot		0	653	0	0	803	0	0	0	0	0	0	0

Zone #	1	CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	597	0	0	0	0	0	0	0

Zone #	2	CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	19	0	0	0	0	0	0	0
PM In	137	0	27	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	26	0	0	0	0	0	0	0

Zone #	3	CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	17	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	9	0	0	0	0	0	0	0
PM In	62	0	12	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	17	0	0	0	0	0	0	0

Zone #	4	CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	6	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	4	0	0	0	0	0	0	0
PM In	56	0	6	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	6	0	0	0	0	0	0	0

Zone #	5	CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	12	0	0	0	0	0	0	0	0	0	0
AM Out	70	0	0	0	0	11	0	0	0	0	0	0	0
PM In	71	0	11	0	0	0	0	0	0	0	0	0	0
PM Out	80	0	0	0	0	12	0	0	0	0	0	0	0

Zone #	6	CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	251	0	0	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	191	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	56	0	0	0	0	0	0	0
AM Out	519	0	104	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	145	0	0	0	0	0	0	0
PM Out	640	0	128	0	0	0	0	0	0	0	0	0	0

Int. #:	11	109th St at Crenshaw Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	420	0	0	56	0	0	0	0	0	0	0
AM Out		0	104	0	0	287	0	0	0	0	0	0	0
AM Tot		0	524	0	0	343	0	0	0	0	0	0	0
PM In		0	525	0	0	145	0	0	0	0	0	0	0
PM Out		0	128	0	0	658	0	0	0	0	0	0	0
PM Tot		0	653	0	0	803	0	0	0	0	0	0	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	597	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	19	0	0	0	0	0	0	0
PM In	137	0	27	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	26	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	17	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	9	0	0	0	0	0	0	0
PM In	62	0	12	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	17	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	6	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	4	0	0	0	0	0	0	0
PM In	56	0	6	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	6	0	0	0	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	12	0	0	0	0	0	0	0	0	0	0
AM Out	70	0	0	0	0	11	0	0	0	0	0	0	0
PM In	71	0	11	0	0	0	0	0	0	0	0	0	0
PM Out	80	0	0	0	0	12	0	0	0	0	0	0	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	251	0	0	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	191	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	56	0	0	0	0	0	0	0
AM Out	519	0	104	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	145	0	0	0	0	0	0	0
PM Out	640	0	128	0	0	0	0	0	0	0	0	0	0

Int. #:	12	111th Pl/Thoreau St at Crenshaw Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	420	0	0	56	0	0	0	0	0	0	0
AM Out		0	104	0	0	287	0	0	0	0	0	0	0
AM Tot		0	524	0	0	343	0	0	0	0	0	0	0
PM In		0	525	0	0	145	0	0	0	0	0	0	0
PM Out		0	128	0	0	658	0	0	0	0	0	0	0
PM Tot		0	653	0	0	803	0	0	0	0	0	0	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	597	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	23	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	19	0	0	0	0	0	0	0
PM In	137	0	27	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	26	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%										
Y	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	17	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	9	0	0	0	0	0	0	0
PM In	62	0	12	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	17	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		10%										
Y	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	6	0	0	0	0	0	0	0	0	0	0
AM Out	38	0	0	0	0	4	0	0	0	0	0	0	0
PM In	56	0	6	0	0	0	0	0	0	0	0	0	0
PM Out	60	0	0	0	0	6	0	0	0	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		15%										
Y	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	15%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	15%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	12	0	0	0	0	0	0	0	0	0	0
AM Out	70	0	0	0	0	11	0	0	0	0	0	0	0
PM In	71	0	11	0	0	0	0	0	0	0	0	0	0
PM Out	80	0	0	0	0	12	0	0	0	0	0	0	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	251	0	0	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	191	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					20%							
Y	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	56	0	0	0	0	0	0	0
AM Out	519	0	104	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	145	0	0	0	0	0	0	0
PM Out	640	0	128	0	0	0	0	0	0	0	0	0	0

Int. #:	13	Century Blvd at Prairie Blvd

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		23	362	0	24	46	0	0	27	105	99	31	0
AM Out		78	77	74	0	244	0	0	40	19	0	17	35
AM Tot		101	439	74	24	290	0	0	67	124	99	48	35
PM In		27	469	0	47	97	0	0	22	135	129	57	0
PM Out		165	83	159	0	597	0	0	52	26	0	27	43
PM Tot		192	552	159	47	694	0	0	74	161	129	84	43

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		20%							5%	5%		
Y	5%	0%	5%	0%	20%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	20%	0%	0%	0%	0%	0%	0%	5%	5%	0%	0%
PM Out	5%	0%	5%	0%	20%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	362	0	0	0	0	0	0	90	90	0	0
AM Out	1,219	61	0	61	0	244	0	0	0	0	0	0	0
PM In	2,343	0	469	0	0	0	0	0	0	117	117	0	0
PM Out	2,983	149	0	149	0	597	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	20%			5%							15%	
Y	0%	0%	0%	0%	0%	0%	0%	15%	20%	0%	0%	5%
AM Out												
PM In	20%	0%	0%	5%	0%	0%	0%	0%	0%	0%	15%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	15%	20%	0%	0%	5%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	23	0	0	6	0	0	0	0	0	0	17	0
AM Out	94	0	0	0	0	0	0	0	14	19	0	0	5
PM In	137	27	0	0	7	0	0	0	0	0	0	21	0
PM Out	131	0	0	0	0	0	0	0	20	26	0	0	7

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								20%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	0	0	0	0	0	0	17	0	0	0	0
AM Out	43	0	0	0	0	0	0	0	0	0	0	9	0
PM In	62	0	0	0	0	0	0	0	12	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	17	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								10%	10%			
Y	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	10%	10%	0%	0%	0%
PM Out	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	6	6	0	0	0
AM Out	38	4	0	0	0	0	0	0	0	0	0	4	0
PM In	56	0	0	0	0	0	0	0	6	6	0	0	0
PM Out	60	6	0	0	0	0	0	0	0	0	0	6	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				5%				5%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%
AM Out												
PM In	0%	0%	0%	5%	0%	0%	0%	5%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	5%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	4	0	0	0	4	0	0	0	0
AM Out	70	0	0	0	0	0	0	0	0	0	0	4	4
PM In	71	0	0	0	4	0	0	0	4	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	0	4	4

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In					10%				5%	5%		
Y	5%	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	10%	0%	0%	0%	5%	5%	0%	0%
PM Out	5%	10%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	18	0	0	0	9	9	0	0
AM Out	251	13	25	13	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	24	0	0	0	12	12	0	0
PM Out	191	10	19	10	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In				5%	10%						5%	
Y	0%	10%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%
AM Out												
PM In	0%	0%	0%	5%	10%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	10%	0%	0%	0%	0%	0%	5%	0%	0%	0%	5%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	14	28	0	0	0	0	0	14	0
AM Out	519	0	52	0	0	0	0	0	26	0	0	0	26
PM In	727	0	0	0	36	73	0	0	0	0	0	36	0
PM Out	640	0	64	0	0	0	0	0	32	0	0	0	32

Int. #:	D1	104th St at Darby Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC												
Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	4	0	0	3	0
AM Out		0	0	0	0	0	0	0	2	0	0	4	0
AM Tot		0	0	0	0	0	0	0	6	0	0	7	0
PM In		0	0	0	0	0	0	0	4	0	0	3	0
PM Out		0	0	0	0	0	0	0	3	0	0	4	0
PM Tot		0	0	0	0	0	0	0	7	0	0	7	0

Zone #	1	CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2,343	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	2	CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	0	0	0	0	0	0	0	0
PM In	137	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	3	CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	0	0	0	0	0	0	0	0
PM In	62	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	4	CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
Y	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	3	0
AM Out	38	0	0	0	0	0	0	0	2	0	0	0	0
PM In	56	0	0	0	0	0	0	0	0	0	0	3	0
PM Out	60	0	0	0	0	0	0	0	3	0	0	0	0

Zone #	5	CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								5%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	0	0	0	0	4	0	0	0	0
AM Out	70	0	0	0	0	0	0	0	0	0	0	4	0
PM In	71	0	0	0	0	0	0	0	4	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	0	4	0

Zone #	6	CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	251	0	0	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	191	0	0	0	0	0	0	0	0	0	0	0	0

Zone #	7	CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	519	0	0	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	640	0	0	0	0	0	0	0	0	0	0	0	0

Int. #:	D2	104th St at Woodworth Ave

Y

TOTAL CUMULATIVE PROJECTS TRAFFIC

Pk Hr		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In		0	0	0	0	0	0	0	4	0	0	3	0
AM Out		0	0	0	0	0	0	0	2	0	0	4	0
AM Tot		0	0	0	0	0	0	0	6	0	0	7	0
PM In		0	0	0	0	0	0	0	4	0	0	3	0
PM Out		0	0	0	0	0	0	0	3	0	0	4	0
PM Tot		0	0	0	0	0	0	0	7	0	0	7	0

Zone # 1 CP 1 and 3

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%		0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	1,808	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	1,219	0	0	0	0	0	0	0	0	0	0	0	0
PM In	2,343	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	2,983	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 2 CP 4, 5, and 6

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	116	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	94	0	0	0	0	0	0	0	0	0	0	0	0
PM In	137	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	131	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 3 CP 8 and 15

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	83	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	43	0	0	0	0	0	0	0	0	0	0	0	0
PM In	62	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	87	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 4 CP 9 and 14

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In											5%	
Y	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	55	0	0	0	0	0	0	0	0	0	0	3	0
AM Out	38	0	0	0	0	0	0	0	2	0	0	0	0
PM In	56	0	0	0	0	0	0	0	0	0	0	3	0
PM Out	60	0	0	0	0	0	0	0	3	0	0	0	0

Zone # 5 CP 20

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In								5%				
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	79	0	0	0	0	0	0	0	4	0	0	0	0
AM Out	70	0	0	0	0	0	0	0	0	0	0	4	0
PM In	71	0	0	0	0	0	0	0	4	0	0	0	0
PM Out	80	0	0	0	0	0	0	0	0	0	0	4	0

Zone # 6 CP 10, 11, 12, and 13

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	179	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	251	0	0	0	0	0	0	0	0	0	0	0	0
PM In	236	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	191	0	0	0	0	0	0	0	0	0	0	0	0

Zone # 7 CP 17, 18, and 19

Pk Hr	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In												
Y	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
AM Out												
PM In	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%

Pk Hr	T Gen	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
AM In	278	0	0	0	0	0	0	0	0	0	0	0	0
AM Out	519	0	0	0	0	0	0	0	0	0	0	0	0
PM In	727	0	0	0	0	0	0	0	0	0	0	0	0
PM Out	640	0	0	0	0	0	0	0	0	0	0	0	0