LOUISIANA INTERNATIONAL TERMINAL (LIT)

Traffic Impact Analysis
Port of New Orleans
St. Bernard Parish, LA

USI Project # 23-018
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PORT NOLA
THE PORT OF NEW ORLEANS

Louisiana International Terminal
St. Bernard Parish, Louisiana
Traffic Impact Analysis

Executive Summary

This report summarizes a traffic impact analysis (TIA) for a proposed container terminal in St Bernard Parish, Louisiana. The Louisiana International Container Terminal (LIT) will be constructed on the east bank of the Mississippi River in Violet, Louisiana. As planned, the development will open in 2028 and will gradually increase operations, in terms of annual volume of twenty-foot equivalent units (TEUs), year over year until reaching peak operations in 2050.

LIT will be a maritime container shipping terminal capable of handling approximately 2 million twenty-foot equivalent units (TEU) annually at full buildout. LIT will be constructed in phases as described further below. Following the completion of the first phase, the remaining phases will be constructed based on market demand.

The phasing of the LIT project over time is shown below:

Phase 1A: 2028 – 2030
- 690,000 TEU Capacity
- 10 gate hours per weekday
- 1 worker shift (7:00 AM to 5:00 PM)

Phase 1B: 2031 – 2034
- 1,040,000 TEU Capacity
- 10 gate hours per weekday
- 1 worker shift (7:00 AM to 5:00 PM)

Phase 2: 2035 – 2040
- 1,400,000 TEU Capacity
- 16 gate hours per weekday
- 2 worker shifts (7:00 AM to 5:00 PM, 5:00 PM to 11:00 PM)

Phase 3: 2041 – 2050
- 1,980,000 TEU Capacity
- 16 gate hours per weekday
- 2 worker shifts (7:00 AM to 5:00 PM, 5:00 PM to 11:00 PM)

Most construction phase traffic is expected to occur in the early stages of terminal development before the start of terminal operations. It is not expected to have an appreciable impact on the local roadway network. However, a construction phase traffic impact analysis will be developed as part of a separate study to evaluate the impact of the construction phase on the community in more detail. This additional study will be performed when the terminal design and construction phase development have reached a level that supports this analysis.

The LIT project is designed with primary truck access to and from the site via Judge Perez Drive (LA 39). Access to the terminal from East St Bernard Highway (LA 46) will be limited, consisting primarily of security, emergency, and maintenance vehicles. The Port NOLA consultant team developed terminal-related trip projections (autos, trucks, and rail) based on their understanding of terminal operations and container volume projection data provided within the Port of New Orleans Container Trade Forecast study developed by Ralph & Payne, 2023.

In addition to roadways in the direct vicinity of the Terminal, this traffic study includes intersections along the primary terminal access route between Interstate (I-510) and the LIT in Violet. The study focused on an operational analysis to include Terminal Trucks and other terminal-related trips under normal operations on the following principal arterial roadways: Paris Road (LA 47) and Judge Perez Drive (LA 39). The study included the evaluation of all signalized intersections within the limits described above and the unsignalized intersection of East Judge Perez Drive at Guerra Drive. The intersections of East St Bernard Highway at Colonial Boulevard and at Riverbend Drive were also analyzed. The study also considers the future relocation of W Smith Junior Elementary School, which is currently within the LIT project boundary.

No improvements are expected to be required for the opening day. Based on the study findings, it is recommended that before 2037 an additional westbound left turn lane (i.e., from single to dual left turn lanes) and before 2043 a new exclusive eastbound right turn lane be constructed at the intersection of East Judge Perez Drive and Paris Road. This study recommends that traffic operations should be monitored, and signal timing optimizations should be performed before opening day in 2028 and as part of the design of each above noted geometric improvement. A coordination study should be conducted on East Judge Perez Drive to select optimal cycle lengths for adjacent signals, such as East Judge Perez Drive at Palmisano Boulevard. It is projected that the Judge Perez Drive and Paris Road intersection will reach its capacity, even with recommended improvements, by 2046.

In 2023, the Regional Planning Commission (RPC) initiated a “Stage 0” Feasibility Study to analyze the traffic conditions in lower St Bernard Parish between 2030 and 2050, update the Parish-wide traffic model, and evaluate options to alleviate any projected traffic issues, considering LIT, background growth in the parish, and other foreseeable developments in the area. One of the possible considerations for alleviating congestion is the development of a third arterial roadway along the Forty Arpent Canal, which could divert traffic from congested areas and avoid saturating the existing roadway network. As the commercial viability of LIT relies on efficient truck movements to and from the interstate highway system, Port NOLA is committed to working with local, state, and federal agencies to ensure that the recommended third arterial roadway remains a priority for transportation planning in this region. Additionally, Port NOLA is committed to working with the Louisiana Department of Transportation & Development (LADOTD) to advance the development and construction of this third arterial roadway concept through alternative funding and procurement methods to ensure it is in place as soon as possible and before it is needed to address congestion concerns.

RPC’s feasibility study is still in progress and is expected to also analyze any potential impacts to the surrounding road network from future rail operations to and from the proposed LIT terminal. RPC’s study will also take into consideration recommendations for vulnerable road users per the St Bernard Parish *Bikeway & Pedestrian Plan Update.*

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Introduction

This report presents the impacts of the Port of New Orleans' proposed Louisiana International Terminal (LIT) on vehicular traffic on the main corridors in St. Bernard Parish. LIT will be constructed on the east bank of the Mississippi River in Violet, Louisiana. LIT will be a maritime container shipping terminal capable of handling approximately 2 million twenty-foot equivalent units (TEUs) per year at full buildout. The TEU is a global standard unit of measure that represents a 20-ft long, 8-ft wide, and 8.5-ft tall shipping container. Containers today come in a variety of sizes, the most common being the 40-ft long container. Converting TEUs to containers, LIT is expected to move between 200,000 and 1.2 million containers annually by road, rail, and barge between opening year (2028) and 2050.

Development will consist of three phases:

Phase 1A: 2028 – 2030
- 690,000 TEU Capacity
- 10 gate hours per weekday
- 1 worker shift (7:00 AM to 5:00 PM)

Phase 1B: 2031 – 2034
- 1,040,000 TEU Capacity
- 10 gate hours per weekday
- 1 worker shift (7:00 AM to 5:00 PM)

Phase 2: 2035 – 2040
- 1,400,000 TEU Capacity
- 16 gate hours per weekday
- 2 worker shifts (7:00 AM to 5:00 PM, 5:00 PM to 11:00 PM)

Phase 3: 2041 – 2050
- 1,980,000 TEU Capacity
- 16 gate hours per weekday
- 2 worker shifts (7:00 AM to 5:00 PM, 5:00 PM to 11:00 PM)

The objective of this study was to evaluate the potential impacts that LIT traffic (autos, trucks, and rail), under normal operations, may have on the existing roadway network. Most construction phase traffic is expected to occur in the early stages of terminal development before the start of terminal operations. It is not expected to have an appreciable impact on the local roadway network. However, a construction phase traffic impact analysis will be developed as part of a separate study to evaluate construction phase impacts on the community in more detail. This additional study will be performed when the terminal design and construction phase development have reached a level that supports this analysis.

In addition to roadways in the direct vicinity of the Terminal, this traffic study includes intersections along the primary terminal access route between the Interstate (I-510) and the LIT in Violet. The study focused on conducting operational analysis of staff and truck activity under normal operations on the following two principal arterial roadways: Paris Road (LA 47); and Judge Perez Drive (LA 39).

The study area includes the following intersections:

1. Paris Road (LA 47) at Forty Arpent Canal Road
2. LA 47 at Virtue Street
3. LA 47 at Genie Street
4. LA 47 at Solidelle Street
5. Judge Perez Drive (LA 39) at LA 47
6. LA 39 at Palmisano Street
7. LA 39 at Campagna Drive
8. LA 39 at Archbishop Hannan Boulevard
9. LA 39 at Guerra Drive
10. LA 39 at Colonial Boulevard
11. E St Bernard Highway (LA 46) at Colonial Boulevard
12. LA 46 at Riverbend Drive

Figure 1 presents a vicinity map showing the site location and the study area intersections.

A high-level qualitative review was conducted to consider expanding the study area beyond Paris Rd. However, the impacts of LIT traffic on background volumes outside of the chosen study area are expected to be minimal/negligible.



Figure 1 Vicinity Map
Source: 2024 Google Maps

Roadway characteristic data was reviewed for each of the study area roadways. **Figure 2** illustrates the Louisiana Department of Transportation & Development (LADOTD) Functional Classification Map of the roadways in the vicinity of the study area.

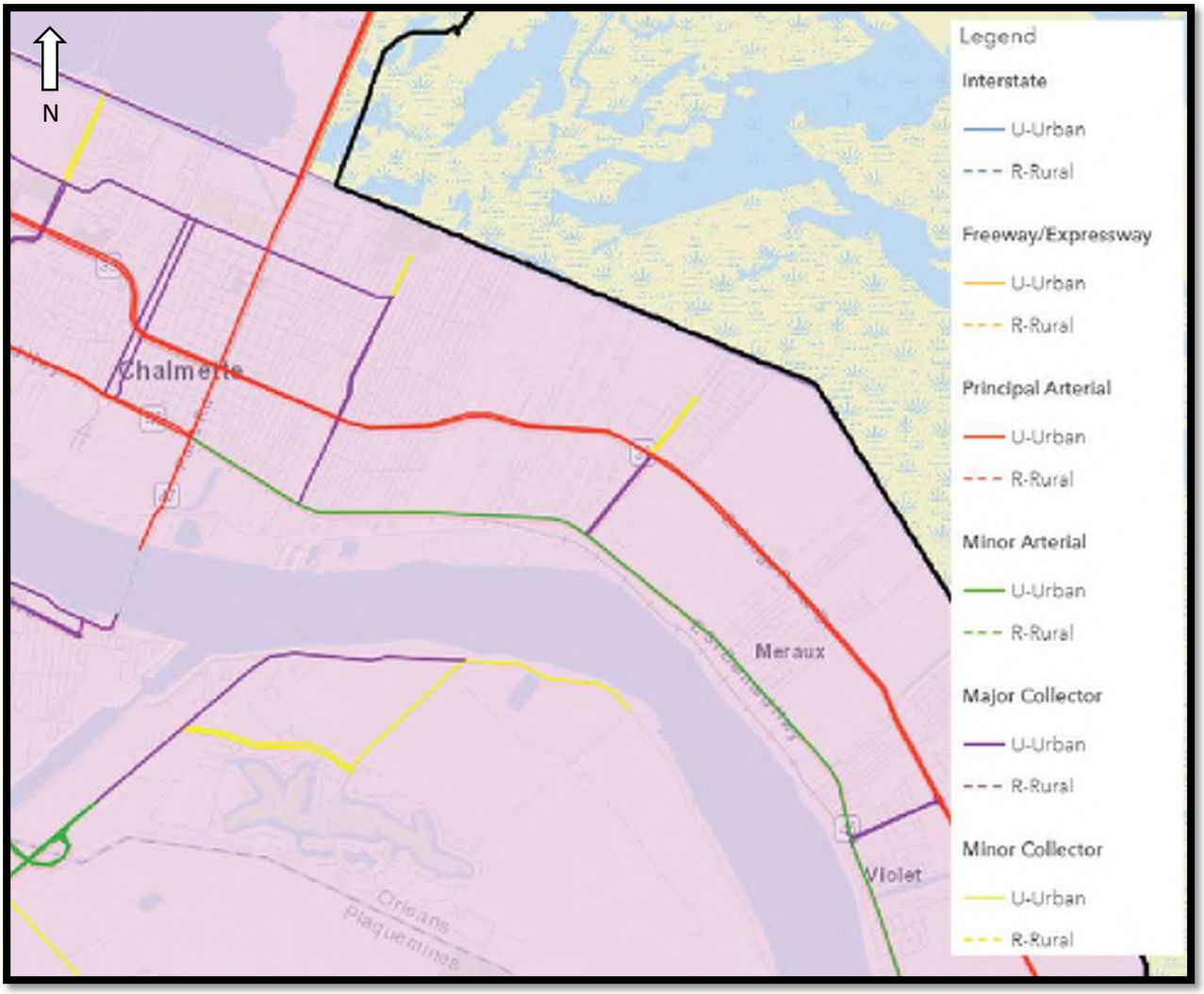


Figure 2 Functional Classification Map
Source: LADOTD

Table 1 summarizes the number of lanes, functional classification, and posted speed limit of each study area roadway within the study area. **Table 2** summarizes the Average Daily Traffic (ADTs), collected by USI in December 2021. **Figure 3** illustrates the ADT count locations.

Table 1
Roadway Designations

Roadway	Number of Lanes (Bi-directional)	Functional Classification	Posted Speed Limit(s) (mph)
E Judge Perez Dr (LA 39)	4	Urban, Principal Arterial	35, 45, 55
Paris Rd (LA 47)	4	Urban, Principal Arterial	40
Palmisano Blvd	2	Urban, Major Collector	20,35
Debouchel Blvd (N of E Judge Perez Drive)	2	Urban, Minor Collector	20
Archbishop Hannan Blvd (S of E Judge Perez Drive)	2	Urban, Major Collector	30
Genie St	2	Urban, Major Collector	20
Colonial Blvd	2	Urban, Major Collector	30

Table 2
Average Daily Traffic (ADT)

Roadway	ADT (veh/day)	Year	Source
E Judge Perez Dr (LA 39)	34,447	2021	USI 48-Hr Counts
E St. Bernard Hwy (LA 46)	18,564	2021	USI 48-Hr Counts
Paris Rd (LA 47)	26,687	2021	USI 48-Hr Counts

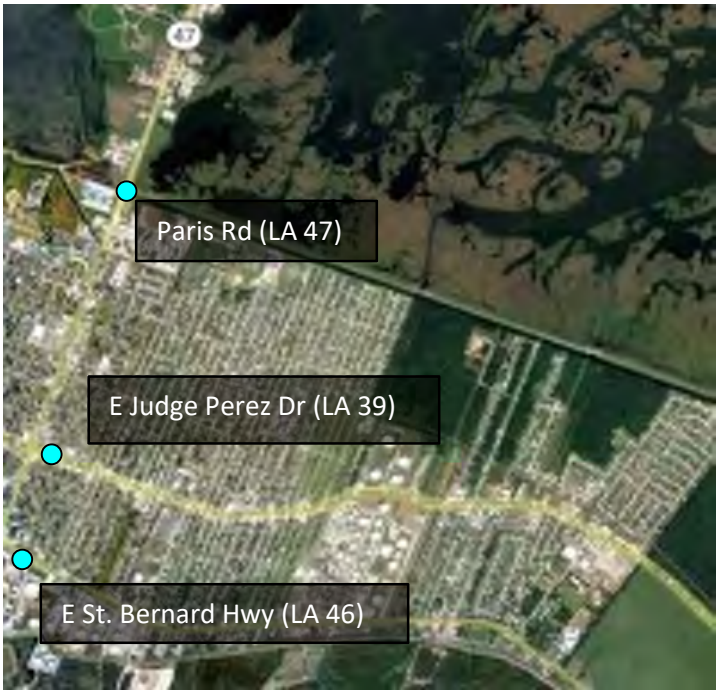


Figure 3 ADT Count Locations
Source: 2024 Google Maps

Existing Land Use

Within the study area, the west side of East St. Bernard Highway (LA 46) borders the Mississippi River, where there is a variety of maritime industrial, heavy industrial, and a small portion of residential land uses. Between East St. Bernard Highway (LA 46) and Judge Perez Drive (LA 39), there is residential, commercial, and heavy industrial land uses. Between Judge Perez Drive (LA 39) and the Forty Arpent Canal, land use is primarily residential, with limited commercial and a small portion of heavy industrial uses. Paris Road (LA 47) mainly consists of commercial and light industrial land uses.

Proposed Site Access

The primary truck and employee access to the site is proposed on East Judge Perez Drive. There is no primary access planned on East St Bernard Highway, however there will be a secondary access point for security / emergency response and maintenance. **Figure 4** presents the proposed full-build terminal layout.

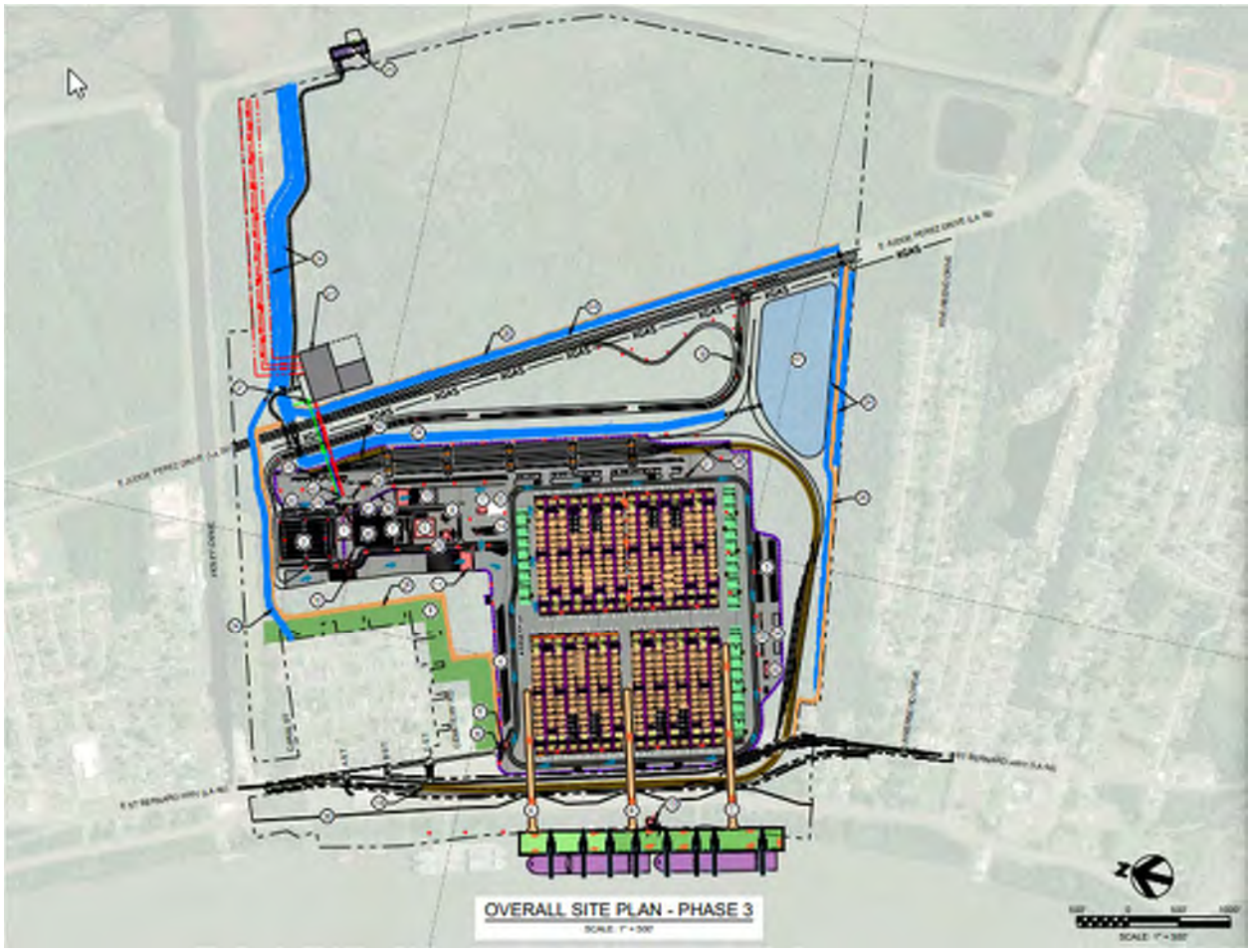


Figure 4 Proposed Terminal Layout
Source: Port of New Orleans

Background Studies

Port of New Orleans Container Trade Forecast

The growth rate in shipping container volumes over time was estimated by the Port of New Orleans Container Trade Forecast (Ralph & Payne 2023). This forecast formed the basis for the phased development of LIT, with the terminal capable of handling approximately 600,000 TEU on opening day in 2028 and reaching its capacity of 2 million TEU in its full build-out condition around the year 2050. The forecast estimates that between 72% and 75% of containers will be moved by road, as opposed to barge or rail.

St. Bernard Parish Bikeway & Pedestrian Plan Update

The St Bernard Parish *Bikeway & Pedestrian Plan Update* (Soll Planning & Alta Planning + Design, June 2017) was reviewed to identify background information that may be related to the study area.

The purpose of the St Bernard Parish planning efforts was to identify improvements to the bicycle and pedestrian networks to make it easier, safer, and more comfortable for people to bicycle and walk, to estimate the cost of projects, and to make implementation recommendations so that a coherent network comes together, over time, through long range planning while providing flexibility for the Parish to make improvements as opportunities arise.

The following are key findings and recommendations of this study that may be applicable to the study area:

- The public input process revealed a significant need for bikeway and pedestrian improvements that involve crossing and travel along the three main state highways in the urbanized area – Paris Road (LA 47), Judge Perez Drive (LA 39), and St Bernard Highway (LA 46). These roadways can function as barriers to non-motorized travel and discourage trips that involve them.
- A buffered bicycle lane (conventional bicycle lane paired with a designated buffer space via pavement markings to separate the bicyclists from motor vehicles) is recommended on Paris Road (LA 47) between 40 Arpent Trail and St. Bernard Highway.
- A separated bicycle lane (protected bicycle lane, includes a vertical element to separate the bicyclists from motor vehicles) is recommended on East Judge Perez Drive (LA 39) between LA 47 and Jacob Drive (between Campagna Drive and Archbishop Hannan Boulevard).
- A shoulder bikeway is recommended on LA 39 between Jacob Drive and Bayou Road (south of the proposed terminal).
- A bicycle / pedestrian bridge over Paris Road is recommended at 40 Arpent Canal.
- Multiple at-grade pedestrian crossing opportunities are recommended at LA 47 and LA 39), including the installation of pedestrian signals, ADA curb ramps, high-visibility crosswalks, and tighter corner radii.

Port NOLA's design for LIT includes provisions for a pedestrian and bicycle path through the project site that connects the existing combined-use trail upriver and downriver of the terminal.

Maps showing recommended pedestrian and bicycle improvements are presented in **Appendix A**.

Lower St. Bernard / Louisiana International Terminal Roadway Network and Resilience Study

In 2023, the Regional Planning Commission (RPC) initiated a "Stage 0" Feasibility Study to analyze the traffic conditions in lower St Bernard Parish between 2030 and 2050, update the Parish-wide traffic model, and evaluate options to alleviate any projected traffic issues, considering LIT, background growth in the parish, and other foreseeable developments in the area. One of the possible considerations for alleviating congestion is the development of a third arterial roadway along the Forty Arpent Canal, which could divert traffic from congested areas and avoid saturating the existing roadway network. As the commercial viability of LIT relies on efficient truck movements to and from the interstate highway system, Port NOLA is committed to working with local, state, and federal agencies to ensure that the recommended third arterial roadway remains a priority for transportation planning in this region. Additionally, Port Nola is committed to working with LADOTD to advance the development and construction of this third Arterial Roadway concept through alternative funding and procurement methods to ensure it is in place as soon as possible and before it is needed to address congestion concerns.

RPC's feasibility study is still in progress and is expected to also analyze any potential impacts to the surrounding road network from future rail operations to and from the proposed LIT terminal. RPC's study will also take into consideration recommendations for vulnerable road users per the St Bernard Parish *Bikeway & Pedestrian Plan Update.* It is anticipated that the findings and recommendations of this study will be incorporated into the Regional Transportation Planning Process for further consideration and development.

Data Collection

Twenty-four (24) hour turning movement counts (TMCs) were collected in March 2023, and are presented in **Appendix B**. The AM and PM peak hours of **7:00-8:00 AM** and **4:30-5:30 PM** were selected based on the anticipated shift start and end times of port staff, which also coincide with the existing study area peak hours. An additional mid-day peak hour of **2:00-3:00 PM** was selected based on the end times of schools within the study area. The detailed data collection report can be found in **Appendix B**. The 2023 Existing Conditions volumes are presented in **Figure 5**.

Growth Rate Methodology

As part of the feasibility study, RPC's project team has updated their regional TransCAD model to account for anticipated growth of St Bernard Parish with or without the proposed LIT. Port NOLA supplied RPC with the expected LIT trip generation of shift workers, which was included in the TransCAD model updates. The following growth rates were provided by RPC's project team based on the TransCAD model updates:

- No Build (i.e., if LIT were not to be constructed)
  - 2023-2030: **0.37%**
  - 2031-2050: **0.60%**
- Build (accounting for LIT auto trips of shift workers and induced trips of forecasted land use changes as a result of the construction of LIT)
  - 2023-2030: **0.62%**
  - 2031-2050: **1.15%**

The growth rate calculations from the RPC project are presented in **Appendix C**. The estimated growth rate of 0.37% was applied to the Existing Condition volumes to produce 2028 No Build Volumes for opening year. The resulting 2028 No Build Conditions volumes are presented in **Figure 6**.

LEGEND:

- X AM Peak Hour (7:00 - 8:00 AM)
- [X] Mid-day (School) Peak Hour (2:00 - 3:00 PM)
- (X) PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection
- Unsignalized Intersection



Figure 5

Existing Conditions Volumes

Port NOLA - LIT TIA

St Bernard Parish, LA

NOT TO SCALE

FOR PLANNING PURPOSES ONLY

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LEGEND:

- X AM Peak Hour (7:00 - 8:00 AM)
- [X] Mid-day (School) Peak Hour (2:00 - 3:00 PM)
- (X) PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection
- Unsignalized Intersection



Figure 6

2028 Background Volumes

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
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2023 Existing and 2028 Opening Year No Build Conditions

Capacity Analysis

Capacity analysis was performed to estimate operational conditions in the AM, Mid, and PM peaks. This type of analysis is the industry standard for traffic impact studies and the methods are the widely accepted practice of evaluating impacts on traffic operations.

According to the Highway Capacity Manual (HCM), delays exceeding 50 seconds per vehicle (sec/veh) for unsignalized intersections and 80 sec/veh for signalized intersections, as well as v/c ratios at or above 1.0 correspond to failing conditions.

2023 Existing Conditions Analysis

Existing lane configurations, traffic volumes, and intersection control were input into HCS 2023 to generate measures of effectiveness (MOE) for the study intersections. The MOEs reported included approach delay, volume-to-capacity ratio (v/c), and 95th percentile (95th %ile) queue lengths for each approach. The signal phasing and timing were based on the Traffic Signal Inventories (TSI) provided by LADOTD. The TSIs and 2023 Existing Conditions analysis reports are included in **Appendix D**.

2028 No Build Conditions Analysis

2028 No Build Conditions volumes and intersection control data were input into HCS 2023 to generate delay estimates, V/C ratios, and 95% queues for the study intersections. **Tables 3**, **4**, and **5** present the comparison of existing and 2028 No Build Conditions capacity analysis results for the AM, Mid, and PM peak hours, respectively. The 2028 No Build Conditions analysis reports are included in **Appendix E**.

Table 3
AM 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**4.8**	-	-	**4.8**	-	-
	Forty Arpent Canal Rd EB	43.6	11	0.35	43.6	19	0.35
	Paris Rd NB	3.6	19	0.58	3.6	33	0.58
	Paris Rd SB	5.3	67	0.37	5.3	123	0.38
Paris Rd at E Virtue St	**Overall**	**2.6**	-	-	**2.6**	-	-
	E Virtue St EB	61.6	48	0.36	61.6	48	0.36
	E Virtue St WB	58.1	16	0.11	58.1	16	0.11
	Paris Rd NB	1.2	10	0.28	1.2	10	0.28
	Paris Rd SB	1.3	10	0.29	1.3	11	0.30
Paris Rd at E Genie St	**Overall**	**23.3**	-	-	**23.3**	-	-
	E Genie St EB	49.7	145	0.45	49.7	145	0.45
	E Genie St WB	54.3	239	0.68	54.3	239	0.68
	Paris Rd NB	8.6	167	0.31	8.6	171	0.31
	Paris Rd SB	27.2	366	0.73	27.5	374	0.73
Paris Rd at E Solidelle St	**Overall**	**4.5**	-	-	**4.5**	-	-
	E Solidelle St EB	67.2	52	0.58	67.0	52	0.58
	E Solidelle St WB	58.5	35	0.23	58.5	35	0.23
	Paris Rd NB	2.2	55	0.28	2.2	56	0.29
	Paris Rd SB	2.7	76	0.33	2.7	78	0.33
Paris Rd at Judge Perez Dr	**Overall**	**44.6**	-	-	**45.0**	-	-
	Judge Perez Dr EB	40.1	279	0.80	40.6	286	0.81
	Judge Perez Dr WB	35.8	477	0.86	36.5	492	0.86
	Paris Rd NB	57.2	270	0.80	57.0	274	0.80
	Paris Rd SB	53.9	467	0.86	53.9	474	0.86

- HCS does not report result for overall intersection

Table 3 (Continued)
AM 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**25.6**	-	-	**25.7**	-	-
	Judge Perez Dr EB	19.2	203	0.79	19.1	206	0.79
	Judge Perez Dr WB	22.3	449	0.77	22.5	460	0.77
	Palmisano Blvd NB	47.3	161	0.79	47.1	157	0.79
	Palmisano Blvd SB	52.2	164	0.79	52.2	164	0.79
Judge Perez Dr at Campagna Dr	**Overall**	**10.5**	-	-	**10.5**	-	-
	Judge Perez Dr EB	8.3	121	0.48	8.3	124	0.48
	Judge Perez Dr WB	9.4	244	0.48	9.5	249	0.49
	Campagna Dr NB	41.8	29	0.13	41.8	29	0.13
	Campagna Dr SB	43.3	76	0.36	43.3	76	0.36
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**25.4**	-	-	**25.6**	-	-
	Judge Perez Dr EB	14.4	147	0.55	14.6	152	0.54
	Judge Perez Dr WB	16.7	242	0.77	16.9	248	0.77
	Archbishop Hannan Blvd NB	63.0	141	0.76	62.9	142	0.77
	Archbishop Hannan Blvd SB	68.9	223	0.85	69.7	229	0.85
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	15.0	5	0.06	15.2	5	0.06
	Guerra Dr WB	13.2	5	0.07	13.4	5	0.07
	Judge Perez Dr NB	8.1	3	0.03	8.1	3	0.03
	Judge Perez Dr SB	8.7	5	0.05	8.8	5	0.05

- HCS does not report result for overall intersection
* Unsignalized intersection

Table 3 (Continued)
AM 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**12.1**	-	-	**12.1**	**-**	**-**
	Colonial Blvd EB	16.1	57	0.32	16.2	58	0.33
	Colonial Blvd WB	29.8	11	0.24	29.8	11	0.24
	Judge Perez Dr NB	13.9	67	0.33	14.0	69	0.33
	Judge Perez Dr SB	7.9	41	0.25	7.9	42	0.25
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	19.6	55	0.44	23.7	58	0.46
	E St. Bernard Hwy SB	8.7	3	0.11	8.7	3	0.04
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	N/A	N/A	N/A	N/A	N/A	N/A
	Riverbend Dr WB	14.3	13	0.13	14.5	13	0.14
	E St. Bernard Hwy NB	7.8	0	0.00	7.8	0	0.00
	E St. Bernard Hwy SB	8.5	0	0.02	8.5	0	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection
N/A Private driveway, Volumes were not observed

Table 4
Mid 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**6.4**	-	-	**6.4**	-	-
	Forty Arpent Canal Rd EB	43.2	13	0.31	43.3	24	0.31
	Paris Rd NB	5.5	41	0.77	5.5	74	0.77
	Paris Rd SB	6.1	74	0.36	6.2	137	0.36
Paris Rd at E Virtue St	**Overall**	**5.3**	-	-	**5.4**	-	-
	E Virtue St EB	60.6	79	0.45	60.6	79	0.45
	E Virtue St WB	56.7	33	0.19	56.7	33	0.19
	Paris Rd NB	3.2	87	0.52	3.4	91	0.71
	Paris Rd SB	3.4	84	0.57	3.4	86	0.64
Paris Rd at E Genie St	**Overall**	**22.0**	-	-	**22.0**	-	-
	E Genie St EB	56.6	199	0.65	56.7	196	0.64
	E Genie St WB	53.4	140	0.49	53.7	143	0.49
	Paris Rd NB	8.6	190	0.35	8.7	199	0.37
	Paris Rd SB	26.8	412	0.80	26.7	411	0.80
Paris Rd at E Solidelle St	**Overall**	**8.6**	-	-	**8.6**	-	-
	E Solidelle St EB	60.6	109	0.66	60.9	109	0.66
	E Solidelle St WB	55.9	78	0.36	56.1	78	0.36
	Paris Rd NB	3.3	94	0.31	3.4	98	0.32
	Paris Rd SB	4.2	131	0.35	4.2	132	0.36
Paris Rd at Judge Perez Dr	**Overall**	**46.7**	-	-	**47.1**	-	-
	Judge Perez Dr EB	40.5	377	0.85	41.2	388	0.85
	Judge Perez Dr WB	35.0	327	0.80	35.5	336	0.80
	Paris Rd NB	61.5	317	0.83	61.8	323	0.83
	Paris Rd SB	56.3	477	0.88	56.4	487	0.88

- HCS does not report result for overall intersection

Table 4 (Continued)
Mid 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**22.0**	-	-	**21.9**	-	-
	Judge Perez Dr EB	13.6	276	0.77	13.7	281	0.77
	Judge Perez Dr WB	12.9	247	0.58	12.9	252	0.57
	Palmisano Blvd NB	65.8	193	0.81	65.8	193	0.81
	Palmisano Blvd SB	66.1	167	0.80	66.1	167	0.80
Judge Perez Dr at Campagna Dr	**Overall**	**10.9**	-	-	**10.8**	-	-
	Judge Perez Dr EB	10.0	176	0.78	10	177	0.78
	Judge Perez Dr WB	7.2	145	0.38	7.2	150	0.38
	Campagna Dr NB	62.1	42	0.18	62.1	42	0.18
	Campagna Dr SB	63.1	72	0.32	63.1	72	0.32
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**27.5**	-	-	**27.5**	-	-
	Judge Perez Dr EB	18.6	220	0.79	18.6	224	0.79
	Judge Perez Dr WB	20.2	173	0.78	20.2	179	0.78
	Archbishop Hannan Blvd NB	58.8	231	0.86	58.7	234	0.86
	Archbishop Hannan Blvd SB	62.6	118	0.76	62.6	118	0.76
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	16.0	8	0.10	16.1	8	0.10
	Guerra Dr WB	14.0	8	0.09	14.1	8	0.09
	Judge Perez Dr NB	8.6	3	0.02	8.6	3	0.03
	Judge Perez Dr SB	8.3	5	0.06	8.3	5	0.06

- HCS does not report result for overall intersection
* Unsignalized intersection

Table 4 (Continued)
Mid 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**11.5**	-	-	**11.5**	**-**	**-**
	Colonial Blvd EB	14.7	43	0.26	14.7	43	0.26
	Colonial Blvd WB	29.4	6	0.18	29.4	6	0.18
	Judge Perez Dr NB	13.3	36	0.31	13.3	38	0.34
	Judge Perez Dr SB	9.2	55	0.26	9.2	56	0.26
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	16.1	30	0.29	18.8	30	0.30
	E St. Bernard Hwy SB	1.3	3	0.05	8.3	3	0.05
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	N/A	N/A	N/A	N/A	N/A	N/A
	Riverbend Dr WB	11.6	3	0.04	11.7	3	0.04
	E St. Bernard Hwy NB	7.9	0	0.00	7.9	0	0.00
	E St. Bernard Hwy SB	7.9	0	0.02	7.9	0	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection
N/A Private driveway, Volumes were not observed

Table 5
PM 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**3.8**	-	-	**3.8**	-	-
	Forty Arpent Canal Rd EB	43.0	7	0.21	43.0	7	0.21
	Paris Rd NB	2.8	34	0.48	2.8	36	0.48
	Paris Rd SB	4.7	111	0.39	4.7	114	0.40
Paris Rd at E Virtue St	**Overall**	**5.2**	-	-	**5.3**	-	-
	E Virtue St EB	57.2	43	0.26	57.2	43	0.26
	E Virtue St WB	60.2	78	0.44	60.2	78	0.44
	Paris Rd NB	3.7	129	0.52	3.8	134	0.52
	Paris Rd SB	3.2	84	0.55	3.2	85	0.66
Paris Rd at E Genie St	**Overall**	**24.3**	-	-	**25.2**	-	-
	E Genie St EB	54.3	308	0.75	54.4	312	0.75
	E Genie St WB	46.5	192	0.52	46.3	192	0.51
	Paris Rd NB	15.0	357	0.54	15.8	377	0.56
	Paris Rd SB	25.5	390	0.77	27.2	412	0.79
Paris Rd at E Solidelle St	**Overall**	**8.8**	-	-	**8.8**	-	-
	E Solidelle St EB	55.6	89	0.46	55.6	89	0.46
	E Solidelle St WB	57.5	130	0.53	57.5	130	0.53
	Paris Rd NB	5.1	185	0.45	4.9	191	0.46
	Paris Rd SB	4.8	156	0.38	4.8	160	0.39
Paris Rd at Judge Perez Dr	**Overall**	**51.5**	-	-	**52.4**	-	-
	Judge Perez Dr EB	47.3	607	0.84	48.5	628	0.85
	Judge Perez Dr WB	35.8	363	0.83	36.8	373	0.83
	Paris Rd NB	62.8	432	0.88	63.8	443	0.89
	Paris Rd SB	64.9	450	0.89	65.4	460	0.90

- HCS does not report result for overall intersection

Table 5 (Continued)
PM 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**19.0**	-	-	**19.0**	-	-
	Judge Perez Dr EB	14.4	423	0.77	14.5	435	0.77
	Judge Perez Dr WB	11.4	290	0.43	11.5	297	0.43
	Palmisano Blvd NB	65.8	181	0.81	65.8	181	0.81
	Palmisano Blvd SB	67.6	134	0.75	67.6	134	0.75
Judge Perez Dr at Campagna Dr	**Overall**	**10.7**	-	-	**10.7**	-	-
	Judge Perez Dr EB	9.9	271	0.78	9.9	277	0.78
	Judge Perez Dr WB	7.4	199	0.37	7.5	203	0.37
	Campagna Dr NB	62.3	57	0.24	62.3	57	0.24
	Campagna Dr SB	63.1	81	0.35	63.1	81	0.35
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**31.2**	-	-	**31.4**	-	-
	Judge Perez Dr EB	21.7	301	0.80	22.0	309	0.80
	Judge Perez Dr WB	23.1	196	0.79	23.3	202	0.79
	Archbishop Hannan Blvd NB	64.3	310	0.89	64.7	316	0.89
	Archbishop Hannan Blvd SB	61.9	138	0.78	61.9	139	0.79
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	19.6	13	0.14	19.9	8	0.15
	Guerra Dr WB	16.1	8	0.10	16.3	8	0.10
	Judge Perez Dr NB	9.1	3	0.03	9.1	3	0.03
	Judge Perez Dr SB	8.6	10	0.12	8.7	5	0.12

- HCS does not report result for overall intersection
* Unsignalized intersection

Table 5 (Continued)
PM 2023 Existing Conditions vs 2028 No Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**12.8**	-	-	**12.8**	**-**	**-**
	Colonial Blvd EB	16.3	61	0.34	16.4	63	0.34
	Colonial Blvd WB	30.1	7	0.21	30.1	7	0.21
	Judge Perez Dr NB	14.5	46	0.34	14.5	46	0.34
	Judge Perez Dr SB	10.5	76	0.33	10.5	77	0.33
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	20.0	48	0.40	26.8	30	0.42
	E St. Bernard Hwy SB	1.5	5	0.07	8.4	3	0.08
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	15.0	0	0.01	15.2	0	0.01
	Riverbend Dr WB	13.8	8	0.08	14.0	3	0.08
	E St. Bernard Hwy NB	8.2	0	0.00	8.2	0	0.00
	E St. Bernard Hwy SB	8.0	3	0.02	8.1	0	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection
N/A Private driveway, Volumes were not observed

A review of **Tables 3**, **4**, and **5** indicated that the study area intersections are operating at acceptable capacity with moderate delays and queueing in the 2023 Existing Conditions and are expected to continue to operate at acceptable capacity in 2028.

2028 Opening Year Build Conditions

Trip Generation

Truck trips were estimated by Port NOLA based on the findings in the Port of New Orleans *Container Trade Forecast* (Ralph & Payne 2023). Truck trips were further broken down by Port NOLA into current and projected truck pick-up and delivery zip codes, and terminal worker vehicle trips were included in the analysis.

Container terminals typically operate in standard work-day shifts, which result in the terminal gates being open for either 10 hours per day for a single shift or 16 hours per day for a double shift. These times are referred to as "gate hours".

The LIT project is being designed with primary truck access to and from the site via East Judge Perez Drive (LA 39). Access to the terminal from East St Bernard Highway (LA 46) will be limited, consisting primarily of security, emergency, and maintenance vehicles. East Judge Perez Drive (LA 39) provides the most direct truck route to Interstate 510 and the inland interstate highway system, via Paris Road (LA 47).

The trips that will be generated by the development were estimated by the Port NOLA consultant team based on their projected growth plan and understanding of terminal operations. **Table 6** presents a summary of the projected container truck trips for AM, Mid, and PM peak hours when the development opens in 2028. A detailed trip distribution methodology is included in **Appendix F**.

Table 6
Trip Generation Estimates – LIT Trucks

Year	AM Peak		Mid Peak		PM Peak	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
2028	36	36	36	36	7	7

W. Smith Junior Elementary School Relocation

The W. Smith Junior Elementary School is located on East St Bernard Highway between Colonial Boulevard and Riverbend Drive. The plan is to relocate the school prior to opening day of the LIT in 2028. However, there is a high probability that the school relocation could be delayed, in which case the school could be in operation through opening day of LIT. As the primary truck and employee access to LIT will be along East Judge Perez Drive and there will be no primary access along East St Bernard Highway, it is not anticipated that Port construction or terminal operations will have any significant impact on school traffic patterns.

The proposed future location of the school is at the southwest corner of East Judge Perez Drive and Colonial Boulevard, which would be closer to the primary LIT truck traffic route. In order to provide the most conservative traffic impact analysis, for the purpose of this study the school was assumed to be relocated prior to 2028.

The existing school trips were rerouted to the proposed relocation site based on existing home-based – school origin-destination data provided by RPC's project team. A detailed school rerouting methodology is included in **Appendix F**.

Trip Distribution

The trip distribution of LIT trucks was estimated based on anticipated local and regional truck routes that were derived during consultation with the Port. The 2028 project truck trips for the AM, Mid, and PM peak hours are presented in **Appendix F**. The estimated growth rate of 0.62% (accounting for LIT auto trips of shift workers and induced trips of forecasted land use changes as a result of the construction of LIT) was applied to the Existing Condition volumes; port truck trips were added, and school trips were rerouted to produce 2028 Build Volumes for opening year. The resulting projected volumes are presented in **Figure 7**.

LEGEND:

- X AM Peak Hour (7:00 - 8:00 AM)
- [X] Mid-day (School) Peak Hour (2:00 - 3:00 PM)
- (X) PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection
- Unsignalized Intersection



Figure 7
2028 Build Volumes

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Project # 23-018

Last revised August 2024

2028 Build Conditions Analysis

2028 Build volumes, as well as existing lane configurations and intersection control data, were input into HCS 2023 to generate delay estimates, V/C ratios, and 95% queues for the study intersections. **Tables 7**, **8**, and **9** present the comparison of existing and 2028 No Build and Build Conditions capacity analysis results for the AM, Mid, and PM peak hours, respectively. Analysis reports are included in **Appendix F**.

Table 7
AM 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**4.8**	-	-	**4.8**	-	-	**5.0**	-	-
	Forty Arpent Canal Rd EB	43.6	11	0.35	43.6	19	0.35	43.7	19	0.35
	Paris Rd NB	3.6	19	0.58	3.6	33	0.58	3.7	36	0.59
	Paris Rd SB	5.3	67	0.37	5.3	123	0.38	5.6	136	0.40
Paris Rd at E Virtue St	**Overall**	**2.6**	-	-	**2.6**	-	-	**2.6**	-	-
	E Virtue St EB	61.6	48	0.36	61.6	48	0.36	61.6	48	0.36
	E Virtue St WB	58.1	16	0.11	58.1	16	0.11	58.1	16	0.11
	Paris Rd NB	1.2	10	0.28	1.2	10	0.28	1.3	11	0.31
	Paris Rd SB	1.3	10	0.29	1.3	11	0.30	1.4	12	0.32
Paris Rd at E Genie St	**Overall**	**23.3**	-	-	**23.3**	-	-	**23.9**	-	-
	E Genie St EB	49.7	145	0.45	49.7	145	0.45	49.2	146	0.45
	E Genie St WB	54.3	239	0.68	54.3	239	0.68	54.1	244	0.69
	Paris Rd NB	8.6	167	0.31	8.6	171	0.31	9.0	192	0.34
	Paris Rd SB	27.2	366	0.73	27.5	374	0.73	28.7	409	0.73
Paris Rd at E Solidelle St	**Overall**	**4.5**	-	-	**4.5**	-	-	**4.5**	-	-
	E Solidelle St EB	67.2	52	0.58	67.0	52	0.58	67.0	52	0.58
	E Solidelle St WB	58.5	35	0.23	58.5	35	0.23	58.5	35	0.23
	Paris Rd NB	2.2	55	0.28	2.2	56	0.29	2.4	61	0.31
	Paris Rd SB	2.7	76	0.33	2.7	78	0.33	2.8	85	0.36
Paris Rd at Judge Perez Dr	**Overall**	**44.6**	-	-	**45.0**	-	-	**45.6**	-	-
	Judge Perez Dr EB	40.1	279	0.80	40.6	286	0.81	41.1	295	0.81
	Judge Perez Dr WB	35.8	477	0.86	36.5	492	0.86	37.6	512	0.86
	Paris Rd NB	57.2	270	0.80	57	274	0.80	56.9	277	0.80
	Paris Rd SB	53.9	467	0.86	53.9	474	0.86	54.2	483	0.87

- HCS does not report result for overall intersection

Table 7 (Continued)
AM 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**25.6**	-	-	**25.7**	-	-	**26.4**	-	-
	Judge Perez Dr EB	19.2	203	0.79	19.1	206	0.79	19.3	234	0.79
	Judge Perez Dr WB	22.3	449	0.77	22.5	460	0.77	24.2	513	0.80
	Palmisano Blvd NB	47.3	161	0.79	47.1	157	0.79	47.1	157	0.79
	Palmisano Blvd SB	52.2	164	0.79	52.2	164	0.79	52.2	164	0.79
Judge Perez Dr at Campagna Dr	**Overall**	**10.5**	-	-	**10.5**	-	-	**10.8**	-	-
	Judge Perez Dr EB	8.3	121	0.48	8.3	124	0.48	8.4	141	0.48
	Judge Perez Dr WB	9.4	244	0.48	9.5	249	0.49	10	272	0.52
	Campagna Dr NB	41.8	29	0.13	41.8	29	0.13	41.8	29	0.13
	Campagna Dr SB	43.3	76	0.36	43.3	76	0.36	43.3	76	0.36
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**25.4**	-	-	**25.6**	-	-	**25.5**	-	-
	Judge Perez Dr EB	14.4	147	0.55	14.6	152	0.54	14.8	180	0.54
	Judge Perez Dr WB	16.7	242	0.77	16.9	248	0.77	17.3	278	0.77
	Archbishop Hannan Blvd NB	63.0	141	0.76	62.9	142	0.77	63.1	144	0.77
	Archbishop Hannan Blvd SB	68.9	223	0.85	69.7	229	0.85	69.7	229	0.85
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	15.0	5	0.06	15.2	5	0.06	15.9	5	0.07
	Guerra Dr WB	13.2	5	0.07	13.4	5	0.07	13.8	5	0.07
	Judge Perez Dr NB	8.1	3	0.03	8.1	3	0.03	8.3	3	0.03
	Judge Perez Dr SB	8.7	5	0.05	8.8	5	0.05	8.9	5	0.05

- HCS does not report result for overall intersection
* Unsignalized intersection

Table 7 (Continued)
AM 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**12.1**	-	-	**12.1**	**-**	**-**	**13.0**	**-**	**-**
	Colonial Blvd EB	16.1	57	0.32	16.2	58	0.33	16.5	63	0.34
	Colonial Blvd WB	29.8	11	0.24	29.8	11	0.24	30.7	11	0.24
	Judge Perez Dr NB	13.9	67	0.33	14.0	69	0.33	14.7	85	0.38
	Judge Perez Dr SB	7.9	41	0.25	7.9	42	0.25	9.2	60	0.26
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	19.6	55	0.44	23.7	58	0.46	19.6	23	0.25
	E St. Bernard Hwy SB	8.7	3	0.11	8.7	3	0.04	8.9	5	0.07
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Riverbend Dr WB	14.3	13	0.13	14.5	13	0.14	14.2	13	0.13
	E St. Bernard Hwy NB	7.8	0	0.00	7.8	0	0.00	7.8	0	0.00
	E St. Bernard Hwy SB	8.5	0	0.02	8.5	0	0.02	8.5	0	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection
N/A Private driveway, Volumes were not observed

Table 8

Mid 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**6.4**	-	-	**6.4**	-	-	**6.5**	-	-
	Forty Arpent Canal Rd EB	43.2	13	0.31	43.3	24	0.31	43.3	24	0.31
	Paris Rd NB	5.5	41	0.77	5.5	74	0.77	5.5	74	0.77
	Paris Rd SB	6.1	74	0.36	6.2	137	0.36	6.4	150	0.39
Paris Rd at E Virtue St	**Overall**	**5.3**	-	-	**5.4**	-	-	**5.4**	-	-
	E Virtue St EB	60.6	79	0.45	60.6	79	0.45	60.6	79	0.45
	E Virtue St WB	56.7	33	0.19	56.7	33	0.19	56.7	33	0.19
	Paris Rd NB	3.2	87	0.52	3.4	91	0.71	3.5	101	0.71
	Paris Rd SB	3.4	84	0.57	3.4	86	0.64	3.6	93	0.64
Paris Rd at E Genie St	**Overall**	**22.0**	-	-	**22.0**	-	-	**22.6**	-	-
	E Genie St EB	56.6	199	0.65	56.7	196	0.64	56.6	199	0.64
	E Genie St WB	53.4	140	0.49	53.7	143	0.49	53.5	142	0.49
	Paris Rd NB	8.6	190	0.35	8.7	199	0.37	9	217	0.40
	Paris Rd SB	26.8	412	0.80	26.7	411	0.80	28	451	0.80
Paris Rd at E Solidelle St	**Overall**	**8.6**	-	-	**8.6**	-	-	**8.8**	-	-
	E Solidelle St EB	60.6	109	0.66	60.9	109	0.66	60.7	116	0.67
	E Solidelle St WB	55.9	78	0.36	56.1	78	0.36	55.7	80	0.36
	Paris Rd NB	3.3	94	0.31	3.4	98	0.32	3.6	111	0.34
	Paris Rd SB	4.2	131	0.35	4.2	132	0.36	4.5	148	0.38
Paris Rd at Judge Perez Dr	**Overall**	**46.7**	-	-	**47.1**	-	-	**48.0**	-	-
	Judge Perez Dr EB	40.5	377	0.85	41.2	388	0.85	42.3	406	0.86
	Judge Perez Dr WB	35.0	327	0.80	35.5	336	0.80	36.5	345	0.81
	Paris Rd NB	61.5	317	0.83	61.8	323	0.83	61.7	326	0.83
	Paris Rd SB	56.3	477	0.88	56.4	487	0.88	57.4	496	0.89

- HCS does not report result for overall intersection

Table 8 (Continued)
Mid 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**22.0**	-	-	**21.9**	-	-	**21.8**	-	-
	Judge Perez Dr EB	13.6	276	0.77	13.7	281	0.77	14	308	0.77
	Judge Perez Dr WB	12.9	247	0.58	12.9	252	0.57	13.2	279	0.56
	Palmisano Blvd NB	65.8	193	0.81	65.8	193	0.81	65.8	193	0.81
	Palmisano Blvd SB	66.1	167	0.80	66.1	167	0.80	66.1	167	0.80
Judge Perez Dr at Campagna Dr	**Overall**	**10.9**	-	-	**10.8**	-	-	**10.8**	-	-
	Judge Perez Dr EB	10.0	176	0.78	10	177	0.78	10	198	0.78
	Judge Perez Dr WB	7.2	145	0.38	7.2	150	0.38	7.3	171	0.38
	Campagna Dr NB	62.1	42	0.18	62.1	42	0.18	62.1	42	0.18
	Campagna Dr SB	63.1	72	0.32	63.1	72	0.32	63.1	72	0.32
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**27.5**	-	-	**27.5**	-	-	**27.6**	-	-
	Judge Perez Dr EB	18.6	220	0.79	18.6	224	0.79	19.2	255	0.79
	Judge Perez Dr WB	20.2	173	0.78	20.2	179	0.78	20.6	211	0.78
	Archbishop Hannan Blvd NB	58.8	231	0.86	58.7	234	0.86	58.6	236	0.86
	Archbishop Hannan Blvd SB	62.6	118	0.76	62.6	118	0.76	62.4	123	0.77
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	16.0	8	0.10	16.1	8	0.10	17.0	10	0.11
	Guerra Dr WB	14.0	8	0.09	14.1	8	0.09	14.8	8	0.10
	Judge Perez Dr NB	8.6	3	0.02	8.6	3	0.03	8.8	3	0.03
	Judge Perez Dr SB	8.3	5	0.06	8.3	5	0.06	8.4	5	0.06

- HCS does not report result for overall intersection
* Unsignalized intersection

Table 8 (Continued)
Mid 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**11.5**	-	-	**11.5**	**-**	**-**	**12.1**	**-**	**-**
	Colonial Blvd EB	14.7	43	0.26	14.7	43	0.26	14.2	45	0.26
	Colonial Blvd WB	29.4	6	0.18	29.4	6	0.18	29.8	6	0.18
	Judge Perez Dr NB	13.3	36	0.31	13.3	38	0.34	13.8	52	0.34
	Judge Perez Dr SB	9.2	55	0.26	9.2	56	0.26	10.1	73	0.33
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	16.1	30	0.29	18.8	30	0.30	18.3	25	0.25
	E St. Bernard Hwy SB	1.3	3	0.05	8.3	3	0.05	8.3	5	0.06
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Riverbend Dr WB	11.6	3	0.04	11.7	3	0.04	11.6	3	0.04
	E St. Bernard Hwy NB	7.9	0	0.00	7.9	0	0.00	7.9	0	0.00
	E St. Bernard Hwy SB	7.9	0	0.02	7.9	0	0.02	7.9	0	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection
N/A Private driveway, Volumes were not observed

Table 9

PM 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**3.8**	-	-	**3.8**	-	-	**3.9**	-	-
	Forty Arpent Canal Rd EB	43.0	7	0.21	43.0	7	0.21	43	7	0.21
	Paris Rd NB	2.8	34	0.48	2.8	36	0.48	2.9	38	0.48
	Paris Rd SB	4.7	111	0.39	4.7	114	0.40	4.8	119	0.41
Paris Rd at E Virtue St	**Overall**	**5.2**	-	-	**5.3**	-	-	**5.4**	-	-
	E Virtue St EB	57.2	43	0.26	57.2	43	0.26	57.1	43	0.25
	E Virtue St WB	60.2	78	0.44	60.2	78	0.44	60.2	80	0.44
	Paris Rd NB	3.7	129	0.52	3.8	134	0.52	3.9	141	0.52
	Paris Rd SB	3.2	84	0.55	3.2	85	0.66	3.3	89	0.64
Paris Rd at E Genie St	**Overall**	**24.3**	-	-	**25.2**	-	-	**24.9**	-	-
	E Genie St EB	54.3	308	0.75	54.4	312	0.75	54.5	317	0.76
	E Genie St WB	46.5	192	0.52	46.3	192	0.51	46.0	194	0.51
	Paris Rd NB	15.0	357	0.54	15.8	377	0.56	16.1	391	0.57
	Paris Rd SB	25.5	390	0.77	27.2	412	0.79	26.1	412	0.77
Paris Rd at E Solidelle St	**Overall**	**8.8**	-	-	**8.8**	-	-	**8.9**	-	-
	E Solidelle St EB	55.6	89	0.46	55.6	89	0.46	55.5	89	0.47
	E Solidelle St WB	57.5	130	0.53	57.5	130	0.53	57.4	133	0.53
	Paris Rd NB	5.1	185	0.45	4.9	191	0.46	5.1	201	0.48
	Paris Rd SB	4.8	156	0.38	4.8	160	0.39	5.0	167	0.39
Paris Rd at Judge Perez Dr	**Overall**	**51.5**	-	-	**52.4**	-	-	**53.5**	-	-
	Judge Perez Dr EB	47.3	607	0.84	48.5	628	0.85	49.7	647	0.86
	Judge Perez Dr WB	35.8	363	0.83	36.8	373	0.83	38.1	382	0.83
	Paris Rd NB	62.8	432	0.88	63.8	443	0.89	64.9	451	0.90
	Paris Rd SB	64.9	450	0.89	65.4	460	0.90	66.2	469	0.91

- HCS does not report result for overall intersection

Table 9 (Continued)
PM 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**19.0**	-	-	**19.0**	-	-	**19.0**	-	-
	Judge Perez Dr EB	14.4	423	0.77	14.5	435	0.77	14.7	446	0.77
	Judge Perez Dr WB	11.4	290	0.43	11.5	297	0.43	11.6	304	0.44
	Palmisano Blvd NB	65.8	181	0.81	65.8	181	0.81	65.8	181	0.81
	Palmisano Blvd SB	67.6	134	0.75	67.6	134	0.75	67.6	134	0.75
Judge Perez Dr at Campagna Dr	**Overall**	**10.7**	-	-	**10.7**	-	-	**10.8**	-	-
	Judge Perez Dr EB	9.9	271	0.78	9.9	277	0.78	10.0	287	0.78
	Judge Perez Dr WB	7.4	199	0.37	7.5	203	0.37	7.6	209	0.38
	Campagna Dr NB	62.3	57	0.24	62.3	57	0.24	62.3	57	0.24
	Campagna Dr SB	63.1	81	0.35	63.1	81	0.35	63.1	81	0.35
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**31.2**	-	-	**31.4**	-	-	**31.8**	-	-
	Judge Perez Dr EB	21.7	301	0.80	22.0	309	0.80	22.5	322	0.81
	Judge Perez Dr WB	23.1	196	0.79	23.3	202	0.79	23.7	212	0.79
	Archbishop Hannan Blvd NB	64.3	310	0.89	64.7	316	0.89	65.2	322	0.89
	Archbishop Hannan Blvd SB	61.9	138	0.78	61.9	139	0.79	61.7	144	0.79
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	19.6	13	0.14	19.9	8	0.15	20.5	13	0.15
	Guerra Dr WB	16.1	8	0.10	16.3	8	0.10	16.7	8	0.10
	Judge Perez Dr NB	9.1	3	0.03	9.1	3	0.03	9.2	3	0.03
	Judge Perez Dr SB	8.6	10	0.12	8.7	5	0.12	8.7	10	0.12

- HCS does not report result for overall intersection
* Unsignalized intersection

Table 9 (Continued)
PM 2023 Existing Conditions vs 2028 No Build vs 2028 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2028 No Build			2028 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**12.8**	-	-	**12.8**	**-**	**-**	**13.0**	**-**	**-**
	Colonial Blvd EB	16.3	61	0.34	16.4	63	0.34	16.1	64	0.35
	Colonial Blvd WB	30.1	7	0.21	30.1	7	0.21	30.2	7	0.14
	Judge Perez Dr NB	14.5	46	0.34	14.5	46	0.34	14.7	50	0.34
	Judge Perez Dr SB	10.5	76	0.33	10.5	77	0.33	10.8	82	0.35
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	20.0	48	0.40	26.8	30	0.42	27.2	50	0.42
	E St. Bernard Hwy SB	1.5	5	0.07	8.4	3	0.08	8.4	8	0.08
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	15.0	0	0.01	15.2	0	0.01	15.2	0	0.01
	Riverbend Dr WB	13.8	8	0.08	14	3	0.08	14.1	8	0.08
	E St. Bernard Hwy NB	8.2	0	0.00	8.2	0	0.00	8.2	0	0.00
	E St. Bernard Hwy SB	8.0	3	0.02	8.1	0	0.02	8.1	3	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection

A review of **Tables 7**, **8**, and **9** indicated that the addition of project trips in 2028 is expected to result in acceptable operations at the study intersections.

Design Life Analysis – Paris Road at Judge Perez Drive

A design life analysis was conducted to estimate the horizon year that the intersection of Paris Road at Judge Perez Drive was expected to fail (intersection volumes exceed capacity limits). Projected volumes for the PM peak hour were estimated year-over-year for this study area intersection based on the trip generation and distribution methodology outlined in Appendix F. For each year, build volumes and intersection control data were input into HCS 2023 to generate delay estimates, V/C ratios, and 95% queues for the study intersections. Mitigation measures were identified for any years where analysis results show that the intersection has failed (i.e., volumes exceed capacity limits).

Tables 10, **11**, and **12** present a summary of the design life analysis for the PM peak hours until failure. Analysis reports are included in **Appendix G**.

Table 10
Paris Road at Judge Perez Drive – 2037 Build Conditions Westbound Left Turn Lane Improvement

Approach	Optimized Only*			With Dual WBL Lanes**		
	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Overall	**61.0**	-	-	**57.7**	-	-
Judge Perez Dr EB	63.6	832	0.92	57.8	773	0.92
Judge Perez Dr WB	46.4	461	1.01	38.1	456	0.73
Paris Rd NB	76.8	539	0.98	76.9	539	0.98
Paris Rd SB	61.2	462	0.96	63.8	478	0.98

\- *HCS does not report*

Volume has exceeded capacity (v/c > 1.00)

* *Signal timing adjustments were made to optimize intersection operations within the existing cycle length. Adjustments included adding overlap phases to the SBR and WBR movements.*

** *Geometric improvement includes an additional westbound left turn lane (i.e., from single to dual left turn lanes).*

Table 11
Paris Road at Judge Perez Drive – 2043 Build Conditions Eastbound Right Turn Lane Improvement

Approach	No Additional Improvements*			With Exclusive EBR Lane**		
	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Overall	**67.3**	-	-	**61.7**	-	-
Judge Perez Dr EB	81.8	1011	1.01	65.2	820	0.96
Judge Perez Dr WB	50.3	551	0.90	50.3	551	0.90
Paris Rd NB	74.6	567	0.98	74.6	567	0.98
Paris Rd SB	59.4	495	0.96	59.4	495	0.96

\- *HCS does not report*

Volume has exceeded capacity (v/c > 1.00)

* *Same improvements made in 2037 (Table 10).*

** *Additional geometric improvement includes a new exclusive eastbound right turn lane.*

Table 12
PM Design Life Capacity Analysis – Paris Road at Judge Perez Drive

Approach	2045 Build *(With Improvements)**			2046 Build *(With Improvements)**		
	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Overall	**65.2**	-	-	**67.6**	-	-
Judge Perez Dr EB	69.5	864	0.98	72.5	891	1.00
Judge Perez Dr WB	53.1	573	0.93	53.9	585	0.94
Paris Rd NB	78.8	593	1.00	81.5	609	1.01
Paris Rd SB	62.1	526	0.99	65.1	556	1.01

\- *HCS does not report*

Volume has exceeded capacity (v/c > 1.00)

Signal timing adjustments were made to optimize intersection operations within the existing cycle length.

* *Geometric improvements include a new exclusive eastbound right turn lane, and an additional westbound left turn lane (i.e., from single to dual left turn lanes).*

A review of **Table 10** indicates that an additional westbound left turn lane (i.e., from single to dual left turn lanes) would improve the westbound approach expected to exceed capacity in the PM peak hour in 2037.

A review of **Table 11** indicates that a new exclusive eastbound right turn lane (in addition to the dual westbound left turn lane) would improve the eastbound approach expected to exceed capacity in the PM peak hour in 2043.

A review of **Table 12** indicates that this intersection will reach its capacity, even with the previously noted improvements, by 2046.

The horizon year of **2045** was selected for further analysis as part of this study based on the results of the design life analysis of Paris Road at Judge Perez Drive. In addition to signal timing adjustments and geometric improvements at the intersection of Paris Road at Judge Perez Drive, a new exclusive eastbound right turn lane and an additional westbound left turn lane (i.e., from single to dual left turn lanes) have been accounted for under 2045 Build Conditions. RPC is conducting a "Stage 0" feasibility study to identify long-term improvements to mitigate operational deficiencies beyond 2045. The study is still in progress; however, the findings and recommendations are anticipated to be incorporated into the Regional Transportation Planning Process for further consideration and development.

2045 No Build and Build Conditions

2045 No Build Conditions Volumes

The estimated growth rates of **0.37%** (until 2030) and **0.67%** (from 2031-2050) were applied to the Existing Condition volumes to produce 2045 No Build Conditions volumes. The resulting 2045 No Build Conditions volumes are presented in **Figure 8**.

2045 Build Conditions Volumes

Table 13 presents a summary of the 2045 projected trips for AM, Mid, and PM peak hours, based on the trip generation methodology in Appendix F.

Table 13
Trip Generation Estimates – LIT Truck Trips

Year	AM Peak		Mid Peak		PM Peak	
	Entering	Exiting	Entering	Exiting	Entering	Exiting
2045	179	179	158	158	92	92

The 2045 project truck trips for the AM, Mid, and PM peak hours are presented in **Appendix H**. The estimated growth rates of **0.62%** (until 2030) and **1.15%** (from 2031-2050) were applied to the 2023 Existing Conditions volumes, along with the truck trips, to produce 2045 Build volumes. The resulting 2045 Build Condition volumes are presented in **Figure 9**.

2045 No Build and Build Capacity Analysis

2045 No Build and Build Conditions volumes and intersection control data were input into HCS 2023 to generate delay estimates, V/C ratios, and 95% queues for the study intersections. **Tables 14**, **15**, and **16** present the comparison of 2023 Existing Conditions and 2045 No Build and Build Conditions capacity analysis results for the AM, Mid, and PM peak hours, respectively. 2045 No Build and Build Conditions analysis reports are included in **Appendix H**.

LEGEND:

- X AM Peak Hour (7:00 - 8:00 AM)
- [X] Mid-day (School) Peak Hour (2:00 - 3:00 PM)
- (X) PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection
- Unsignalized Intersection



Figure 8

2045 Background Volumes

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

LEGEND:

- X AM Peak Hour (7:00 - 8:00 AM)
- [X] Mid-day (School) Peak Hour (2:00 - 3:00 PM)
- (X) PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection
- Unsignalized Intersection

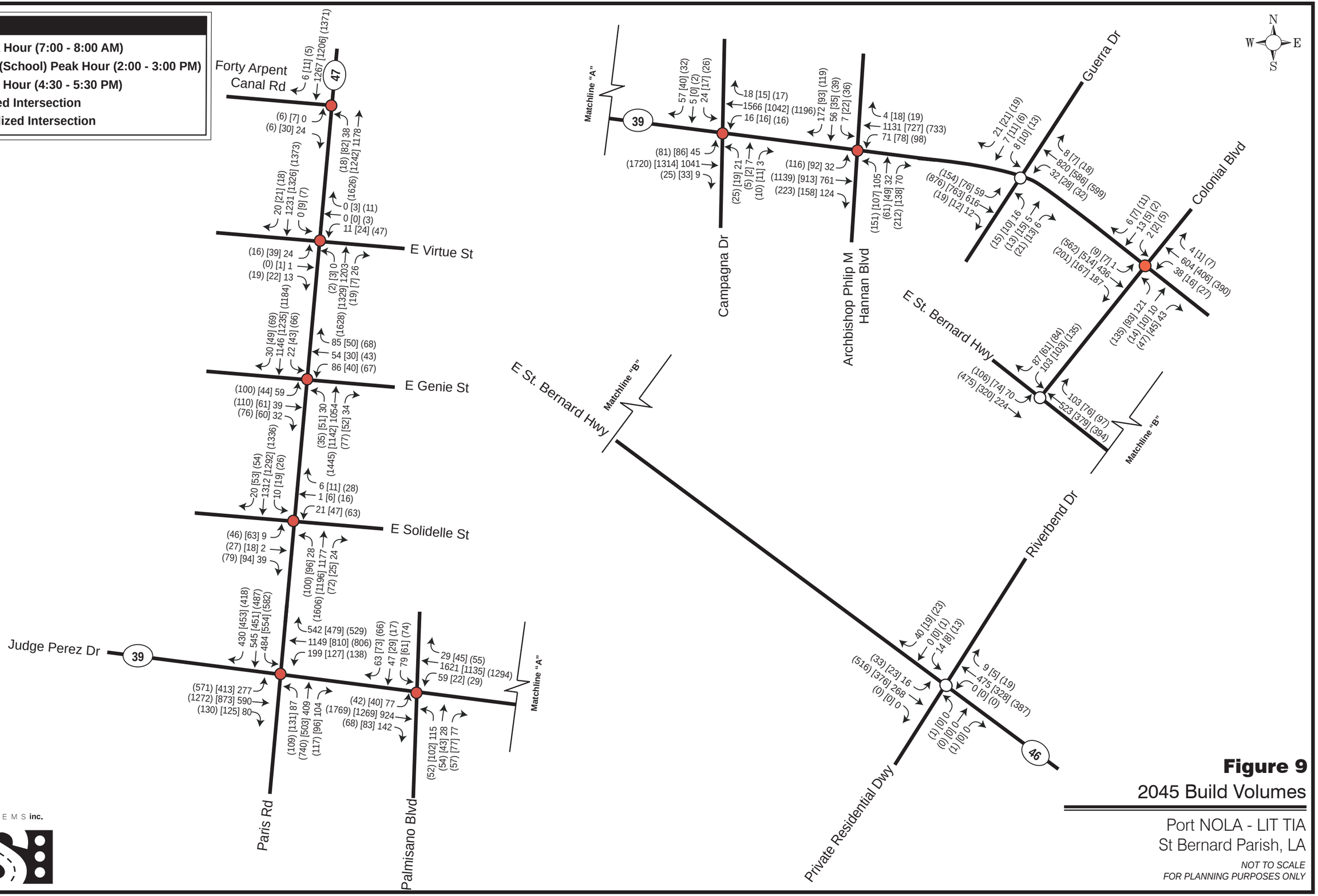


Figure 9

2045 Build Volumes

Port NOLA - LIT TIA

St Bernard Parish, LA

NOT TO SCALE

FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

Table 14
AM 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**4.8**	-	-	**5.1**	-	-	**6.5**	-	-
	Forty Arpent Canal Rd EB	43.6	11	0.35	43.6	21	0.36	43.6	24	0.37
	Paris Rd NB	3.6	19	0.58	3.7	38	0.59	4.4	70	0.64
	Paris Rd SB	5.3	67	0.37	5.8	145	0.42	8.0	242	0.57
Paris Rd at E Virtue St	**Overall**	**2.6**	-	-	**2.6**	-	-	**3.2**	-	-
	E Virtue St EB	61.6	48	0.36	61.6	50	0.37	61.3	58	0.39
	E Virtue St WB	58.1	16	0.11	57.9	16	0.11	57.4	17	0.11
	Paris Rd NB	1.2	10	0.28	1.4	13	0.31	2.0	31	0.44
	Paris Rd SB	1.3	10	0.29	1.4	14	0.33	2.1	35	0.45
Paris Rd at E Genie St	**Overall**	**23.3**	-	-	**24.3**	-	-	**32.4**	-	-
	E Genie St EB	49.7	145	0.45	48.4	157	0.46	46.7	170	0.47
	E Genie St WB	54.3	239	0.68	53.4	257	0.70	52.3	283	0.72
	Paris Rd NB	8.6	167	0.31	9.7	205	0.35	13.2	336	0.52
	Paris Rd SB	27.2	366	0.73	29.1	419	0.74	45.2	711	0.88
Paris Rd at E Solidelle St	**Overall**	**4.5**	-	-	**4.7**	-	-	**5.4**	-	-
	E Solidelle St EB	67.2	52	0.58	66.8	59	0.60	66.2	60	0.60
	E Solidelle St WB	58.5	35	0.23	58.2	38	0.24	58.2	41	0.26
	Paris Rd NB	2.2	55	0.28	2.5	68	0.32	3.3	115	0.44
	Paris Rd SB	2.7	76	0.33	3.0	95	0.37	4.1	158	0.50
Paris Rd at Judge Perez Dr**	**Overall**	**44.6**	-	-	**47.6**	-	-	**52.2**	-	-
	Judge Perez Dr EB	40.1	279	0.80	43.6	332	0.82	44.3	340	0.84
	Judge Perez Dr WB	35.8	477	0.86	41.3	587	0.87	53.6	818	0.97
	Paris Rd NB	57.2	270	0.80	57.1	298	0.81	56.6	321	0.81
	Paris Rd SB	53.9	467	0.86	54.6	536	0.90	53.9	519	0.95

\- HCS does not report result for overall intersection
** Build Conditions for the Paris Rd at Judge Perez Dr intersection include geometric improvements (EBR lane, dual WBL)

Table 14 (Continued)
AM 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**25.6**	-	-	**26.7**	-	-	**58.1**	-	-
	Judge Perez Dr EB	19.2	203	0.79	19.1	227	0.79	21.8	403	0.79
	Judge Perez Dr WB	22.3	779	0.77	25.0	537	0.83	84.2	1283	1.12
	Palmisano Blvd NB	47.3	161	0.79	47.1	157	0.79	47.1	157	0.79
	Palmisano Blvd SB	52.2	164	0.79	52.2	164	0.79	52.2	164	0.79
Judge Perez Dr at Campagna Dr	**Overall**	**10.5**	-	-	**11**	-	-	**14.6**	-	-
	Judge Perez Dr EB	8.3	121	0.48	8.5	140	0.50	10.3	255	0.52
	Judge Perez Dr WB	9.4	244	0.48	10.3	283	0.54	15.5	476	0.75
	Campagna Dr NB	41.8	29	0.13	41.8	29	0.13	41.7	34	0.16
	Campagna Dr SB	43.3	76	0.36	43.4	81	0.38	43.6	95	0.43
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**25.4**	-	-	**26.9**	-	-	**29.6**	-	-
	Judge Perez Dr EB	14.4	147	0.55	15.7	181	0.56	19.4	347	0.58
	Judge Perez Dr WB	16.7	242	0.77	18.3	287	0.78	23.5	500	0.78
	Archbishop Hannan Blvd NB	63.0	141	0.76	62.5	157	0.78	62.5	173	0.80
	Archbishop Hannan Blvd SB	68.9	223	0.85	72.4	253	0.87	75.4	283	0.88
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	15.0	5	0.06	16.2	5	0.07	22.2	10	0.12
	Guerra Dr WB	13.2	5	0.07	14.0	8	0.08	18.2	10	0.12
	Judge Perez Dr NB	8.1	3	0.03	8.3	3	0.03	9.0	3	0.04
	Judge Perez Dr SB	8.7	5	0.05	9	5	0.06	10.0	8	0.08

\- *HCS does not report*
* Unsignalized intersection
Volume has exceeded capacity (v/c > 1.00)

Table 14 (Continued)
AM 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**12.1**	-	-	**12.3**	-	-	**15.1**	**-**	**-**
	Colonial Blvd EB	16.1	57	0.32	16.5	66	0.36	18.7	85	0.43
	Colonial Blvd WB	29.8	11	0.24	30	11	0.24	32.7	13	0.25
	Judge Perez Dr NB	13.9	67	0.33	14.2	77	0.33	16.4	184	0.56
	Judge Perez Dr SB	7.9	41	0.25	8.1	47	0.25	12.1	152	0.55
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	19.6	55	0.44	30.5	83	0.57	29.5	53	0.44
	E St. Bernard Hwy SB	8.7	3	0.11	8.9	3	0.04	9.4	8	0.09
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Riverbend Dr WB	14.3	13	0.13	15.6	8	0.16	17.1	18	0.19
	E St. Bernard Hwy NB	7.8	0	0.00	7.9	0	0	7.9	0	0.00
	E St. Bernard Hwy SB	8.5	0	0.02	8.7	3	0.02	8.8	3	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection
N/A Private driveway, Volumes were not observed

Table 15
Mid 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**6.4**	-	-	**6.7**	-	-	**8.0**	-	-
	Forty Arpent Canal Rd EB	43.2	13	0.31	43.5	27	0.33	43.7	30	0.34
	Paris Rd NB	5.5	41	0.77	5.6	81	0.77	6.1	94	0.77
	Paris Rd SB	6.1	74	0.36	6.8	162	0.40	9	257	0.54
Paris Rd at E Virtue St	**Overall**	**5.3**	-	-	**5.6**	-	-	**6.5**	-	-
	E Virtue St EB	60.6	79	0.45	60.3	86	0.47	60	92	0.48
	E Virtue St WB	56.7	33	0.19	56.2	34	0.19	55.9	39	0.21
	Paris Rd NB	3.2	87	0.52	3.7	110	0.71	4.8	183	0.71
	Paris Rd SB	3.4	84	0.57	3.7	102	0.64	4.8	171	0.64
Paris Rd at E Genie St	**Overall**	**22.0**	-	-	**23.2**	-	-	**31.6**	-	-
	E Genie St EB	56.6	199	0.65	56.1	210	0.66	55.3	232	0.68
	E Genie St WB	53.4	140	0.49	53.3	156	0.52	51.9	170	0.53
	Paris Rd NB	8.6	190	0.35	9.7	232	0.41	12.9	365	0.57
	Paris Rd SB	26.8	412	0.80	28.5	467	0.80	44.5	771	0.91
Paris Rd at E Solidelle St	**Overall**	**8.6**	-	-	**9**	-	-	**9.9**	-	-
	E Solidelle St EB	60.6	109	0.66	60.9	124	0.70	59.6	133	0.68
	E Solidelle St WB	55.9	78	0.36	55.6	84	0.37	54.8	91	0.37
	Paris Rd NB	3.3	94	0.31	3.8	120	0.35	5.2	203	0.48
	Paris Rd SB	4.2	131	0.35	4.7	158	0.39	6.4	254	0.53
Paris Rd at Judge Perez Dr**	**Overall**	**46.7**	-	-	**50.3**	-	-	**50.7**	-	-
	Judge Perez Dr EB	40.5	377	0.85	46.2	454	0.88	48.6	467	0.90
	Judge Perez Dr WB	35.0	327	0.80	38.7	389	0.82	41.8	490	0.73
	Paris Rd NB	61.5	317	0.83	63	352	0.84	60.8	381	0.86
	Paris Rd SB	56.3	477	0.88	58.8	557	0.93	56.3	538	0.97

\- HCS does not report result for overall intersection
** Build Conditions for the Paris Rd at Judge Perez Dr intersection include geometric improvements (EBR lane, dual WBL)

Table 15 (Continued)
Mid 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**22.0**	-	-	**21.6**	-	-	**22.5**	-	-
	Judge Perez Dr EB	13.6	276	0.77	14	316	0.77	16.8	497	0.77
	Judge Perez Dr WB	12.9	247	0.58	13.2	280	0.56	15.6	442	0.58
	Palmisano Blvd NB	65.8	193	0.81	65.8	193	0.81	65.8	193	0.81
	Palmisano Blvd SB	66.1	167	0.80	66.1	167	0.80	66.1	167	0.80
Judge Perez Dr at Campagna Dr	**Overall**	**10.9**	-	-	**11.1**	-	-	**12**	-	-
	Judge Perez Dr EB	10.0	176	0.78	10.2	201	0.79	11.2	308	0.78
	Judge Perez Dr WB	7.2	145	0.38	7.5	175	0.38	9.1	284	0.44
	Campagna Dr NB	62.1	42	0.18	62	44	0.19	62.1	48	0.21
	Campagna Dr SB	63.1	72	0.32	63.2	80	0.36	63.4	87	0.38
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**27.5**	-	-	**29.1**	-	-	**31.7**	-	-
	Judge Perez Dr EB	18.6	220	0.79	20.3	261	0.80	24.6	456	0.81
	Judge Perez Dr WB	20.2	173	0.78	21.7	208	0.79	25.7	387	0.80
	Archbishop Hannan Blvd NB	58.8	231	0.86	60.8	262	0.87	63.8	295	0.88
	Archbishop Hannan Blvd SB	62.6	118	0.76	62.1	132	0.78	61.6	148	0.80
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	16.0	8	0.10	17.6	10	0.12	24.3	18	0.18
	Guerra Dr WB	14.0	8	0.09	14.9	8	0.10	19.4	15	0.16
	Judge Perez Dr NB	8.6	3	0.02	8.8	3	0.03	9.7	3	0.04
	Judge Perez Dr SB	8.3	5	0.06	8.4	5	0.07	9.2	8	0.09

\- HCS does not report result for overall intersection
* Unsignalized intersection

Table 15 (Continued)
Mid 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**11.5**	-	-	**11.6**	-	**-**	**13.8**	**-**	**-**
	Colonial Blvd EB	14.7	43	0.26	14.8	49	0.28	18.4	59	0.32
	Colonial Blvd WB	29.4	6	0.18	29.6	6	0.18	31.5	6	0.17
	Judge Perez Dr NB	13.3	36	0.31	13.5	42	0.34	15.1	119	0.46
	Judge Perez Dr SB	9.2	55	0.26	9.4	63	0.29	12.3	154	0.57
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	16.1	30	0.29	22.1	43	0.37	24.9	43	0.38
	E St. Bernard Hwy SB	1.3	3	0.05	8.4	5	0.05	8.6	5	0.07
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	N/A	N/A	N/A	-	-	-	N/A	N/A	N/A
	Riverbend Dr WB	11.6	3	0.04	12.6	5	0.05	12.7	5	0.06
	E St. Bernard Hwy NB	7.9	0	0.00	8.1	0	0.00	8.1	0	0.00
	E St. Bernard Hwy SB	7.9	0	0.02	8.0	3	0.02	8.0	3	0.02

- HCS does not report result for overall intersection
* Unsignalized intersection
N/A Private driveway, Volumes were not observed

Table 16
PM 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Paris Rd at Forty Arpent Canal	**Overall**	**3.8**	-	-	**4.1**	-	-	**5.0**	-	-
	Forty Arpent Canal Rd EB	43.0	7	0.21	43.1	7	0.21	42.8	7	0.19
	Paris Rd NB	2.8	34	0.48	3.1	42	0.50	3.7	66	0.60
	Paris Rd SB	4.7	111	0.39	5.1	134	0.44	6.3	192	0.55
Paris Rd at E Virtue St	**Overall**	**5.2**	-	-	**5.6**	-	-	**6.7**	-	-
	E Virtue St EB	57.2	43	0.26	56.8	46	0.26	56.1	50	0.27
	E Virtue St WB	60.2	78	0.44	59.9	85	0.45	59.6	94	0.47
	Paris Rd NB	3.7	129	0.52	4.3	166	0.52	5.8	243	0.60
	Paris Rd SB	3.2	84	0.55	3.5	106	0.66	4.4	158	0.63
Paris Rd at E Genie St	**Overall**	**24.3**	-	-	**26.6**	-	-	**32.9**	-	-
	E Genie St EB	54.3	308	0.75	55.4	343	0.78	57.6	385	0.81
	E Genie St WB	46.5	192	0.52	44.9	205	0.53	43.9	226	0.56
	Paris Rd NB	15.0	357	0.54	18.7	453	0.63	27.5	676	0.81
	Paris Rd SB	25.5	390	0.77	27.1	449	0.77	32.5	607	0.78
Paris Rd at E Solidelle St	**Overall**	**8.8**	-	-	**9.4**	-	-	**10.8**	-	-
	E Solidelle St EB	55.6	89	0.46	55.1	99	0.48	54.7	106	0.51
	E Solidelle St WB	57.5	130	0.53	57.2	143	0.55	56.9	156	0.57
	Paris Rd NB	5.1	185	0.45	5.7	228	0.52	7.7	321	0.63
	Paris Rd SB	4.8	156	0.38	5.5	195	0.43	6.9	262	0.53
Paris Rd at Judge Perez Dr**	**Overall**	**51.5**	-	-	**59.7**	-	-	**65.2**	-	-
	Judge Perez Dr EB	47.3	607	0.84	54.9	738	0.90	69.5	864	0.98
	Judge Perez Dr WB	35.8	363	0.83	44.9	425	0.96	53.1	573	0.93
	Paris Rd NB	62.8	432	0.88	70.5	509	0.94	78.8	593	1.00
	Paris Rd SB	64.9	450	0.89	73.6	522	0.98	62.1	526	0.99

\- HCS does not report result for overall intersection

** Build Conditions for the Paris Rd at Judge Perez Dr intersection include geometric improvements (EBR lane, dual WBL)

Table 16 (Continued)
PM 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Palmisano Blvd	**Overall**	**19.0**	-	-	**18.2**	-	-	**21.5**	-	-
	Judge Perez Dr EB	14.4	423	0.77	13.9	503.8	0.65	19.4	706	0.79
	Judge Perez Dr WB	11.4	290	0.43	11.5	323.4	0.47	14.2	448	0.60
	Palmisano Blvd NB	65.8	181	0.81	65.8	181	0.81	65.8	181	0.81
	Palmisano Blvd SB	67.6	134	0.75	67.6	133.7	0.75	67.6	134	0.75
Judge Perez Dr at Campagna Dr	**Overall**	**10.7**	-	-	**11.3**	-	-	**12.8**	-	-
	Judge Perez Dr EB	9.9	271	0.78	10.5	317.3	0.79	12.4	446	0.79
	Judge Perez Dr WB	7.4	199	0.37	8	231.1	0.38	9.5	320	0.49
	Campagna Dr NB	62.3	57	0.24	62.3	61.8	0.26	62.4	65	0.28
	Campagna Dr SB	63.1	81	0.35	63.2	87.9	0.37	63.4	95	0.40
Judge Perez Dr at Archbishop Philip M Hannan Blvd	**Overall**	**31.2**	-	-	**33.6**	-	-	**37.2**	-	-
	Judge Perez Dr EB	21.7	301	0.80	24.4	362.1	0.81	29.7	528	0.83
	Judge Perez Dr WB	23.1	196	0.79	25.2	233	0.80	29.0	350	0.81
	Archbishop Hannan Blvd NB	64.3	310	0.89	67.6	355	0.90	70.6	400	0.92
	Archbishop Hannan Blvd SB	61.9	138	0.78	61.3	156.6	0.80	62.3	175	0.82
Judge Perez Dr at Guerra Dr*	Guerra Dr EB	19.6	13	0.14	22.3	15	0.17	33.4	30	0.29
	Guerra Dr WB	16.1	8	0.10	17.7	10	0.11	23.7	15	0.17
	Judge Perez Dr NB	9.1	3	0.03	9.4	3	0.03	0.5	3	0.05
	Judge Perez Dr SB	8.6	10	0.12	8.9	13	0.14	1.4	15	0.17

\- HCS does not report result for overall intersection
* Unsignalized intersection

Table 16 (Continued)
PM 2023 Existing Conditions vs 2045 No Build vs 2045 Build Conditions Capacity Analysis

Intersection	Approach	2023 Existing			2045 No Build			2045 Build		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Judge Perez Dr at Colonial Blvd	**Overall**	**12.8**	-	-	**13**	**-**	**-**	**14.2**	**-**	**-**
	Colonial Blvd EB	16.3	61	0.34	16.6	69	0.37	17.2	81	0.42
	Colonial Blvd WB	30.1	7	0.21	30.2	7.3	0.21	31.3	8	0.21
	Judge Perez Dr NB	14.5	46	0.34	14.7	51.6	0.34	15.5	98	0.37
	Judge Perez Dr SB	10.5	76	0.33	10.8	86.8	0.37	12.4	146	0.54
E St. Bernard Hwy at Colonial Blvd*	Colonial Blvd WB	20.0	48	0.40	35.3	73	0.53	51.3	103	0.67
	E St. Bernard Hwy SB	1.5	5	0.07	8.5	8	0.09	8.8	8	0.10
E St. Bernard Hwy at Riverbend Dr*	Riverbend Dr EB	15.0	0	0.01	16.5	0	0.01	18.2	0	0.01
	Riverbend Dr WB	13.8	8	0.08	14.9	8	0.09	16.8	10	0.12
	E St. Bernard Hwy NB	8.2	0	0.00	8.4	0	0.00	8.5	0	0.00
	E St. Bernard Hwy SB	8.0	3	0.02	8.2	0	0.03	8.3	3	0.03

\- HCS does not report result for overall intersection
* Unsignalized intersection

A review of **Table 14** indicated that the East Judge Perez Drive westbound approach at Palmisano Boulevard is expected to exceed capacity during the AM peak hour with the addition of the proposed development.

A review of **Table 15** indicated that during the Mid peak hour, all intersections are expected to operate within capacity with the addition of the proposed development.

A review of **Table 16** indicated that during the PM peak hour, the northbound approach at the intersection of Paris Road at Judge Perez Drive is expected to reach capacity (v/c = 1.00) with the addition of the proposed development, with the geometric improvements (EBR lane and dual WBL lanes).

Improvement Development – East Judge Perez Drive at Palmisano Boulevard

To improve operations on East Judge Perez Drive at Palmisano Boulevard in the 2045 AM, changes to traffic signal timings were evaluated. The existing cycle length of 100 seconds was adjusted to 140 seconds, to match the cycle length of the adjacent East Judge Perez Drive at Paris Road. The effect of changing the cycle length on progression was not evaluated. The results of these adjustments are further described below.

2045 Build Conditions with Improvement Capacity Analysis

Table 17 presents a comparison of the 2045 Build Conditions on East Judge Perez Drive at Palmisano Boulevard without and with improvements for the AM peak hour. The analysis report is included in **Appendix H**.

Table 17
AM 2045 Build Conditions Without vs With Improvements Capacity Analysis

Intersection	Approach	2045 Build (without improvements)			2045 Build (with improvements)		
		Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
E Judge Perez Dr at Palmisano Blvd	**Overall**	**58.1**	-	-	**40.1**	-	-
	Judge Perez Dr EB	21.8	403	0.79	20.8	441	0.57
	Judge Perez Dr WB	84.2	1283	1.12	36.9	1084	0.95
	Palmisano Blvd NB	47.1	157	0.79	120.7	302	0.98
	Palmisano Blvd SB	52.2	164	0.79	96.2	263	0.91

\- HCS does not report result for overall intersection
Volume has reached capacity

A review of **Table 17** indicated that the intersection of East Judge Perez Drive at Palmisano Boulevard impacted by the project trips during the 2045 AM peak hour is expected to operate within capacity with the increase in cycle length and optimization of traffic signal phase timings. The overall delay of the intersection is expected to improve by approximately 32% as a result. Based on a desktop review of the intersection, the addition of northbound and southbound right turn lanes may improve capacity on Palmisano Boulevard, especially during school pick-up and drop-off.

Improvement Development – Paris Road at Judge Perez Drive

As previously discussed, an exclusive eastbound right turn and dual westbound left turn lanes are expected to improve operations at the intersection of Paris Road at Judge Perez Drive under Build Conditions in comparison to No Build Conditions.

Additional Alternative: Forty Arpent Canal

In 2022, the State of Louisiana legislature committed funding for the planning, design, and construction of an elevated roadway on the backside of the Forty Arpent Canal, spanning from the future development to the I-510.

As previously discussed, RPC is currently conducting a "Stage 0" feasibility study to identify short-term (2030) and long-term (2050) improvements for St. Bernard Parish as a result of the development of LIT and other developments directly or indirectly related to the proposed port. The elevated roadway is a potential alternative as part of the RPC study.

Additional Considerations

Rail Crossing Analysis

The container trade forecast predicts that 17% of containers from LIT could be handled by rail. The LIT site will be served by a single rail line, the Norfolk Southern Chalmette Branch, which connects lower St Bernard Parish to other Class I rail yards in New Orleans. The Chalmette Branch track currently serves another industrial facility south of LIT with one (1) 1,800-ft train per day. The LIT project would add significant utilization to the Chalmette Branch track.

Trains serving LIT would arrive and depart according to train "spotting" and "pull down" windows. These are windows of time that correspond to daily work shifts when workers would be prepared to receive ("spot") or prepare for departure ("pull down") arriving or departing trains. Trains would arrive and depart between 3:00 AM to 5:00 AM, and 6:00 PM to 8:00 PM. The train arrival and departure windows do not correspond with the AM, midday, or PM peak traffic hours of **7:00-8:00 AM**, **2:00-3:00 PM**, or **4:30-5:30 PM**, and would be followed regardless of the number or length of trains arriving or departing.

At full build-out, LIT will have eight loading tracks in the intermodal yard, with the capacity to handle up to a 10,000-foot train arriving and a 10,000-foot train departing in each time window. The longest train that LIT can produce is approximately 10,000 feet at full buildout, with double-stacked containers. Trains currently run at 10 miles per hour on the Chalmette Branch.

A high-level queue analysis was performed at the following existing railroad crossings:

- Paris Road (LA 47) at Ferry Landing Crossing
- W St Bernard Highway (LA 46) at Norfolk Southern Railroad Crossing
- W Judge Perez Drive (LA 39) at Norfolk Southern Railroad Crossing

Tables 18 and **19** present a summary of the high-level estimate of vehicular queues in the AM and PM (off-peak) at each railroad crossing location, respectively. RPC is currently conducting a detailed rail crossing analysis in coordination with Port NOLA, as part of the "Stage 0" feasibility study. A detailed rail crossing analysis methodology is found in **Appendix I**.

Table 18
Summary of Rail Crossing Vehicular Queue Lengths – Between 3:00 AM and 5:00 AM

Scenario	Peak 15-Min Vehicular Volume*	Peak Arrival Rate (veh/min)	Scenario 1 (10 mph train travel speed)		Scenario 2 (15 mph train travel speed)	
			Blockage Duration (min)	Max Vehicular Queue Length (ft)**	Blockage Duration (min)	Max Vehicular Queue Length (ft)**
LA 47 at Ferry Landing Crossing						
2028 Build	19	1.3	3.21	52	2.48	40
2045 Build	23	1.5	10.06	189	7.05	132
LA 46 at Norfolk Southern Railroad Crossing						
2028 Build	53	3.5	2.88	126	2.15	94
2045 Build	64	4.3	9.73	523	6.72	361
LA 39 at Norfolk Southern Railroad Crossing						
2028 Build	100	6.7	2.88	241	2.15	180
2045 Build	120	8.0	9.73	973	6.72	672

**For the direction with the highest vehicular arrival rate.*
***Per lane, assuming each vehicle is 25 feet vehicle length. Note: Southbound LA 47 at Ferry Landing Crossing is made up of three approaching lanes (WBL, EBR, SBT at upstream intersection), the remaining approaches for all crossings are two lanes.*

Table 19
Summary of Rail Crossing Vehicular Queue Lengths – Between 6:00 PM and 8:00 PM

Scenario	Peak 15-Min Vehicular Volume*	Peak Arrival Rate (veh/min)	Scenario 1 (10 mph train travel speed)		Scenario 2 (15 mph train travel speed)	
			Blockage Duration (min)	Max Vehicular Queue Length (ft)**	Blockage Duration (min)	Max Vehicular Queue Length (ft)**
LA 47 at Ferry Landing Crossing						
2028 Build	48	3.2	3.21	128	2.48	99
2045 Build	58	3.9	10.06	491	7.05	344
LA 46 at Norfolk Southern Railroad Crossing						
2028 Build	232	15.5	2.88	557	2.15	417
2045 Build	279	18.6	9.73	2,262	6.72	1,562
LA 39 at Norfolk Southern Railroad Crossing						
2028 Build	319	21.3	2.88	766	2.15	573
2045 Build	383	25.5	9.73	3,101	6.72	2,142

**For the direction with the highest vehicular arrival rate.*
***Per lane, assuming each vehicle is 25 feet vehicle length. Note: Southbound LA 47 at Ferry Landing Crossing is made up of three approaching lanes (WBL, EBR, SBT at upstream intersection), the remaining approaches for all crossings are two lanes.*

A review of **Tables 18** and **19** indicated that an increase in train travel speed from 10 mph to 15 mph results in a substantial decrease in vehicular queue lengths, especially at the two Norfolk

South Railroad Crossings. Alternatively, the trains could be split to shorten them (i.e., splitting two long trains into two shorter trains).

LIT Entrance Operational Analysis

Figure 10 presents an illustration of the proposed LIT entrance at East Judge Perez Drive. The 2045 project trips for the AM, MID, and PM peak hours at the proposed LIT entrance, based on the trip generation estimates in Table 11, is presented in **Figure 11**. Since the auto (shift worker) trips were included as part of the growth rate supplied by RPC's project team, the auto trip assignment at the entrance was estimated with the assumption that 20% of shift workers will travel to and from south of the study area. The resulting 2045 Build Conditions volumes at the proposed LIT entrance are presented in **Figure 12**.

Using the proposed port entrance configuration presented in Figure 4, 2045 Build Conditions volumes were input into HCS 2023 to generate delay estimates, V/C ratios, and 95% queues for the port entrance. **Table 20** presents the results of the 2045 Build Conditions capacity analysis results for the entrance. Analysis reports are included in **Appendix J**.



Figure 4 Proposed Terminal Layout
Source: Port of New Orleans, Adapted from 2024 Google Maps

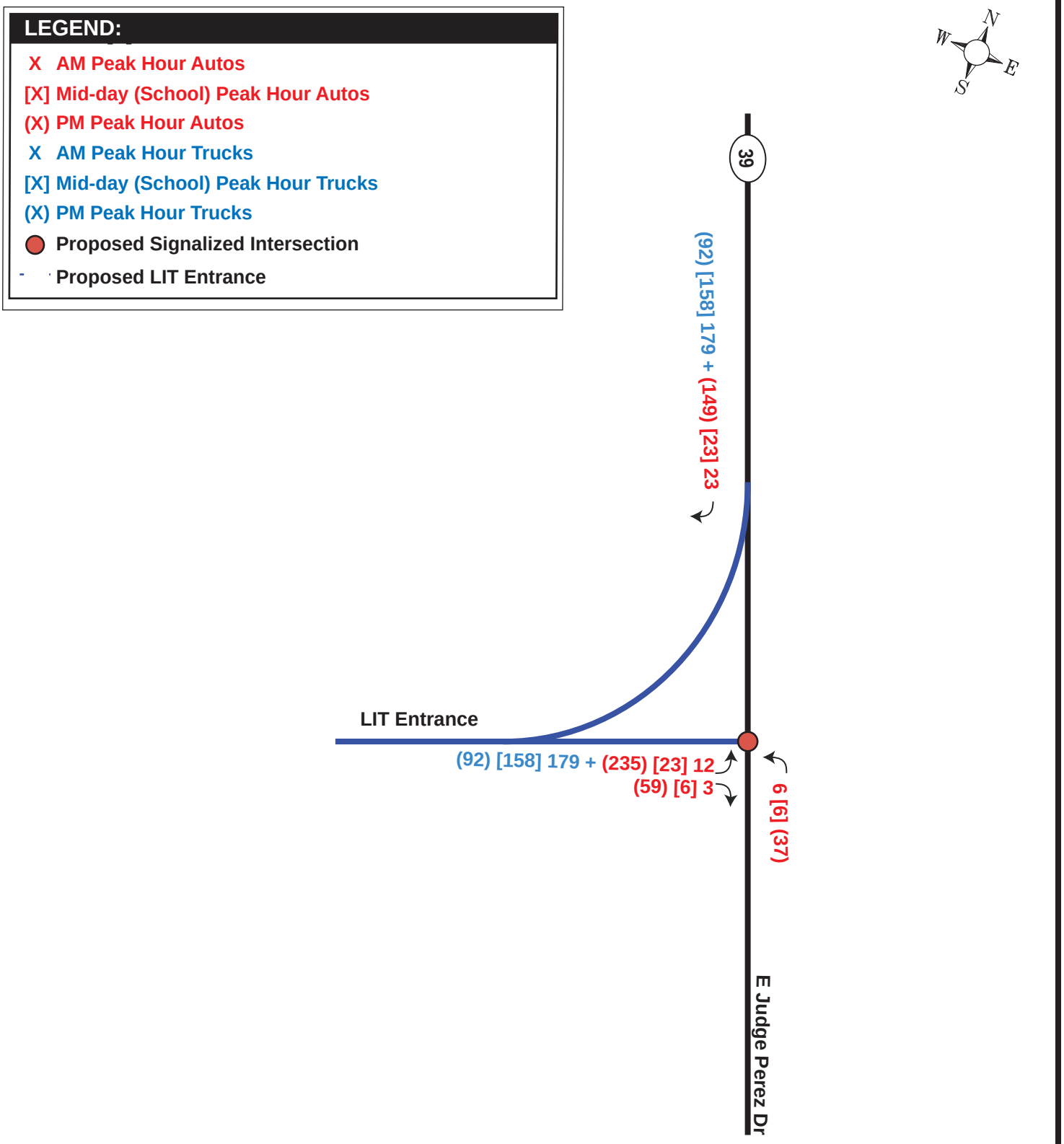


Figure 11

2045 Port Entrance Projected Trips Figure

URBAN SYSTEMS inc.

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

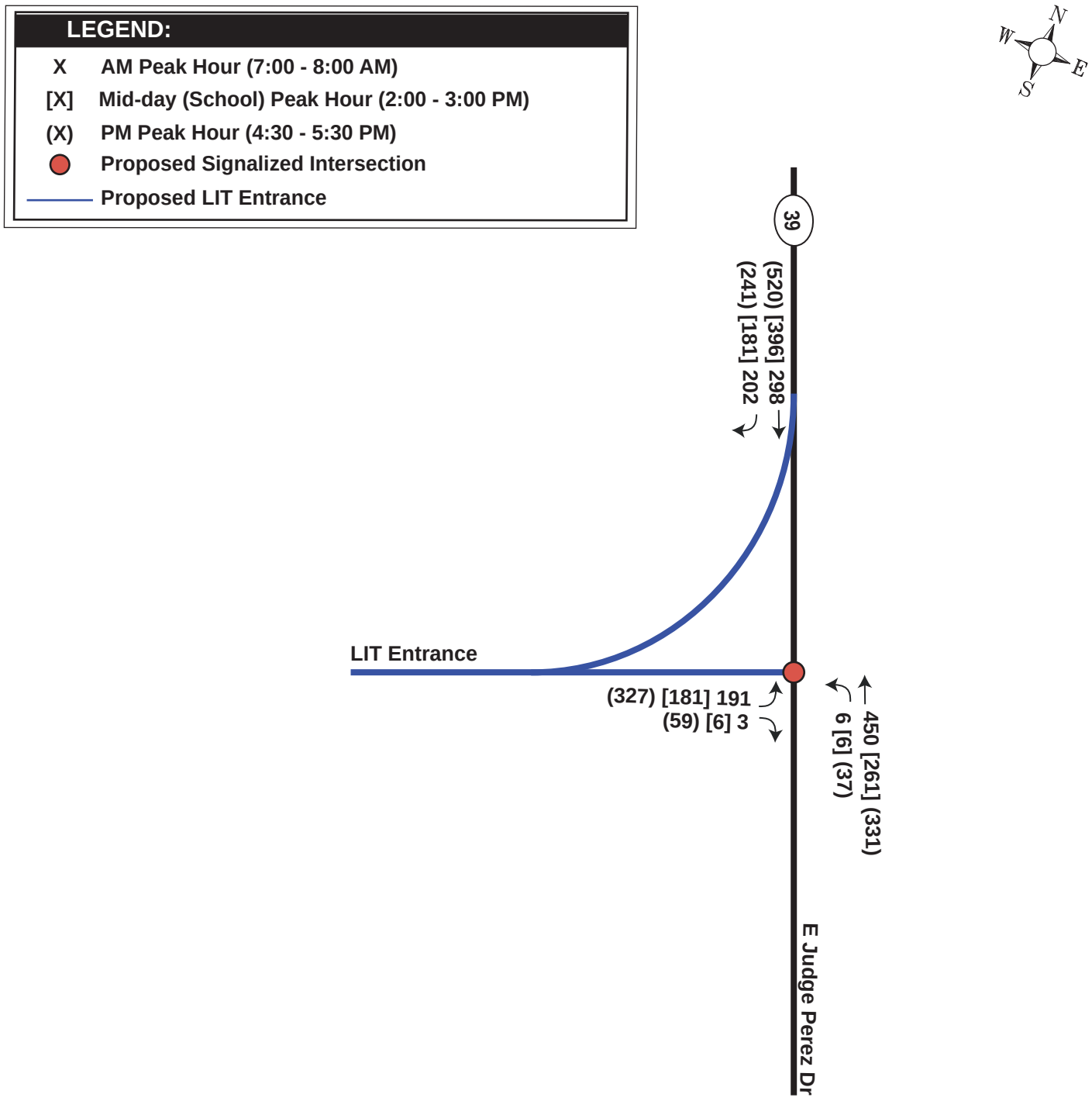


Figure 12

2045 Port Entrance Volumes

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

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Table 20
2045 Build Conditions Capacity Analysis – E Judge Perez Drive at Port Entrance

Approach	2045 AM			2045 MID			2045 PM		
	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio	Delay (sec/veh)	95th%ile (ft/ln)	V/C Ratio
Overall	**20.2**	-	-	**19.2**	-	-	**16.8**	-	-
Port Entrance EB	11.0	61	0.40	9.5	50	0.31	18.2	107	0.38
E Judge Perez Dr NB	23.3	140	0.50	21.1	77	0.30	12.9	56	0.48
E Judge Perez Dr SB	21.3	88	0.33	22.6	122	0.44	18.4	138	0.44

- *HCS does not report*

A review of **Table 20** indicates that the port entrance is expected to operate well within capacity (volume to capacity ratio below 1.00) in 2045 in the AM, MID, and PM based on the port configuration shown in Figure 4.

Conclusions and Recommendations

The proposed project is to construct the Port of New Orleans (Port NOLA) Louisiana International Terminal (LIT) on the east bank of the Mississippi River in Violet, Louisiana.

No improvements are expected to be required for the opening day. Based on the study findings, it is recommended that before 2037 an additional Judge Perez Drive westbound left turn lane (i.e., from single to dual left turn lanes) and before 2043 a new exclusive Judge Perez Drive eastbound right turn lane be constructed at the intersection of Judge Perez Drive and Paris Road. Traffic operations should be monitored, and signal timing optimizations should be provided before opening day in 2028 and as part of the design of each above noted geometric improvement. A coordination study should be conducted on Judge Perez Drive to select optimal cycle lengths for adjacent signals, such as East Judge Perez Drive at Palmisano Boulevard. As part of the coordination study, the addition of northbound and southbound right turn lanes on Palmisano Boulevard at East Judge Perez Drive should be evaluated.

Additionally, it is recommended to evaluate alternative measures to distribute traffic to include recommendations that come from RPC's "Stage 0" study (currently in progress), such as considerations for vulnerable road users, as well as the construction of a third arterial roadway along the Forty Arpent Canal to accommodate the overall future traffic growth projections beyond 2045.

Appendix A
Initial Data Collection

Appendix A.1 St Bernard Parish Bikeway & Pedestrian Plan Update..... A-2

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Appendix A
Initial Data Collection

Appendix A.1 St Bernard Parish Bikeway & Pedestrian Plan Update

URBAN SYSTEMS inc.

St. Bernard Parish

Bikeway & Pedestrian Plan Update

JUNE 2017



PREPARED FOR

St. Bernard Parish Government and the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Charles, St. John, St. Tammany and Tangipahoa Parishes

PREPARED BY

Soll Planning & Alta Planning + Design

RPC TASK A2.17; FY UPWP

Excerpts of findings from:

St Bernard Parish *Bikeway and Pedestrian Plan Update* (Soll Planning & Alta Planning + Design, June 2017)

Table 5. Bicycle Lanes Planned on the Local Street Network

Name	From	To	Posted Speed	Approx. Width	Length (Miles)
Archbishop Hannan Blvd.*	Judge Perez Dr.	St. Bernard Hwy.	30	24' per side	0.60
Colonial Blvd.*	Judge Perez Dr.	St. Bernard Hwy.	30	24' per side	0.56
Jackson Blvd.	Judge Perez Dr.	St Bernard Hwy.	20	20'	0.42
Pakenham Dr.	Judge Perez Dr.	St Bernard Hwy.	20	24'	0.42

*Archbishop Hannan Blvd. and Colonial Blvd. were complete or nearing completion at the time of the study.

Buffered Bicycle Lanes are recommended on 1.3 miles of the local street network, where additional space is available that can be used to increase the comfort for less confident bicyclists in locations where traffic is currently high or fast moving, or is anticipated to increase in the future.

Table 6. Buffered Bicycle Lanes planned on the Local Street Network

Name	From	To	Posted Speed	Approx. Width	Length (Miles)
De La Ronde Dr.	Patricia St.	Judge Perez Dr.	20	42'	0.48
Jean Lafitte Pkwy.*	Judge Perez Dr.	St. Bernard Hwy.	20	18'per side	0.80

*Further evaluation at the time of design will determine feasibility of buffered bicycle lane implementation

Future Considerations for State Highways in St. Bernard Parish

The development of a vision for the future bikeway network in St. Bernard Parish recognizes that St. Bernard Parish is not the owner of all roadways within St. Bernard's geographic area. The public input process revealed a significant need for bikeway and pedestrian improvements that involve crossing and travel along the three main state highways in the urbanized area – St. Bernard Hwy. (LA 46), Judge Perez Dr. (LA 39) and Paris Rd. (LA 47). These roadways can function as barriers to non-motorized travel and discourage trips that involve them.

This plan includes several spot improvements for crossing these main roadways, which can be implemented in the near term and will help remove some barriers for people walking and biking in St. Bernard. Additional major improvements, including but not limited to on-street bicycle facilities on these highways will be done working with our partners at the Louisiana Department of Transportation and Development (DOTD) when major improvements are scheduled for these routes.

However, it should be clearly understood that we would expect every accommodation to be made for bicyclists and pedestrians should major improvements such as widening or resurfacing be undertaken to these roadways by the State of Louisiana in the future. This action would be

undertaken in accordance with the State's adopted Complete Streets Policy. Specific suggestions for these improvements are outlined in Table 7 that follows.

In 2015, DOTD created an internal Geographic Information Systems (GIS) tool, the Long Range Bicycle Map Statewide (LRBMS), to assist designers in determining the appropriate accommodation for bicycles and level of priority for projects for their entire network. These products were shared with the state's Metropolitan Planning Organizations (MPOs) to assist them in their planning processes. The project team reviewed the recommendations of the LRBMS, and determined that the facility type recommendations are generally consistent. Where inconsistencies exist, it is the result of a finer grain analysis being conducted within the Bikeway Plan.

Bicycle Lanes were under construction on 2.9 miles of St. Claude Ave. and W. St. Bernard Hwy. at the time of the writing of this report. Bicycle Lanes are recommended for an additional 3.5 miles of St. Bernard Hwy. as well.

Buffered Bicycle Lanes are recommended for 1.4 miles of Paris Rd., from the 40 Arpent Canal to St. Bernard Hwy. This facility type could be implemented within the existing pavement section. **Shared Lane Markings** are recommended for 0.7 miles of Paris Rd. south of St. Bernard Hwy.

Separated Bicycle Lanes are recommended on 4.3 miles of Judge Perez Dr., from the Orleans Parish Line to approximately Jacob Dr. This facility type is recommended based on the high traffic speeds, high volume of traffic, high percentage of truck traffic within the traffic stream, density of bicycle and pedestrian generators, and the history of bicycle and pedestrian crashes on the roadway. To accommodate this facility type, major construction would be required, which is not anticipated in the foreseeable future. Additional discussions with the Louisiana Department of Transportation and Development, the owner of that roadway, should occur at a later point in time to address potential solutions to improve safety for non-motorized transportation needs and compliance with the Louisiana and St. Bernard Parish Complete Streets Policies. Implementing a Separated Bicycle Lane will require a long term strategy to better manage access along the corridor. An access management strategy should include (but not be limited) to the following steps:

1. Identify the limits of the right of way and where adjacent business owners are encroaching on the right of way for parking.
2. Identify current opportunities for driveway closure or consolidation
3. Review and revise standards for new developments to require shared parking/parking lot connectivity, minimize driveway widths, and limit the number of driveways per frontage allowed. Private property adjacent to the state highway network seeking driveway permit or access is subject to the access management policy and driveway permitting process of the DOTD.

Shoulder bikeways are recommended on 27.2 miles of the state highway network within St. Bernard, primarily downriver of the Valero Refinery. Of this mileage, shoulders already exist on 16.7 miles of these roads; however additional improvements may be beneficial to improve the

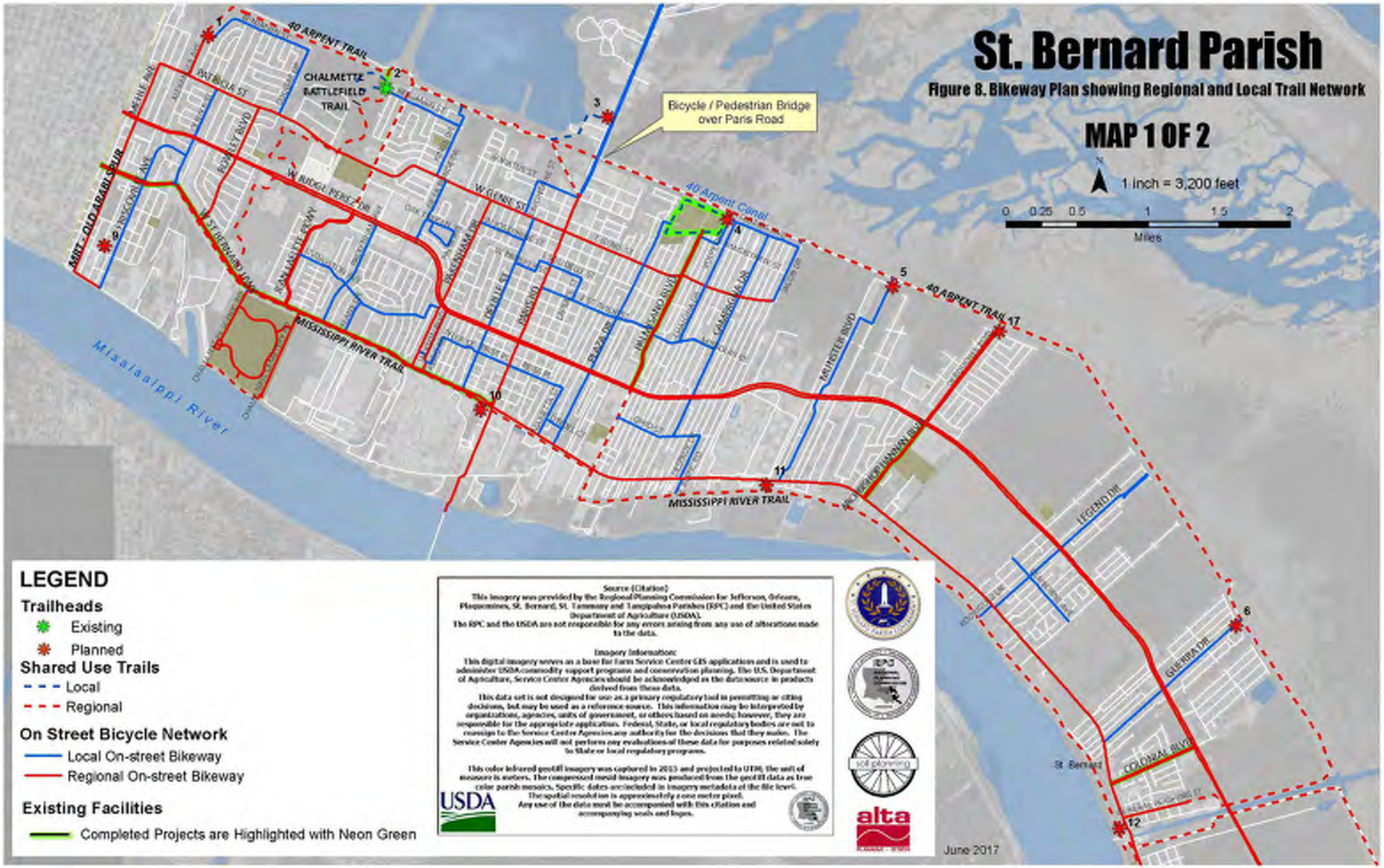
quality of these shoulders and preserve their usability for the purpose of bicycling. These improvements may include:

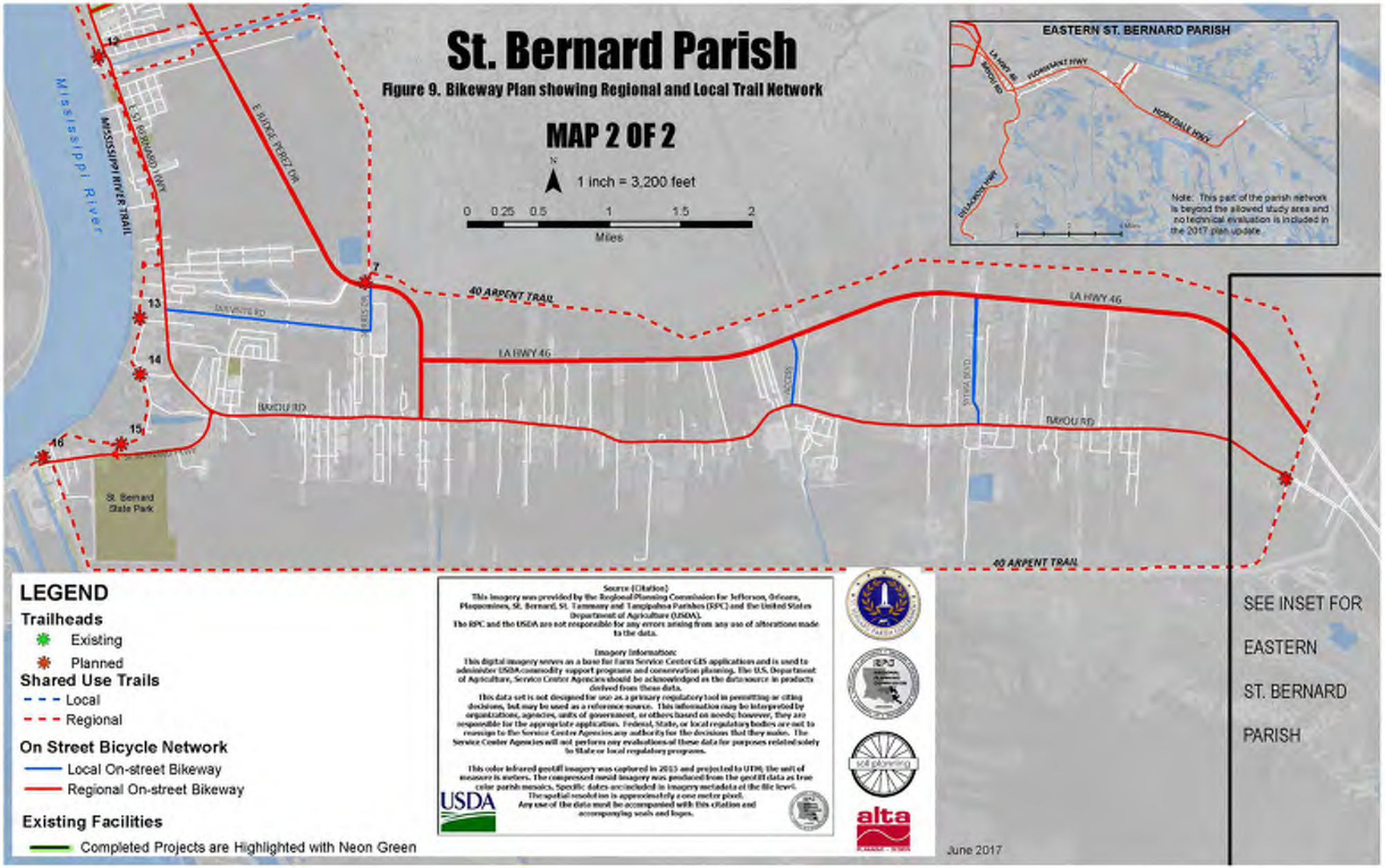
- Bicycle compatible rumble strips where they are not present.
- A regular maintenance plan, including sweeping and debris clearing
- Signage alerting motorists to the presence of people bicycling.

Table 7. Facilities Recommended for the State Highway Network

Name	From	To	Posted Speed	Approx Width	Length	Facility Type
Paris Rd. (LA 47)	40 Arpent Trail	St. Bernard Hwy.	40	90-100'	1.41	Buffered Bicycle Lane
Paris Rd. (LA 47)	St. Bernard Hwy.	Ferry Landing		30-34'	0.70	Shared Lane Marking
Paris Rd. (LA 47)	Orleans Parish Line	40 Arpent Trail	40	90-100'	1.93	Shoulder Bikeway
W. Judge Perez Dr. (LA 39)	Parish Line	Paris Rd.	35	120 to 160'	2.84	Separated Bicycle Lane
E. Judge Perez Dr. (LA 39)	Paris Rd.	Jacob Dr.	35	36' per side	1.45	Separated Bicycle Lane
E. Judge Perez Dr. (LA 39)	Jacob Dr.	Bayou Rd.	45	36' per side	7.16	Shoulder Bikeway
St. Claude Ave. (LA 46)*	Government St.	Lebeau St.	30	90-130'	0.32	Bicycle Lane
W. St. Bernard Hwy. (LA 46)*	St. Claude Ave.	Paris Rd.	40	90-130'	2.62	Bicycle Lane
E. St. Bernard Hwy. (LA 46)	Paris Rd.	Palmisano Blvd.	35-45	46-52'	0.76	Bicycle Lane
E. St. Bernard Hwy. (LA 46)	Palmisano Blvd.	Trailhead @ Violet Canal	45	44-52'	4.44	Shoulder Bikeway
E. St. Bernard Hwy. (LA 46)	Trailhead @ Violet Canal	St. Bernard Pkwy.	35-45	48'	2.20	Bicycle Lane
LA Hwy 46	Judge Perez Dr.	40 Arpent Flood Wall	55	300	5.81	Shoulder Bikeway
Bayou Rd. (LA 39)	St. Bernard Pkwy.	Judge Perez Dr.	40	36'	1.32	Shoulder Bikeway
Bayou Rd. (LA 300)	Judge Perez Dr.	40 Arpent Trail	25-40	24'	5.48	Shoulder Bikeway
St Bernard Pkwy. (LA 39)	Bayou Rd.	Parish Line	40	80'	0.77	Shoulder Bikeway
Access Rd (LA 1245)	LA Hwy 46	Bayou Rd.	55	48'	0.43	Shoulder Bikeway

*Bicycle Lanes on St. Claude Ave. and W. St. Bernard Hwy. nearing completion at the time of the writing of this report.


St. Bernard Parish
Figure 8. Bikeway Plan showing Regional and Local Trail Network
MAP 1 OF 2
1 inch = 3,200 feet
0 0.25 0.5 1 1.5 2
Miles
Bicycle / Pedestrian Bridge over Paris Road
40 ARPENT TRAIL
CHALMETTE BATTLEFIELD TRAIL
MISSISSIPPI RIVER TRAIL
Mississippi River
40 Arpent Canal
LEGEND
Trailheads
Existing
Planned
Shared Use Trails
Local
Regional
On Street Bicycle Network
Local On-street Bikeway
Regional On-street Bikeway
Existing Facilities
Completed Projects are Highlighted with Neon Green
Source (Citation)
Imagery Information
USDA
June 2017


St. Bernard Parish
Figure 9. Bikeway Plan showing Regional and Local Trail Network
MAP 2 OF 2
N
1 inch = 3,200 feet
0 0.25 0.5 1 1.5 2
Miles
EASTERN ST. BERNARD PARISH
Note: This part of the parish network is beyond the allowed study area and no technical evaluation is included in the 2017 plan update.
Mississippi River
MISSISSIPPI RIVER TRAIL
E. JUDGE PEREZ DR.
40 ARPENT TRAIL
LA HWY 46
BAYOU RD
St. Bernard State Park
12
13
14
15
16
7
LEGEND
Trailheads
Existing
Planned
Shared Use Trails
Local
Regional
On Street Bicycle Network
Local On-street Bikeway
Regional On-street Bikeway
Existing Facilities
Completed Projects are Highlighted with Neon Green
Source (Citation)
This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA).
The RPC and the USDA are not responsible for any errors arising from any use of alterations made to the data.
Imagery Information:
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This data set is not designed for use as a primary regulatory tool in permitting or citing decisions, but may be used as a reference source. This information may be interpreted by organizations, agencies, units of government, or others based on needs; however, they are responsible for the appropriate applications. Federal, State, or local regulatory bodies are not to reassign to the Service Center Agencies any authority for the decisions that they make. The Service Center Agencies will not perform any evaluations of these data for purposes related solely to State or local regulatory programs.
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The spatial resolution is approximately one meter pixel.
Any use of the data must be accompanied with this citation and accompanying seals and logos.
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soil planning
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SEE INSET FOR EASTERN ST. BERNARD PARISH
June 2017

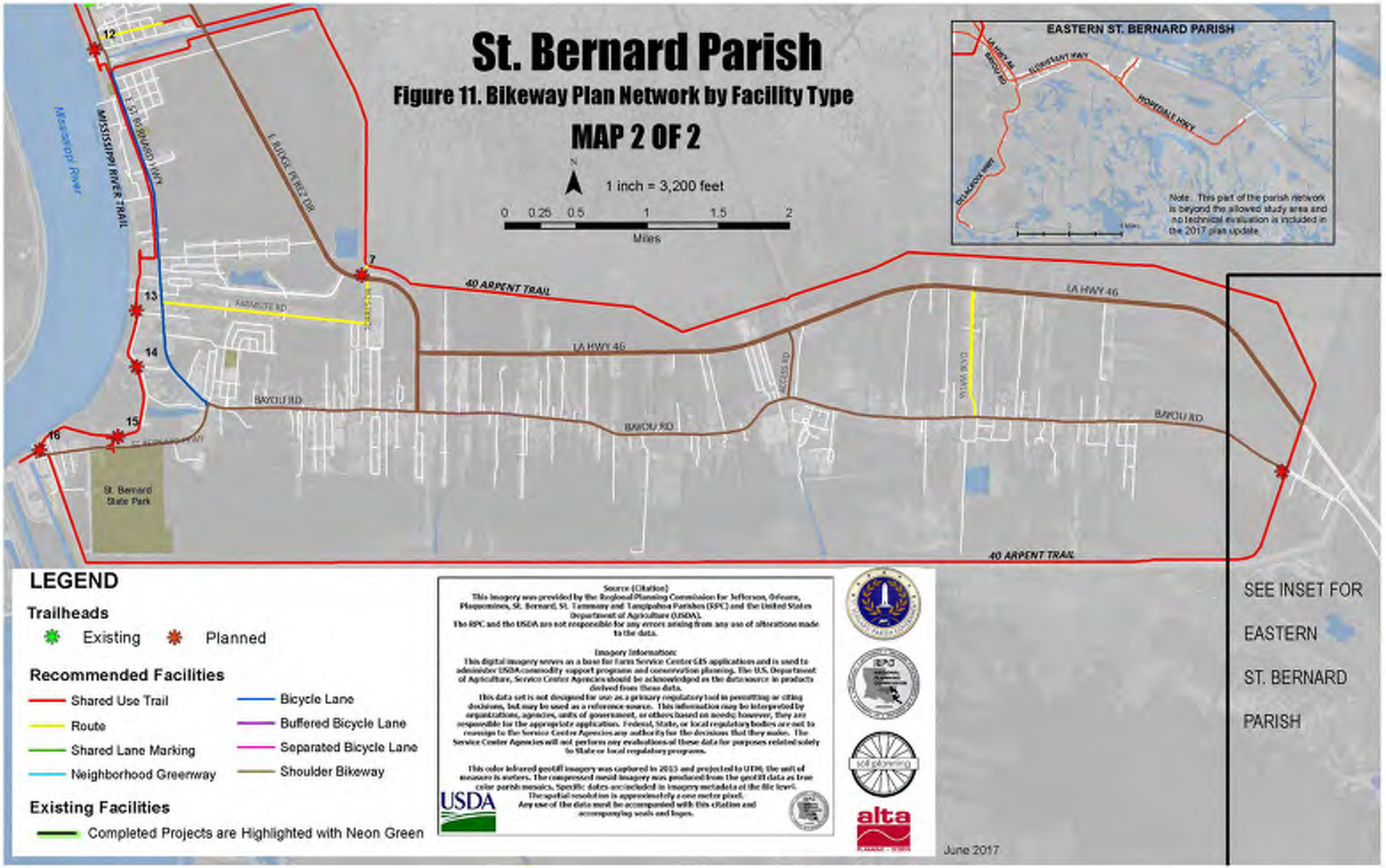

St. Bernard Parish
Figure 11. Bikeway Plan Network by Facility Type
MAP 2 OF 2
1 inch = 3,200 feet
0 0.25 0.5 1 1.5 2
Miles
EASTERN ST. BERNARD PARISH
Note: This part of the parish network is beyond the allowed study area and no technical evaluation is included in the 2017 plan update.
SEE INSET FOR EASTERN ST. BERNARD PARISH
Mississippi River
MISSISSIPPI RIVER TRAIL
E. ST BERNARD HWY
E. JUDGE PEREZ DR
40 ARPENT TRAIL
LA HWY 46
BAYOU RD
St. Bernard State Park
12
13
14
15
16
7
LEGEND
Trailheads
Existing
Planned
Recommended Facilities
Shared Use Trail
Route
Shared Lane Marking
Neighborhood Greenway
Bicycle Lane
Buffered Bicycle Lane
Separated Bicycle Lane
Shoulder Bikeway
Existing Facilities
Completed Projects are Highlighted with Neon Green
Source (Citation)
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June 2017

Figure 14. Paris Rd. Photo Simulation, near Riess Place, Facing South



The following 24 locations were identified as areas in need of additional crossing infrastructure.

Table 9. Crossing Improvements

Map #	Location	Improvement Type	Description of Improvement
1	Paris Rd. and Genie St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, and tighten corner radii
2	Paris Rd. and E. Solidelle St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks
3	Paris Rd. and Riess Pl.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk and stop bars, install median island
4	Paris Rd. and St. Bernard Hwy.	Signalized crossing	Install pedestrian signals, install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, tighten radii, add median on east side of SBH; review necessity of northwest slip lane and pedestrian island.

5	Judge Perez Dr. and west Wal-Mart driveway (across from Hospital)	Signalized crossing	Construct bus pull offs / turn around; Construct new sidewalks from bus stops to hospital/Wal-Mart driveway, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walk, install pedestrian signal and tighten curb radii
6	Judge Perez Dr. and Plaza Dr.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten curb radii.
7	Judge Perez Dr. and Laplace St.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalks, median cut through, tighten median radii
8	Judge Perez Dr. and Archbishop Hannan Blvd.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks median cut through, tighten median radii, tighten southwest corner radii
9	St. Bernard Hwy. and Rowley Dr.	Signalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, pedestrian signal, high visibility crosswalk
10	St. Bernard Hwy. and Jean Lafitte Pkwy.	Signalized crossing	Install pedestrian signals and high visibility cross walks, median cut through, tighten radii
11	St. Bernard Hwy. and Keane St. / Melvin Perez Pkwy.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten radii
12	St Bernard Hwy and Pakenham Dr.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk
13	St. Bernard Hwy. and Jackson Blvd.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk
14	St. Bernard Hwy. and Delille St.	Unsignalized crossing	Install pedestrian signal Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median cut through
15	St Bernard Hwy. and Palmisano Dr. / Murphy Trucking Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, install median island on downriver side
16	St. Bernard Hwy. and Despaux Dr. / Leblanc Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median island
17	St Bernard Hwy. and Legend Dr. / Rodriguez Ln	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk


St. Bernard Parish
Figure 15. Complete Streets Network
Sidewalk and Pedestrian Facilities Plan
MAP 1 OF 1
N
1 inch = 3,200 feet
0 0.25 0.5 1 1.5 2
Miles
40 Arpent Canal
Mississippi River
Violet Canal
E ST BERNARD HWY
W ST BERNARD HWY
W JUDGE PEREZ DR
E JUDGE PEREZ DR
FLORIDA WALK CANAL
GUNTHARD CANAL
CRAUSHAW CANAL
CRAUSHAW-VISTA CANAL
ARCHBISHOP HANNAN BLVD
LEGEND DR
CORONWAL BLVD
Legend
Pedestrian Spot Improvement Locations
Complete Streets Network
Sidewalk Installation and Replacement Projects
Install New Sidewalk
Replace Existing Sidewalk in Poor Condition
Source (Citation)
This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard, St. Tammany and Tangipahoa Parishes (RPC) and the United States Department of Agriculture (USDA).
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The spatial resolution is approximately a one meter pixel.
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Table 16. Pedestrian Facilities

Map #	Location	Improvement Type	Description of Improvement	Cost Estimate	Priority
1	Paris Rd. and Genie St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, and tighten corner radii	$ 25,616	1
2	Paris Rd. and E. Solidelle St.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks	$ 25,616	1
3	Paris Rd. and Riess Pl.	Unsignalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk and stop bars, install median island	$ 31,116	1
4	Paris Rd. and St. Bernard Hwy.	Signalized crossing	Install pedestrian signals, install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, tighten radii, add median on east side of SBH; review necessity of northwest slip lane and pedestrian island.	$ 38,482	1
5	Judge Perez Dr. and west Wal-Mart driveway (across from Hospital)	Signalized crossing	Construct bus pull offs / turn around; Construct new sidewalks from bus stops to hospital/Wal-Mart driveway, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walk, install pedestrian signal and tighten curb radii	To Be Determined	1
6	Judge Perez Dr. and Plaza Dr.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten curb radii.	$ 24,116	1
7	Judge Perez Dr. and Laplace St.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalks, median cut through, tighten median radii	$ 28,058	1
8	Judge Perez Dr. and Archbishop Hannan Blvd.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks median cut through, tighten median radii, tighten southwest corner radii	$ 40,790	1
9	St. Bernard Hwy. and Rowley Dr.	Signalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, pedestrian signal, high visibility crosswalk	$ 6,116	1
10	St. Bernard Hwy. and Jean Lafitte Pkwy.	Signalized crossing	Install pedestrian signals and high visibility cross walks, median cut through, tighten radii	$ 18,750	1
11	St. Bernard Hwy. and Keane St. / Melvin Perez Pkwy.	Signalized crossing	Install pedestrian signals, Install perpendicular ADA accessible curb ramps at all corners, install high visibility cross walks, median cut through, tighten radii	$ 25,616	1
12	St Bernard Hwy and Pakenham Dr.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk	$ 3,058	1
13	St. Bernard Hwy. and Jackson Blvd.	Unsignalized crossing	Install perpendicular ADA accessible curb ramps at all corners, median cut through, high visibility crosswalk	$ 1,529	1
14	St. Bernard Hwy. and Delille St.	Unsignalized crossing	Install pedestrian signal Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median cut through	$ 29,587	1
15	St Bernard Hwy. and Palmisano Dr. / Murphy Trucking Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, install median island on downriver side	$ 31,116	1
16	St. Bernard Hwy. and Despaux Dr. / Leblanc Rd.	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk, median island	$ 31,116	1
17	St Bernard Hwy. and Legend Dr. / Rodriguez Ln	Unsignalized crossing	Install pedestrian signal, Install perpendicular ADA accessible curb ramps at all corners, install high visibility crosswalk	$ 31,116	2
18	Patricia St. and W. Railroad Ditch & railroad track (between Aycock St. and Alexander Ave.)	Canal / railroad crossing	Install approx. 0.08 mi new sidewalk, including smooth level crossing of railroad track and guard rails over canal. North and south side.	$ 24,360	2
19	Patricia St. and Eickes Canal (between Center St. and Schnell Dr.)	Canal crossing	North side: spot in replace sidewalk panels, replace fence with guard rail. South side: replace .02 mi sidewalk and replace fencing with guard rails	$ 11,140	2

Appendix B
Data Collection

Appendix B.1 Data Collection Report.....B-2
Appendix B.2 Turning Movement Counts.....B-4

URBAN SYSTEMS inc.

Appendix B
Data Collection

Appendix B.1 Data Collection Report

URBAN SYSTEMS inc.

Data Collection Report

Forty-eight (48)-hour counts with classification were collected in December 2021 on roadway segments on Paris Rd at Forty Arpent Canal Dr, East Judge Perez Dr between Paris Rd and Palmisano Blvd, and East St Bernard Hwy between Paris Rd and Palmisano Blvd. Raw count data is presented in **Appendix B.2**.

Existing turning movement counts (TMC's) were collected using video cameras in March or October 2023 at the following locations:

Paris Rd (LA 47):

- At Judge Perez Dr (LA 39)
- At Solidelle St
- At Genie St
- At Vertue St
- At Forty Arpent Canal Rd

E Judge Perez Dr (LA 39):

- At Palmisano Blvd
- At Campagna Dr
- At Archbishop Philip M Hannan Blvd
- At Guerra Dr
- At Colonial Blvd

E St Bernard Hwy (LA 46):

- At Colonial Blvd
- At W Smith Junior Elementary School Dwy 1
- At W Smith Junior Elementary School Dwy 2
- At Riverbend Dr

The raw count data is presented in **Appendix B.3**.

Appendix B
Data Collection

Appendix B.2 Turning Movement Counts

URBAN SYSTEMS inc.



Paris Rd at Forty Arpent Canal Rd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

FORTY ARPENT CANAL RD EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	**2**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
1:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
3:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Forty Arpent Canal Rd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

FORTY ARPENT CANAL RD EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
6:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
6:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	5	6	0	0	1	0	0	0	0	0	0	0	**12**
7:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	2	2	0	0	1	0	0	0	0	0	0	0	**5**
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	**10**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**
10:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
10:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	2	2	0	0	0	0	1	0	0	0	0	0	**5**
11:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**
3:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Forty Arpent Canal Rd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	3	11	0	0	0	0	0	0	0	0	0	0	**14**
6:15 AM	0	12	13	0	0	0	0	0	0	0	0	0	0	**25**
6:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
6:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	14	4	1	0	0	0	0	0	0	0	0	0	**19**
8:00 AM	0	37	4	2	1	1	0	0	0	0	0	0	0	**45**
8:15 AM	0	61	9	7	0	0	0	0	0	0	0	0	0	**77**
8:30 AM	0	46	6	2	0	0	0	0	0	0	0	0	0	**54**
8:45 AM	0	4	3	3	0	0	0	0	0	0	0	0	0	**10**
9:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
9:15 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
9:30 AM	0	3	2	1	1	0	0	0	0	0	0	0	0	**7**
9:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
10:00 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	**10**
10:15 AM	0	2	3	1	0	0	0	0	1	0	0	0	0	**7**
10:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
11:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:45 PM	0	24	4	1	0	0	0	0	0	0	0	0	0	**29**
1:00 PM	0	33	7	0	0	0	0	0	0	0	0	0	0	**40**
1:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
1:30 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
1:45 PM	0	14	2	0	1	1	0	0	0	0	0	0	0	**18**
2:00 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**
2:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
2:30 PM	0	8	4	0	1	0	0	0	0	0	0	0	0	**13**
2:45 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
3:00 PM	0	10	7	0	0	1	0	0	0	0	0	0	0	**18**
3:15 PM	0	10	4	7	0	0	0	0	0	0	0	0	0	**21**
3:30 PM	0	24	4	3	0	0	0	0	0	0	0	0	0	**31**
3:45 PM	0	10	1	2	0	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	3	0	1	1	0	0	0	0	0	0	0	0	**5**
4:15 PM	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
4:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Forty Arpent Canal Rd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
12:15 AM	0	6	2	0	0	0	0	0	3	0	0	0	0	**11**
12:30 AM	0	11	1	0	0	0	0	0	1	0	0	0	0	**13**
12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
1:00 AM	0	5	1	0	0	0	0	0	3	0	0	0	0	**9**
1:15 AM	0	6	0	0	0	0	0	0	7	0	0	0	0	**13**
1:30 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	**10**
1:45 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	**5**
2:00 AM	0	10	6	0	0	0	0	0	2	0	0	0	0	**18**
2:15 AM	0	6	4	0	0	0	0	0	1	0	0	0	0	**11**
2:30 AM	0	7	0	0	0	0	0	0	3	0	0	0	0	**10**
2:45 AM	0	11	1	0	1	0	0	0	1	0	0	0	0	**14**
3:00 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**
3:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**
3:30 AM	0	19	2	0	1	0	0	0	2	0	0	0	0	**24**
3:45 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	**24**
4:00 AM	0	39	9	0	0	0	0	2	1	0	0	0	0	**51**
4:15 AM	0	34	2	0	0	0	0	0	1	0	0	0	0	**37**
4:30 AM	0	40	4	0	0	0	0	0	1	0	0	0	0	**45**
4:45 AM	0	36	1	0	1	0	0	1	3	0	0	0	0	**42**
5:00 AM	0	32	10	0	1	0	0	1	5	0	0	0	0	**49**
5:15 AM	0	68	9	0	2	0	0	1	4	0	0	0	0	**84**
5:30 AM	0	92	12	0	3	0	0	0	4	0	0	0	0	**111**
5:45 AM	0	90	15	1	2	0	0	0	3	0	0	0	0	**111**
6:00 AM	0	101	13	1	0	0	0	0	5	0	0	0	0	**120**
6:15 AM	0	131	18	4	0	0	0	0	4	0	0	0	0	**157**
6:30 AM	0	130	21	6	2	0	0	0	3	0	0	0	0	**162**
6:45 AM	0	111	30	1	1	0	0	0	1	0	0	0	0	**144**
7:00 AM	1	147	31	4	2	3	0	0	1	0	0	0	0	**189**
7:15 AM	0	183	33	2	1	0	0	0	4	0	0	0	0	**223**
7:30 AM	0	161	41	0	2	0	0	0	4	1	0	0	0	**209**
7:45 AM	0	162	37	1	3	4	0	1	1	0	0	0	0	**209**
8:00 AM	0	144	36	6	4	1	0	0	7	0	0	0	0	**198**
8:15 AM	0	120	39	3	0	1	0	0	5	1	0	0	0	**169**
8:30 AM	0	115	34	0	3	0	0	0	9	0	0	0	0	**161**
8:45 AM	0	122	28	0	6	2	0	0	10	0	0	0	0	**168**
9:00 AM	0	139	43	0	1	0	0	0	14	0	0	0	0	**197**
9:15 AM	0	118	26	1	5	3	0	0	7	0	0	0	0	**160**
9:30 AM	0	112	35	1	3	1	0	2	8	0	0	0	0	**162**
9:45 AM	0	98	30	1	1	1	0	0	10	0	0	0	0	**141**
10:00 AM	0	105	25	2	4	2	0	0	7	0	0	0	0	**145**
10:15 AM	0	102	28	0	5	4	0	0	12	0	0	0	0	**151**
10:30 AM	0	87	40	0	2	1	0	1	7	0	0	0	0	**138**
10:45 AM	0	89	22	3	3	0	0	1	9	0	0	0	0	**127**
11:00 AM	0	109	29	1	5	3	0	0	3	0	0	0	0	**150**
11:15 AM	2	115	31	3	2	3	0	1	4	0	0	0	0	**161**
11:30 AM	1	110	35	3	6	0	0	0	8	0	0	0	0	**163**
11:45 AM	0	131	41	3	3	4	0	0	6	0	0	0	0	**188**
12:00 PM	0	123	51	2	7	1	0	1	9	0	0	0	0	**194**
12:15 PM	0	146	47	4	3	0	0	0	6	0	0	0	0	**206**
12:30 PM	1	136	32	1	4	6	0	2	8	0	0	0	0	**190**
12:45 PM	0	125	42	0	8	4	0	0	2	0	0	0	0	**181**
1:00 PM	0	126	47	2	3	2	0	0	9	1	0	0	0	**190**
1:15 PM	0	142	46	0	4	0	0	1	7	0	0	0	0	**200**
1:30 PM	0	125	47	1	1	0	0	1	8	0	0	0	0	**183**
1:45 PM	0	150	39	1	7	0	0	2	14	0	0	0	0	**213**
2:00 PM	0	138	44	0	8	2	0	0	8	0	0	0	0	**200**
2:15 PM	0	163	53	0	1	4	1	1	10	0	0	0	0	**233**
2:30 PM	1	154	49	4	4	3	0	1	7	0	0	0	0	**223**
2:45 PM	1	168	53	4	1	2	0	1	9	0	0	0	0	**239**
3:00 PM	0	171	57	1	1	1	0	2	5	0	0	0	0	**238**
3:15 PM	0	217	68	0	1	1	0	3	6	0	0	0	0	**296**
3:30 PM	0	185	44	1	4	1	0	1	8	0	0	0	0	**244**
3:45 PM	0	230	71	1	2	2	0	1	12	0	0	0	0	**319**
4:00 PM	0	209	56	0	2	1	0	0	4	0	0	0	0	**272**
4:15 PM	0	199	55	1	4	0	0	1	6	0	0	0	0	**266**
4:30 PM	0	245	88	0	1	0	0	0	4	1	0	0	0	**339**
4:45 PM	1	259	86	2	5	0	0	0	3	0	0	0	0	**356**
5:00 PM	1	229	58	0	1	2	0	0	3	0	0	0	0	**294**
5:15 PM	0	199	49	1	7	0	0	0	5	0	0	0	0	**261**
5:30 PM	0	179	40	1	1	0	0	1	4	0	0	0	0	**226**
5:45 PM	0	170	37	2	3	0	0	0	2	0	0	0	0	**214**
6:00 PM	0	129	48	0	2	0	0	0	0	0	0	0	0	**179**
6:15 PM	2	149	44	1	0	0	0	1	0	0	0	0	0	**197**
6:30 PM	0	141	29	0	1	0	0	0	5	0	0	0	0	**176**
6:45 PM	0	109	37	0	1	0	0	0	2	0	0	0	0	**149**
7:00 PM	2	113	23	1	1	0	0	0	0	0	0	0	0	**140**
7:15 PM	0	123	21	1	2	0	0	0	2	0	0	0	0	**149**
7:30 PM	0	104	16	0	2	0	0	0	3	0	0	0	0	**125**
7:45 PM	0	93	29	0	2	0	0	0	1	0	0	0	0	**125**
8:00 PM	0	77	14	0	0	0	0	0	0	0	0	0	0	**91**
8:15 PM	0	78	8	0	1	0	0	0	3	0	0	0	0	**90**
8:30 PM	0	61	9	0	0	0	0	0	3	0	0	0	0	**73**
8:45 PM	0	89	11	0	0	0	0	0	5	0	0	0	0	**105**
9:00 PM	0	60	10	0	0	0	0	0	0	0	0	0	0	**70**
9:15 PM	0	66	5	0	0	0	0	0	1	0	0	0	0	**72**
9:30 PM	0	46	1	0	0	0	0	0	2	0	0	0	0	**49**
9:45 PM	0	57	0	0	0	0	0	0	5	0	0	0	0	**62**
10:00 PM	0	54	6	0	0	0	0	0	2	0	0	0	0	**62**
10:15 PM	0	43	4	0	0	0	0	0	1	0	0	0	0	**48**
10:30 PM	0	27	3	0	0	0	0	0	1	0	0	0	0	**31**
10:45 PM	0	29	1	0	1	0	0	0	0	0	0	0	0	**31**
11:00 PM	0	41	2	0	0	0	0	0	2	0	0	0	0	**45**
11:15 PM	0	22	1	0	0	0	0	0	1	0	0	0	0	**24**
11:30 PM	0	17	1	0	0	0	0	0	2	0	0	0	0	**20**
11:45 PM	0	18	1	0	0	0	0	0	2	0	0	0	0	**21**

Paris Rd at Forty Arpent Canal Rd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Forty Arpent Canal Rd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	18	0	0	0	0	0	0	2	0	0	0	0	**20**
12:15 AM	0	19	0	0	0	0	0	0	2	0	0	0	0	**21**
12:30 AM	0	14	2	0	0	0	0	0	5	0	0	0	0	**21**
12:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:30 AM	0	13	0	0	0	0	0	0	2	0	0	0	0	**15**
1:45 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	**8**
2:00 AM	0	9	1	0	0	0	0	0	2	0	0	0	0	**12**
2:15 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	**15**
2:30 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
2:45 AM	0	6	1	0	0	0	0	0	2	0	0	0	0	**9**
3:00 AM	0	13	0	0	0	0	0	0	2	0	0	0	0	**15**
3:15 AM	0	20	1	0	0	0	0	0	1	0	0	0	0	**22**
3:30 AM	0	24	1	0	0	0	0	0	2	0	0	0	0	**27**
3:45 AM	0	31	2	0	0	0	0	0	3	0	0	0	0	**36**
4:00 AM	0	20	4	0	0	1	0	0	0	0	0	0	0	**25**
4:15 AM	0	23	10	0	0	0	0	0	3	0	0	0	0	**36**
4:30 AM	0	47	9	0	2	0	0	1	3	0	0	0	0	**62**
4:45 AM	1	72	12	0	2	1	0	0	1	0	0	0	0	**89**
5:00 AM	0	69	31	0	2	1	0	1	3	0	0	0	0	**107**
5:15 AM	0	103	46	0	1	0	0	0	3	0	0	0	0	**153**
5:30 AM	0	118	60	0	1	0	0	0	1	0	0	0	0	**180**
5:45 AM	0	101	45	1	0	2	1	0	1	0	0	0	0	**151**
6:00 AM	0	108	35	0	2	0	0	2	1	0	0	0	0	**148**
6:15 AM	0	108	45	1	1	0	0	0	3	0	0	0	0	**158**
6:30 AM	1	108	29	3	4	1	0	1	5	0	0	0	0	**152**
6:45 AM	0	164	40	0	3	0	0	1	1	0	0	0	0	**209**
7:00 AM	0	162	36	0	1	1	0	1	8	2	0	0	0	**211**
7:15 AM	0	187	53	0	3	0	0	1	8	1	0	0	0	**253**
7:30 AM	0	155	27	0	2	0	0	1	4	1	0	0	0	**190**
7:45 AM	0	203	25	3	3	3	4	1	6	1	0	0	0	**249**
8:00 AM	0	155	23	0	4	0	0	0	6	5	0	0	0	**193**
8:15 AM	0	166	31	0	8	0	0	0	7	2	0	0	0	**214**
8:30 AM	1	143	27	9	6	3	0	0	7	0	0	0	0	**196**
8:45 AM	0	133	29	9	4	0	0	0	3	0	0	1	0	**179**
9:00 AM	0	123	56	5	7	1	0	0	12	0	0	0	0	**204**
9:15 AM	0	95	49	1	3	1	0	0	6	0	0	0	0	**155**
9:30 AM	0	111	47	0	6	4	0	1	11	0	0	0	0	**180**
9:45 AM	0	133	67	2	5	4	0	1	11	0	0	0	0	**223**
10:00 AM	0	125	35	5	6	0	0	0	5	0	0	0	0	**176**
10:15 AM	0	107	40	0	4	1	0	0	3	0	0	0	0	**155**
10:30 AM	0	131	51	0	3	1	0	0	5	0	0	0	0	**191**
10:45 AM	0	122	51	0	8	4	0	0	6	0	0	0	0	**191**
11:00 AM	0	132	45	0	8	2	0	0	8	0	0	0	0	**195**
11:15 AM	0	133	53	0	6	2	0	0	12	0	0	0	0	**206**
11:30 AM	2	127	55	1	5	5	0	0	4	0	0	0	0	**199**
11:45 AM	0	137	52	0	4	1	0	0	11	0	0	0	0	**205**
12:00 PM	1	129	57	1	3	3	5	3	5	0	0	0	0	**207**
12:15 PM	0	133	47	0	2	2	5	2	8	1	0	0	0	**200**
12:30 PM	1	120	45	0	6	2	1	0	6	0	0	0	0	**181**
12:45 PM	0	133	42	0	3	0	0	1	9	0	0	0	0	**188**
1:00 PM	0	135	58	0	3	0	3	2	9	0	0	0	0	**210**
1:15 PM	0	93	47	1	3	4	0	0	9	1	0	0	0	**158**
1:30 PM	0	117	55	0	1	4	3	1	5	1	0	0	0	**187**
1:45 PM	2	112	54	0	5	0	0	0	5	0	0	0	0	**178**
2:00 PM	0	135	46	0	6	3	1	0	7	1	0	0	0	**199**
2:15 PM	0	141	42	3	2	4	0	0	3	0	0	0	0	**195**
2:30 PM	0	171	59	5	2	3	0	2	6	0	0	0	0	**248**
2:45 PM	0	154	57	0	2	3	0	3	5	0	0	0	0	**224**
3:00 PM	1	176	68	1	5	1	0	0	5	0	0	0	0	**257**
3:15 PM	0	151	42	1	2	1	0	4	6	0	0	1	0	**208**
3:30 PM	1	180	49	2	4	6	0	1	5	0	0	0	0	**248**
3:45 PM	0	169	43	1	2	1	0	0	1	0	0	0	0	**217**
4:00 PM	0	158	75	1	1	0	0	1	6	0	0	0	0	**242**
4:15 PM	1	187	49	3	3	2	2	0	2	0	0	0	0	**249**
4:30 PM	1	197	60	4	2	2	0	1	3	0	0	0	0	**270**
4:45 PM	0	191	56	2	3	1	0	0	3	0	0	0	0	**256**
5:00 PM	0	210	52	5	2	1	0	0	5	0	0	0	0	**275**
5:15 PM	2	186	47	6	0	0	0	0	2	0	0	0	0	**243**
5:30 PM	0	190	56	5	1	0	0	0	5	0	0	0	0	**257**
5:45 PM	0	171	45	4	1	1	0	0	6	0	0	0	0	**228**
6:00 PM	0	149	41	0	3	0	0	0	0	0	0	0	0	**193**
6:15 PM	0	144	33	0	1	0	0	0	2	0	0	0	0	**180**
6:30 PM	1	151	31	1	1	0	0	0	5	0	0	0	0	**190**
6:45 PM	0	132	18	0	2	0	0	1	10	0	0	0	0	**163**
7:00 PM	2	114	35	1	3	0	0	0	3	0	0	0	0	**158**
7:15 PM	0	115	25	0	1	0	0	1	2	0	0	0	0	**144**
7:30 PM	0	105	18	0	1	0	0	0	2	0	0	0	0	**126**
7:45 PM	0	106	19	0	0	0	0	1	0	0	0	0	0	**126**
8:00 PM	0	88	26	0	0	0	0	0	4	0	0	0	0	**118**
8:15 PM	0	78	15	0	0	0	0	0	4	0	0	0	0	**97**
8:30 PM	0	76	15	0	0	0	0	0	2	0	0	0	0	**93**
8:45 PM	1	72	17	0	1	0	0	0	2	1	0	0	0	**94**
9:00 PM	0	67	11	0	1	0	0	0	2	0	0	0	0	**81**
9:15 PM	1	63	19	0	0	0	0	0	0	0	0	0	0	**83**
9:30 PM	0	62	15	0	0	0	0	0	5	0	0	0	0	**82**
9:45 PM	1	51	7	0	0	0	0	0	0	0	0	0	0	**59**
10:00 PM	1	50	8	0	1	0	0	0	1	0	0	0	0	**61**
10:15 PM	1	41	5	0	0	0	0	0	2	0	0	0	0	**49**
10:30 PM	0	51	5	0	0	0	0	0	1	0	0	0	0	**57**
10:45 PM	0	31	5	0	0	0	0	0	2	0	0	0	0	**38**
11:00 PM	0	27	5	0	0	0	0	0	2	0	0	0	0	**34**
11:15 PM	0	23	5	0	0	0	0	0	1	0	0	0	0	**29**
11:30 PM	0	31	7	0	0	0	0	0	2	0	0	0	0	**40**
11:45 PM	0	31	1	0	0	0	0	0	2	0	0	0	0	**34**

Paris Rd at Forty Arpent Canal Rd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
8:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	1	1	0	0	0	0	0	0	0	**2**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
1:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:45 PM	0	2	0	1	1	1	0	0	0	0	0	0	0	**5**
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Forty Arpent Canal Rd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	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	0	**1**
8:30 AM	0	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	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W VIRTUE ST EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	1	2	1	1	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	5	0	2	0	0	0	0	0	0	0	0	0	**7**
8:00 AM	0	8	2	1	0	0	0	0	0	0	0	0	0	**11**
8:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
8:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	10	1	1	1	0	0	0	0	0	0	0	0	**13**
2:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
2:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	8	1	4	0	0	0	0	0	0	0	0	0	**13**
3:30 PM	0	7	2	1	0	0	0	1	0	0	0	0	0	**11**
3:45 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
4:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
4:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W VIRTUE ST EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W VIRTUE ST EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
9:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
10:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
10:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
10:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
11:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
11:45 AM	0	10	0	0	0	1	0	0	0	0	0	0	0	**11**
12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Paris Rd at Virtue St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W VIRTUE ST WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
5:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	**2**
7:30 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	**4**
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
8:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	**7**
9:15 AM	0	1	2	0	0	1	0	0	0	0	0	0	0	**4**
9:30 AM	0	4	4	0	1	0	0	0	0	0	0	0	0	**9**
9:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
10:30 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	**4**
10:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	**7**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
11:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:00 PM	0	9	0	0	0	1	0	0	0	0	0	0	0	**10**
12:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
12:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	**7**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	8	0	0	0	1	0	0	0	0	0	0	0	**9**
1:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	3	0	1	1	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	9	2	0	0	1	0	0	0	0	0	0	0	**12**
3:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:45 PM	0	2	0	0	1	1	0	0	0	0	0	0	0	**4**
4:00 PM	1	7	8	0	0	0	0	0	0	0	0	0	0	**16**
4:15 PM	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
4:30 PM	0	3	7	0	0	0	0	0	0	0	0	0	0	**10**
4:45 PM	0	3	6	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
6:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	**6**
7:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W VIRTUE ST WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	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	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W VIRTUE ST WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	**2**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	2	0	0	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	**0**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
9:00 AM	0	24	5	0	0	0	0	0	0	0	0	0	0	**29**
9:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
9:30 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**
9:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:15 AM	0	4	4	1	0	0	0	0	0	0	0	0	0	**9**
10:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:30 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
2:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	3	0	0	1	0	0	0	1	0	0	0	0	**5**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	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	**0**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	12	0	0	0	0	0	1	0	0	0	0	0	**13**
12:15 AM	0	7	1	0	0	0	0	0	3	0	0	0	0	**11**
12:30 AM	0	14	0	0	0	0	0	0	1	0	0	0	0	**15**
12:45 AM	0	11	1	0	0	0	0	0	1	0	0	0	0	**13**
1:00 AM	0	7	0	0	0	0	0	0	2	0	0	0	0	**9**
1:15 AM	0	10	0	0	0	0	0	0	6	0	0	0	0	**16**
1:30 AM	0	7	0	0	0	0	0	0	2	0	0	0	0	**9**
1:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
2:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
2:15 AM	0	18	0	0	0	0	0	0	3	0	0	0	0	**21**
2:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:45 AM	0	10	0	0	0	0	0	0	3	0	0	0	0	**13**
3:00 AM	0	9	0	0	0	0	0	0	2	0	0	0	0	**11**
3:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
3:30 AM	0	20	2	0	1	0	0	0	2	0	0	0	0	**25**
3:45 AM	0	22	4	0	1	0	0	1	0	0	0	0	0	**28**
4:00 AM	0	37	9	0	1	0	0	0	2	0	0	0	0	**49**
4:15 AM	0	29	5	0	0	0	0	0	0	0	0	0	0	**34**
4:30 AM	0	38	9	0	0	0	0	0	2	0	0	0	0	**49**
4:45 AM	0	30	6	0	1	0	0	0	2	0	0	0	0	**39**
5:00 AM	0	36	8	0	1	0	0	0	5	0	0	0	0	**50**
5:15 AM	0	64	13	0	1	0	0	0	5	1	0	0	0	**84**
5:30 AM	0	88	27	0	2	1	0	0	4	0	0	0	0	**122**
5:45 AM	0	89	21	0	0	2	0	1	1	0	0	0	0	**114**
6:00 AM	0	111	22	0	0	1	0	0	6	0	0	0	0	**140**
6:15 AM	0	142	33	0	2	0	0	0	3	0	0	0	0	**180**
6:30 AM	1	123	30	0	0	2	0	1	3	0	0	0	0	**160**
6:45 AM	0	125	33	0	1	0	0	1	1	0	0	0	0	**161**
7:00 AM	0	157	28	1	1	0	0	1	1	0	0	0	0	**189**
7:15 AM	0	178	27	0	1	0	0	0	4	0	0	0	0	**210**
7:30 AM	0	186	26	1	3	0	0	1	3	2	0	0	0	**222**
7:45 AM	0	198	25	1	3	2	0	1	0	0	0	0	0	**230**
8:00 AM	0	200	25	7	3	2	1	7	0	0	0	0	0	**245**
8:15 AM	0	208	20	7	4	0	0	0	4	0	0	0	0	**243**
8:30 AM	0	166	22	3	1	0	0	0	8	0	0	0	0	**200**
8:45 AM	0	143	11	2	5	1	1	0	9	0	0	0	0	**172**
9:00 AM	0	162	20	4	2	2	0	3	11	1	0	0	0	**205**
9:15 AM	0	138	18	2	6	1	0	0	7	0	0	0	0	**172**
9:30 AM	0	135	22	0	7	2	0	2	8	0	0	0	0	**176**
9:45 AM	0	119	12	0	1	0	0	0	12	0	0	0	0	**144**
10:00 AM	0	131	17	1	6	2	2	0	5	2	0	0	0	**166**
10:15 AM	0	106	20	1	2	0	1	2	11	2	0	0	0	**145**
10:30 AM	0	97	24	0	3	2	0	1	6	2	0	0	0	**135**
10:45 AM	0	105	16	2	1	0	1	0	10	0	0	0	0	**135**
11:00 AM	0	137	12	0	7	2	2	0	4	0	0	0	0	**164**
11:15 AM	2	122	19	0	4	1	0	2	5	0	0	0	0	**155**
11:30 AM	1	142	21	3	3	2	0	0	7	0	0	0	0	**179**
11:45 AM	0	130	28	1	2	1	3	0	4	1	0	0	0	**170**
12:00 PM	0	160	34	0	2	2	1	1	10	0	0	0	0	**210**
12:15 PM	0	172	29	1	4	1	0	1	7	0	0	0	0	**215**
12:30 PM	0	157	18	0	6	1	2	1	8	0	0	0	0	**193**
12:45 PM	0	177	19	1	5	1	2	0	2	0	0	0	0	**207**
1:00 PM	1	182	22	2	3	3	1	0	11	0	0	0	0	**225**
1:15 PM	0	179	16	0	5	0	0	1	7	0	0	0	0	**208**
1:30 PM	0	196	21	0	1	0	1	2	8	0	0	0	0	**229**
1:45 PM	1	178	11	1	4	2	2	1	15	0	0	0	0	**215**
2:00 PM	0	205	15	0	7	2	0	1	8	1	0	0	0	**239**
2:15 PM	0	206	16	0	5	1	1	2	9	1	0	0	0	**241**
2:30 PM	0	202	21	0	5	1	1	0	6	0	0	0	0	**236**
2:45 PM	1	218	18	2	1	0	1	1	6	1	0	0	0	**249**
3:00 PM	0	231	22	1	4	2	2	2	8	0	0	0	0	**272**
3:15 PM	0	251	29	4	1	1	1	1	4	1	0	0	0	**293**
3:30 PM	0	227	22	1	4	1	1	0	9	0	0	0	0	**265**
3:45 PM	0	266	40	3	1	0	0	0	11	0	0	0	0	**321**
4:00 PM	0	196	86	3	3	2	0	1	4	0	0	0	0	**295**
4:15 PM	1	168	79	3	5	1	0	0	6	0	0	0	0	**263**
4:30 PM	1	224	121	1	3	2	0	0	6	0	0	0	0	**358**
4:45 PM	1	221	94	1	3	1	0	0	2	0	0	0	0	**323**
5:00 PM	1	258	30	1	1	0	1	0	3	0	0	0	0	**295**
5:15 PM	0	237	25	2	6	1	0	1	4	0	0	0	0	**276**
5:30 PM	0	196	28	4	2	0	0	1	3	1	0	0	0	**235**
5:45 PM	0	182	24	2	5	0	0	0	2	0	0	0	0	**215**
6:00 PM	0	144	23	0	1	0	0	0	0	0	0	0	0	**168**
6:15 PM	0	182	30	1	0	0	1	1	0	0	0	0	0	**215**
6:30 PM	0	153	16	1	1	0	0	0	5	0	0	0	0	**176**
6:45 PM	0	140	15	0	1	0	0	0	2	0	0	0	0	**158**
7:00 PM	2	129	11	3	1	0	0	0	0	0	0	0	0	**146**
7:15 PM	0	131	10	0	2	0	0	0	3	0	0	0	0	**146**
7:30 PM	0	124	9	1	1	0	0	0	2	0	0	0	0	**137**
7:45 PM	0	106	6	0	2	0	0	0	1	0	0	0	0	**115**
8:00 PM	0	92	8	0	0	0	0	0	1	0	0	0	0	**101**
8:15 PM	1	75	7	0	0	0	0	0	3	0	0	0	0	**86**
8:30 PM	0	69	3	0	0	0	0	0	3	0	0	0	0	**75**
8:45 PM	0	83	7	0	0	0	0	0	5	0	0	0	0	**95**
9:00 PM	0	75	5	0	0	0	0	1	1	0	0	0	0	**82**
9:15 PM	2	58	6	0	0	0	0	0	2	0	0	0	0	**68**
9:30 PM	0	46	2	0	0	0	0	0	1	0	0	0	0	**49**
9:45 PM	0	64	2	0	0	0	0	0	3	0	0	0	0	**69**
10:00 PM	0	47	3	0	0	0	0	0	1	0	0	0	0	**51**
10:15 PM	0	46	4	0	0	0	0	0	0	0	0	0	0	**50**
10:30 PM	0	28	2	0	0	0	0	0	2	0	0	0	0	**32**
10:45 PM	0	27	3	0	1	0	0	0	0	0	0	0	0	**31**
11:00 PM	0	39	4	0	0	0	0	0	2	0	0	0	0	**45**
11:15 PM	0	22	1	0	0	0	0	0	1	0	0	0	0	**24**
11:30 PM	0	19	2	0	0	0	0	0	3	0	0	0	0	**24**
11:45 PM	0	15	2	0	0	0	0	0	2	0	0	0	0	**19**

Paris Rd at Virtue St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
7:15 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	**7**
7:30 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**
7:45 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	**5**
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
11:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	**4**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**
2:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	**2**
5:15 PM	0	3	0	0	0	0	2	0	0	0	0	0	0	**5**
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	2	1	0	0	0	1	0	0	0	0	0	0	**4**
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	1	1	0	0	0	0	0	1	0	0	0	0	**3**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Virtue St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	15	0	0	0	0	0	0	1	0	0	0	0	**16**
12:30 AM	0	13	1	0	0	0	0	0	5	0	0	0	0	**19**
12:45 AM	0	10	3	1	0	0	0	0	0	0	0	0	0	**14**
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
1:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:30 AM	0	13	1	0	0	0	0	0	2	0	0	0	0	**16**
1:45 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**
2:00 AM	0	6	4	0	0	0	0	0	2	0	0	0	0	**12**
2:15 AM	0	11	4	0	0	0	0	0	1	0	0	0	0	**16**
2:30 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
2:45 AM	0	8	2	0	0	0	0	1	0	0	0	0	0	**11**
3:00 AM	0	10	0	0	0	0	0	0	2	0	0	0	0	**12**
3:15 AM	0	20	2	0	0	0	0	0	1	0	0	0	0	**23**
3:30 AM	0	25	1	0	0	0	0	0	2	0	0	0	0	**28**
3:45 AM	0	29	1	0	0	0	0	0	3	0	0	0	0	**33**
4:00 AM	0	20	2	0	0	0	0	0	3	1	0	0	0	**26**
4:15 AM	0	32	3	0	0	0	0	0	2	0	0	0	0	**37**
4:30 AM	0	55	1	0	1	1	0	1	3	1	0	0	0	**63**
4:45 AM	1	82	5	0	1	1	0	1	1	0	0	0	0	**92**
5:00 AM	0	88	9	2	0	0	0	0	4	0	0	0	0	**103**
5:15 AM	0	119	6	8	1	0	0	0	3	0	0	0	0	**137**
5:30 AM	0	116	3	1	7	1	0	0	0	0	0	0	0	**128**
5:45 AM	0	114	2	2	8	3	0	0	1	0	0	0	0	**130**
6:00 AM	0	127	7	1	10	3	0	0	4	0	0	0	0	**152**
6:15 AM	0	133	3	5	4	3	0	0	7	0	0	0	0	**155**
6:30 AM	0	134	5	7	28	8	0	2	5	0	0	0	0	**189**
6:45 AM	0	141	58	3	4	1	0	0	2	0	0	0	0	**209**
7:00 AM	0	181	12	1	2	0	0	3	9	0	1	0	0	**209**
7:15 AM	0	216	13	0	5	1	1	0	7	1	0	0	0	**244**
7:30 AM	0	173	4	0	1	1	0	0	5	0	1	0	0	**185**
7:45 AM	0	206	13	0	3	5	0	1	5	2	0	0	0	**235**
8:00 AM	0	187	4	1	5	0	0	1	6	1	0	0	0	**205**
8:15 AM	0	238	13	7	9	1	0	0	8	1	0	0	0	**277**
8:30 AM	0	208	5	1	5	2	0	2	6	0	0	0	0	**229**
8:45 AM	0	184	2	5	2	2	0	0	5	1	0	0	0	**201**
9:00 AM	0	165	1	21	2	5	4	1	2	6	0	0	0	**207**
9:15 AM	0	165	2	6	5	1	0	0	0	0	0	0	0	**179**
9:30 AM	0	141	3	0	3	6	1	5	0	8	0	0	0	**167**
9:45 AM	0	185	5	2	0	3	2	1	1	9	0	0	0	**208**
10:00 AM	0	160	2	2	2	1	3	0	0	6	0	0	0	**176**
10:15 AM	0	150	3	2	1	1	0	0	1	2	0	0	0	**160**
10:30 AM	0	163	2	1	0	0	0	0	1	4	0	0	0	**171**
10:45 AM	0	183	2	0	6	4	0	0	5	4	0	0	0	**204**
11:00 AM	0	172	3	1	0	1	0	0	3	7	0	0	0	**187**
11:15 AM	0	185	0	1	1	10	1	0	0	9	0	0	0	**207**
11:30 AM	1	185	1	1	1	0	0	0	6	4	0	0	0	**199**
11:45 AM	0	202	0	1	4	1	0	0	4	11	0	0	0	**223**
12:00 PM	1	177	11	2	4	4	0	2	5	0	0	0	0	**206**
12:15 PM	0	172	7	0	4	3	3	2	10	1	0	0	0	**202**
12:30 PM	1	162	4	0	5	1	1	0	7	2	0	0	0	**183**
12:45 PM	1	176	5	0	1	1	0	2	5	1	0	0	0	**192**
1:00 PM	0	188	4	0	4	2	1	2	9	0	0	0	0	**210**
1:15 PM	0	139	2	1	1	4	1	0	8	0	0	0	0	**156**
1:30 PM	0	173	3	1	1	4	0	1	6	2	0	0	0	**191**
1:45 PM	2	191	5	1	1	2	0	0	8	0	0	0	0	**210**
2:00 PM	0	219	7	2	7	2	1	0	5	0	0	0	0	**243**
2:15 PM	0	180	12	3	2	4	0	0	3	0	0	0	0	**204**
2:30 PM	0	232	9	5	3	3	0	2	6	0	0	0	0	**260**
2:45 PM	0	238	8	0	2	3	0	1	3	1	0	0	0	**256**
3:00 PM	1	254	17	1	3	1	0	0	6	0	0	0	0	**283**
3:15 PM	0	175	10	1	3	2	0	4	4	2	0	0	0	**201**
3:30 PM	1	264	12	4	2	2	0	0	4	0	0	0	0	**289**
3:45 PM	0	275	5	6	2	1	0	0	0	1	0	0	0	**290**
4:00 PM	0	176	63	0	2	0	0	1	6	0	0	0	0	**248**
4:15 PM	1	188	49	0	2	2	0	0	0	2	0	0	0	**244**
4:30 PM	1	189	71	1	2	0	1	0	3	0	0	0	0	**268**
4:45 PM	0	179	71	0	3	0	1	0	1	0	0	0	0	**255**
5:00 PM	1	277	8	2	4	0	0	0	5	0	0	0	0	**297**
5:15 PM	1	220	5	0	0	0	0	0	1	0	0	0	0	**227**
5:30 PM	0	241	3	0	1	1	0	0	5	0	0	0	0	**251**
5:45 PM	0	213	1	0	1	0	0	0	5	0	0	0	0	**220**
6:00 PM	0	195	3	0	1	0	0	0	0	0	0	0	0	**199**
6:15 PM	0	174	0	0	0	0	0	0	0	2	0	0	0	**176**
6:30 PM	1	173	2	0	0	0	0	0	0	0	0	0	0	**176**
6:45 PM	0	145	3	0	2	0	0	0	0	7	0	0	0	**157**
7:00 PM	2	170	2	0	1	0	0	0	0	5	0	0	0	**180**
7:15 PM	0	144	4	1	1	0	0	0	0	3	0	0	0	**153**
7:30 PM	0	133	2	0	1	0	0	0	0	2	0	0	0	**138**
7:45 PM	0	130	2	0	0	0	0	0	0	0	0	0	0	**132**
8:00 PM	0	98	6	0	0	0	0	0	4	0	0	0	0	**108**
8:15 PM	0	88	3	0	0	0	0	0	4	0	0	0	0	**95**
8:30 PM	0	83	9	0	0	0	0	0	2	0	0	0	0	**94**
8:45 PM	1	84	5	0	1	0	0	1	1	1	0	0	0	**94**
9:00 PM	0	78	5	0	1	0	0	0	2	0	0	0	0	**86**
9:15 PM	1	79	9	0	0	0	0	1	1	0	0	0	0	**91**
9:30 PM	0	64	7	0	0	0	0	0	3	0	0	0	0	**74**
9:45 PM	1	51	5	0	0	0	0	0	0	0	0	0	0	**57**
10:00 PM	1	50	2	0	0	0	0	0	1	0	0	0	0	**54**
10:15 PM	0	42	6	0	0	0	0	0	2	0	0	0	0	**50**
10:30 PM	0	53	3	0	0	0	0	0	1	0	0	0	0	**57**
10:45 PM	0	36	1	0	0	0	0	1	1	0	0	0	0	**39**
11:00 PM	0	31	2	0	0	0	0	0	2	0	0	0	0	**35**
11:15 PM	0	27	0	0	0	0	0	0	1	0	0	0	0	**28**
11:30 PM	0	31	3	0	1	0	0	0	2	0	0	0	0	**37**
11:45 PM	0	30	1	0	0	0	0	0	3	0	0	0	0	**34**

Paris Rd at Virtue St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	7	0	0	0	0	0	0	0	1	0	0	0	**8**
8:15 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
8:30 AM	1	8	0	0	0	0	0	0	0	0	0	0	0	**9**
8:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:30 AM	1	6	0	0	0	1	0	0	0	0	0	0	0	**8**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
1:30 PM	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	8	1	0	0	1	0	0	0	0	0	0	0	**10**
2:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
3:45 PM	0	3	0	2	0	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
4:15 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Paris Rd at Virtue St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	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	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Genie St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W GENIE ST EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
6:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
7:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
7:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
7:45 AM	0	11	6	0	0	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	11	0	0	0	1	0	0	0	0	0	0	0	**12**
8:15 AM	0	10	1	0	0	1	0	0	0	0	0	0	0	**12**
8:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
8:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
9:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
9:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:30 AM	0	1	4	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	**5**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
11:15 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	**9**
11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
12:15 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
12:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
12:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
1:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
1:45 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
2:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
2:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
2:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
3:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
3:15 PM	0	6	2	1	0	1	0	0	0	0	0	0	0	**10**
3:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
3:45 PM	0	9	3	2	0	0	0	0	0	0	0	0	0	**14**
4:00 PM	0	7	2	2	0	0	0	0	0	0	0	0	0	**11**
4:15 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
4:30 PM	0	15	3	0	2	0	0	0	0	0	0	0	0	**20**
4:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
5:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**
5:15 PM	0	14	3	0	1	0	0	0	0	0	0	0	0	**18**
5:30 PM	0	11	4	1	0	0	0	0	0	0	0	0	0	**16**
5:45 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
6:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
6:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
7:45 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**

Paris Rd at Genie St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W GENIE ST EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	8	0	1	0	1	0	0	0	0	0	0	0	**10**
7:15 AM	0	7	2	1	0	0	0	0	0	0	0	0	0	**10**
7:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
8:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
8:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
8:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	**9**
9:15 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
11:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	**9**
12:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
12:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
12:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
12:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
1:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
1:45 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
2:00 PM	0	5	6	0	0	0	0	0	0	0	0	0	0	**11**
2:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
2:30 PM	0	11	2	1	0	0	0	0	0	0	0	0	0	**14**
2:45 PM	1	11	6	0	0	0	0	0	0	0	0	0	0	**18**
3:00 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
3:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
3:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
3:45 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
4:00 PM	0	14	4	1	0	0	0	0	0	0	0	0	0	**19**
4:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
4:30 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	**27**
4:45 PM	1	24	3	0	0	0	0	0	0	0	0	0	0	**28**
5:00 PM	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**
5:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
5:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
5:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
6:00 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
6:15 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
6:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
7:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:30 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	**8**
7:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
8:00 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
8:15 PM	0	9	7	0	0	0	0	0	0	0	0	0	0	**16**
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	**8**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Paris Rd at Genie St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W GENIE ST EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
7:30 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
8:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	**8**
9:00 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
9:15 AM	0	4	2	1	0	0	0	0	0	0	0	0	0	**7**
9:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
10:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
10:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
11:15 AM	0	8	8	0	0	1	0	0	0	0	0	0	0	**17**
11:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
11:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
12:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
12:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
12:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
12:45 PM	0	10	6	0	0	0	0	0	0	0	0	0	0	**16**
1:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
1:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
1:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
1:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
2:00 PM	0	4	4	1	0	0	0	0	0	0	0	0	0	**9**
2:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
2:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
2:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
3:00 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	**14**
3:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
3:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
3:45 PM	1	7	3	0	0	0	0	0	0	0	0	0	0	**11**
4:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
4:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
4:30 PM	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**
4:45 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
5:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
5:30 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
5:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
6:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
6:30 PM	0	11	6	0	0	0	0	0	0	0	0	0	0	**17**
6:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
7:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
7:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
7:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
8:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:30 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
9:45 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**

Paris Rd at Genie St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W GENIE ST EASTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Genie St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E GENIE ST WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
6:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
6:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
6:45 AM	0	10	3	0	0	0	0	1	0	0	0	0	0	**14**
7:00 AM	0	13	3	1	0	0	0	0	0	0	0	0	0	**17**
7:15 AM	0	10	2	1	0	0	0	0	0	0	0	0	0	**13**
7:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
7:45 AM	0	14	6	0	0	0	0	0	0	0	0	0	0	**20**
8:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
8:15 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
8:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
9:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
9:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
10:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
11:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
11:30 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	**11**
11:45 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
12:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
1:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
1:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
2:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
2:30 PM	0	7	1	0	2	0	0	0	0	0	0	0	0	**10**
2:45 PM	0	7	0	2	0	0	0	0	0	0	0	0	0	**9**
3:00 PM	0	9	3	1	0	0	0	0	0	0	0	0	0	**13**
3:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:30 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
3:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
4:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
4:15 PM	1	6	4	0	0	0	0	0	0	0	0	0	0	**11**
4:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
5:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
5:15 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
5:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
5:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
6:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
7:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
9:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Paris Rd at Genie St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E GENIE ST WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
7:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:45 AM	0	9	4	1	0	0	0	0	0	0	0	0	0	**14**
8:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:15 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
8:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
9:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
10:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
11:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
12:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	1	6	1	0	0	0	0	1	0	0	0	0	0	**9**
2:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
3:30 PM	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**
3:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:00 PM	0	11	1	1	0	0	0	0	0	0	0	0	0	**13**
4:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
4:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	5	5	0	0	0	0	0	0	0	0	0	0	**10**
5:15 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
5:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
5:45 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
6:00 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
6:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
7:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Genie St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E GENIE ST WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
5:30 AM	0	2	6	0	0	0	0	0	0	0	0	0	0	**8**
5:45 AM	0	5	9	0	0	1	0	0	0	0	0	0	0	**15**
6:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:15 AM	0	6	8	0	0	0	0	0	0	0	0	0	0	**14**
6:30 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
6:45 AM	0	6	7	0	1	0	0	0	0	0	0	0	0	**14**
7:00 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
7:15 AM	0	15	7	0	0	1	0	0	0	0	0	0	0	**23**
7:30 AM	0	11	7	0	0	0	0	0	0	0	0	0	0	**18**
7:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
8:00 AM	0	7	8	0	0	0	0	0	0	0	0	0	0	**15**
8:15 AM	0	13	3	2	0	0	0	0	0	0	0	0	0	**18**
8:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	8	3	0	0	0	0	1	0	0	0	0	0	**12**
9:15 AM	0	5	7	0	0	1	0	0	0	0	0	0	0	**13**
9:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
9:45 AM	0	8	6	0	0	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	4	5	0	0	0	0	0	0	0	0	0	0	**9**
10:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
10:45 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	**10**
11:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
11:15 AM	0	6	6	0	0	0	0	0	0	0	0	0	0	**12**
11:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
11:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
12:00 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	**11**
12:15 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	**10**
12:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
12:45 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
1:15 PM	0	3	6	0	0	0	0	0	0	0	0	0	0	**9**
1:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	6	3	0	0	0	0	0	1	0	0	0	0	**10**
2:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
2:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
2:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
2:45 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
3:00 PM	0	9	7	0	0	0	0	0	0	0	0	0	0	**16**
3:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
3:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
3:45 PM	0	11	9	0	0	0	0	0	0	0	0	0	0	**20**
4:00 PM	0	6	4	1	0	0	0	0	0	0	0	0	0	**11**
4:15 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
4:30 PM	0	12	5	0	0	0	0	0	0	0	0	0	0	**17**
4:45 PM	1	7	6	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	1	6	3	0	0	0	0	0	0	0	0	0	0	**10**
5:15 PM	0	8	5	0	0	0	0	0	0	0	0	0	0	**13**
5:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
5:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
6:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
6:30 PM	0	6	7	0	0	0	0	0	0	0	0	0	0	**13**
6:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
7:30 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
8:45 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
9:15 PM	1	0	2	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	2	2	0	0	0	0	0	1	0	0	0	0	**5**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Genie St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
7:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
8:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
8:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
9:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:00 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
12:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
12:30 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	**12**
12:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
1:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
2:00 PM	0	7	5	0	0	0	0	0	0	0	0	0	0	**12**
2:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:30 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
2:45 PM	0	11	2	1	0	0	0	0	0	0	0	0	0	**14**
3:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
4:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
7:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

Paris Rd at Genie St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	9	1	0	0	1	0	0	0	0	0	0	0	**11**
12:15 AM	0	3	4	0	0	0	0	0	3	0	0	0	0	**10**
12:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
12:45 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
1:15 AM	0	8	0	0	0	0	0	0	2	0	0	0	0	**10**
1:30 AM	0	7	0	0	0	0	0	0	6	0	0	0	0	**13**
1:45 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	**6**
2:00 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**
2:15 AM	0	12	3	0	0	0	0	0	3	0	0	0	0	**18**
2:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:45 AM	0	6	2	0	0	0	0	0	3	0	0	0	0	**11**
3:00 AM	0	6	3	0	0	0	0	0	2	0	0	0	0	**11**
3:15 AM	0	6	2	0	0	1	0	0	0	0	0	0	0	**9**
3:30 AM	0	14	4	0	1	0	0	0	2	0	0	0	0	**21**
3:45 AM	0	15	5	0	1	0	0	1	0	0	0	0	0	**22**
4:00 AM	0	28	15	0	1	0	0	1	1	0	0	0	0	**46**
4:15 AM	0	20	10	0	0	0	0	0	0	0	0	0	0	**30**
4:30 AM	0	30	7	0	0	0	0	0	2	0	0	0	0	**39**
4:45 AM	0	24	9	0	1	0	0	0	2	0	0	0	0	**36**
5:00 AM	0	26	11	0	1	0	0	0	5	0	0	0	0	**43**
5:15 AM	0	44	20	0	1	0	0	0	6	0	0	0	0	**71**
5:30 AM	1	68	26	0	1	2	0	1	4	0	0	0	0	**103**
5:45 AM	1	63	30	0	0	0	0	1	1	0	0	0	0	**96**
6:00 AM	0	71	44	0	0	1	0	0	6	0	0	0	0	**122**
6:15 AM	0	110	46	0	2	0	0	0	3	0	0	0	0	**161**
6:30 AM	0	72	55	0	1	1	1	1	3	0	0	0	0	**134**
6:45 AM	0	73	52	2	1	0	0	1	1	0	0	0	0	**130**
7:00 AM	0	120	35	1	3	0	0	0	1	0	0	0	0	**160**
7:15 AM	0	119	51	0	1	0	0	0	4	0	0	0	0	**175**
7:30 AM	0	145	43	2	3	1	0	0	5	1	0	0	0	**200**
7:45 AM	1	129	58	2	2	2	0	1	0	0	0	0	0	**195**
8:00 AM	0	141	47	6	3	2	1	0	7	0	0	0	0	**207**
8:15 AM	0	129	52	5	2	1	0	1	2	0	0	0	0	**192**
8:30 AM	0	120	51	4	1	0	0	1	7	0	0	0	0	**184**
8:45 AM	0	95	50	1	3	1	3	0	9	0	0	0	0	**162**
9:00 AM	0	129	62	4	2	2	2	1	14	0	0	0	0	**216**
9:15 AM	0	107	46	3	7	0	0	0	6	1	0	0	0	**170**
9:30 AM	0	78	56	1	1	4	2	1	9	0	0	0	0	**152**
9:45 AM	0	84	36	0	2	0	0	0	12	0	0	0	0	**134**
10:00 AM	0	92	44	1	4	2	4	0	8	0	0	0	0	**155**
10:15 AM	0	85	42	2	3	2	2	0	11	3	0	0	0	**150**
10:30 AM	0	76	42	0	4	1	0	0	7	0	0	0	0	**130**
10:45 AM	0	78	32	2	2	1	1	0	9	0	0	0	0	**125**
11:00 AM	0	102	37	0	3	2	1	0	3	0	0	0	0	**148**
11:15 AM	1	97	45	0	4	1	0	1	5	0	0	0	0	**154**
11:30 AM	1	92	51	4	6	1	0	0	7	0	0	0	0	**162**
11:45 AM	0	88	61	1	1	3	2	0	4	1	0	0	0	**161**
12:00 PM	0	114	59	0	2	2	2	1	10	0	0	0	0	**190**
12:15 PM	0	117	59	2	3	3	0	0	6	0	0	0	0	**190**
12:30 PM	0	94	51	0	3	3	0	1	8	0	0	0	0	**160**
12:45 PM	0	123	60	1	5	2	3	0	1	0	0	0	0	**195**
1:00 PM	1	110	62	2	5	3	1	1	10	0	0	0	0	**195**
1:15 PM	0	100	73	1	6	0	0	1	8	1	0	0	0	**190**
1:30 PM	0	116	74	2	1	1	0	2	6	0	0	0	0	**202**
1:45 PM	1	96	59	1	5	2	4	3	12	0	0	0	0	**183**
2:00 PM	0	128	61	0	8	1	0	1	10	0	0	0	0	**209**
2:15 PM	0	123	74	1	2	0	1	4	11	0	0	0	0	**216**
2:30 PM	0	114	61	0	4	2	1	0	6	0	0	0	0	**188**
2:45 PM	1	116	71	2	2	1	1	2	6	0	0	0	0	**202**
3:00 PM	0	150	70	1	7	2	1	2	9	0	0	0	0	**242**
3:15 PM	0	151	94	2	3	2	0	1	5	0	0	0	0	**258**
3:30 PM	0	166	64	2	4	1	0	0	8	0	0	0	0	**245**
3:45 PM	0	164	96	1	1	0	0	2	8	0	0	0	0	**272**
4:00 PM	0	157	80	1	3	0	2	1	4	0	0	0	0	**248**
4:15 PM	1	144	82	4	5	1	0	0	6	0	0	0	0	**243**
4:30 PM	0	173	140	1	2	1	1	0	6	0	0	0	0	**324**
4:45 PM	0	183	109	1	2	1	0	0	2	0	0	0	0	**298**
5:00 PM	0	167	80	1	1	0	2	0	3	0	0	0	0	**254**
5:15 PM	0	144	71	3	5	1	0	1	4	0	0	0	0	**229**
5:30 PM	0	130	66	3	2	0	0	1	4	0	0	0	0	**206**
5:45 PM	1	132	50	2	4	1	0	0	1	0	0	0	0	**191**
6:00 PM	1	107	42	0	1	0	0	0	0	0	0	0	0	**151**
6:15 PM	2	127	52	2	0	1	0	1	0	0	0	0	0	**185**
6:30 PM	0	101	35	1	1	1	0	0	5	0	0	0	0	**144**
6:45 PM	0	105	30	0	1	0	0	0	2	0	0	0	0	**138**
7:00 PM	2	101	20	3	1	0	0	0	0	0	0	0	0	**127**
7:15 PM	0	97	27	0	2	0	0	0	3	0	0	0	0	**129**
7:30 PM	0	89	30	0	2	0	0	0	1	0	0	0	0	**122**
7:45 PM	0	88	10	0	0	0	0	0	1	0	0	0	0	**99**
8:00 PM	0	65	25	0	0	0	0	0	1	0	0	0	0	**91**
8:15 PM	1	59	15	0	0	0	0	0	3	0	0	0	0	**78**
8:30 PM	0	45	13	0	0	0	0	0	3	0	0	0	0	**61**
8:45 PM	0	61	13	0	0	0	0	0	5	0	0	0	0	**79**
9:00 PM	0	47	9	0	0	0	0	1	1	0	0	0	0	**58**
9:15 PM	1	46	9	0	0	0	0	0	2	0	0	0	0	**58**
9:30 PM	0	33	4	0	1	0	0	0	1	0	0	0	0	**39**
9:45 PM	0	52	9	0	0	0	0	0	3	0	0	0	0	**64**
10:00 PM	0	33	5	0	0	0	0	0	1	0	0	0	0	**39**
10:15 PM	0	34	5	0	0	0	0	0	0	0	0	0	0	**39**
10:30 PM	0	24	5	0	0	0	0	0	2	0	0	0	0	**31**
10:45 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**
11:00 PM	0	34	8	0	0	0	0	0	2	0	0	0	0	**44**
11:15 PM	0	16	2	0	0	0	0	0	1	0	0	0	0	**19**
11:30 PM	0	14	3	0	0	0	0	0	2	0	0	0	0	**19**
11:45 PM	0	11	1	0	0	0	0	0	2	0	0	0	0	**14**

Paris Rd at Genie St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
7:45 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**
8:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
8:15 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
8:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
8:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
9:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
9:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	**6**
10:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
10:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
12:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
12:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
12:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
1:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
2:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
2:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
3:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
3:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
3:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
3:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
4:15 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
4:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:45 PM	0	13	2	0	0	0	0	1	0	0	0	0	0	**16**
5:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
5:15 PM	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**
5:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
5:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
6:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
6:15 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
6:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
6:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
7:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
8:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
9:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
10:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**

Paris Rd at Genie St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Genie St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
8:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
10:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	**9**
10:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**
10:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
10:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
11:45 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
12:00 PM	0	5	3	0	1	0	0	0	0	0	0	0	0	**9**
12:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
1:45 PM	0	9	1	0	0	0	0	0	1	0	0	0	0	**11**
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
2:30 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
2:45 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
3:00 PM	0	9	3	0	0	0	0	0	1	0	0	0	0	**13**
3:15 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
3:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
3:45 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**
4:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:15 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
4:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
5:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
5:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
6:00 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
6:15 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
6:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
6:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
8:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

Paris Rd at Genie St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	11	0	0	0	0	0	0	3	0	0	0	0	**14**
12:15 AM	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**
12:30 AM	0	9	2	0	1	0	0	0	5	0	0	0	0	**17**
12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:15 AM	0	11	1	0	0	0	0	0	2	0	0	0	0	**14**
1:30 AM	0	10	0	0	0	0	0	0	2	0	0	0	0	**12**
1:45 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	**7**
2:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:15 AM	0	11	1	0	0	0	0	0	1	0	0	0	0	**13**
2:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
2:45 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	**8**
3:00 AM	0	5	0	0	0	0	0	0	2	0	0	0	0	**7**
3:15 AM	0	19	0	0	0	0	0	0	1	0	0	0	0	**20**
3:30 AM	0	23	0	0	0	0	0	0	2	0	0	0	0	**25**
3:45 AM	0	29	0	0	0	0	0	0	3	0	0	0	0	**32**
4:00 AM	0	18	3	0	0	0	0	1	3	0	0	0	0	**25**
4:15 AM	0	28	4	0	0	0	0	0	2	0	0	0	0	**34**
4:30 AM	0	53	3	0	2	0	0	0	4	0	0	0	0	**62**
4:45 AM	0	72	9	0	2	1	0	0	1	0	0	0	0	**85**
5:00 AM	0	82	8	0	4	1	0	0	4	0	0	0	0	**99**
5:15 AM	0	131	13	0	0	0	0	1	2	0	0	0	0	**147**
5:30 AM	0	165	17	1	0	3	0	0	1	0	0	0	0	**187**
5:45 AM	0	120	7	1	1	3	0	0	1	0	0	0	0	**133**
6:00 AM	0	107	10	2	3	0	0	0	4	0	0	0	0	**126**
6:15 AM	0	116	5	6	3	0	0	0	5	0	0	0	0	**135**
6:30 AM	1	119	12	7	1	4	0	1	5	0	0	0	0	**150**
6:45 AM	0	154	15	3	2	0	0	1	1	1	0	0	0	**177**
7:00 AM	0	166	22	0	0	1	0	4	9	0	0	0	0	**202**
7:15 AM	0	192	21	0	4	1	1	1	7	0	0	0	0	**227**
7:30 AM	0	167	18	0	1	2	0	0	7	0	0	0	0	**195**
7:45 AM	0	142	21	0	6	3	0	3	6	0	0	0	0	**181**
8:00 AM	0	154	10	1	3	2	0	1	6	1	0	0	0	**178**
8:15 AM	0	174	19	6	4	3	0	1	6	0	0	0	0	**213**
8:30 AM	0	174	17	0	9	3	0	2	7	0	0	0	0	**212**
8:45 AM	0	130	13	4	2	1	1	0	3	1	0	0	0	**155**
9:00 AM	0	143	17	4	4	3	1	3	9	0	0	0	0	**184**
9:15 AM	0	136	18	0	1	4	0	0	6	0	0	0	0	**165**
9:30 AM	0	137	13	0	5	4	0	1	10	1	0	0	0	**171**
9:45 AM	0	141	15	2	5	2	1	1	10	0	0	0	0	**177**
10:00 AM	0	149	13	4	5	0	0	1	5	1	0	0	0	**178**
10:15 AM	0	126	17	1	2	2	1	1	1	0	0	0	0	**151**
10:30 AM	0	144	15	0	1	2	0	0	5	0	0	0	0	**167**
10:45 AM	0	158	21	0	3	5	0	0	6	0	0	0	0	**193**
11:00 AM	0	151	18	0	5	4	2	0	6	2	0	0	0	**188**
11:15 AM	1	169	16	1	6	3	0	0	12	0	0	0	0	**208**
11:30 AM	1	161	16	3	3	5	0	0	3	1	0	0	0	**193**
11:45 AM	0	180	16	1	3	2	0	1	9	2	0	0	0	**214**
12:00 PM	1	144	17	2	4	4	0	2	6	0	0	0	0	**180**
12:15 PM	0	146	18	0	2	6	0	2	8	1	0	0	0	**183**
12:30 PM	0	149	11	0	3	5	0	1	4	2	0	0	0	**175**
12:45 PM	1	164	12	0	3	2	0	0	8	1	0	0	0	**191**
1:00 PM	0	168	15	0	2	4	0	2	8	0	0	0	0	**199**
1:15 PM	0	125	7	1	4	3	0	0	10	1	0	0	0	**151**
1:30 PM	0	165	18	1	3	3	0	1	5	2	0	0	0	**198**
1:45 PM	1	171	9	1	2	2	0	0	5	0	0	0	0	**191**
2:00 PM	0	190	17	2	6	2	0	0	8	0	0	0	0	**225**
2:15 PM	0	163	11	4	3	3	0	0	3	0	0	0	0	**187**
2:30 PM	0	198	10	6	2	2	0	0	5	0	0	0	0	**223**
2:45 PM	0	233	10	1	3	1	0	1	6	0	0	0	0	**255**
3:00 PM	1	214	8	1	6	0	0	0	4	0	0	0	0	**234**
3:15 PM	0	175	10	1	4	1	0	3	7	0	0	0	0	**201**
3:30 PM	1	214	14	2	4	0	0	0	4	0	0	0	0	**239**
3:45 PM	0	210	14	4	3	2	0	0	1	0	0	0	0	**234**
4:00 PM	1	204	11	6	1	1	0	2	5	0	0	0	0	**231**
4:15 PM	1	203	9	1	2	1	0	0	3	0	0	0	0	**220**
4:30 PM	1	210	17	1	1	1	0	0	3	0	0	0	0	**234**
4:45 PM	0	195	14	1	3	1	0	0	1	0	0	0	0	**215**
5:00 PM	2	208	16	3	2	0	0	0	3	0	0	0	0	**234**
5:15 PM	1	183	20	4	1	0	0	0	2	0	0	0	0	**211**
5:30 PM	0	180	23	0	1	0	0	0	5	0	0	0	0	**209**
5:45 PM	0	153	10	0	1	0	0	1	4	0	0	0	0	**169**
6:00 PM	0	150	20	1	1	0	0	0	0	0	0	0	0	**172**
6:15 PM	0	130	10	0	0	0	0	0	2	0	0	0	0	**142**
6:30 PM	0	135	15	0	2	0	0	0	4	1	0	0	0	**157**
6:45 PM	0	109	13	0	1	0	0	0	4	1	0	0	1	**129**
7:00 PM	2	110	14	0	2	0	0	0	2	0	0	1	0	**131**
7:15 PM	0	200	20	0	1	0	0	1	2	0	0	0	0	**224**
7:30 PM	0	90	13	0	1	0	0	0	2	0	0	0	0	**106**
7:45 PM	0	93	15	0	1	0	0	0	0	0	0	0	0	**109**
8:00 PM	0	73	8	0	0	0	0	1	3	0	0	0	0	**85**
8:15 PM	0	73	7	0	0	0	0	0	4	0	0	0	0	**84**
8:30 PM	0	70	9	0	0	0	0	0	2	0	0	0	0	**81**
8:45 PM	0	70	5	0	1	0	0	1	2	0	0	0	0	**79**
9:00 PM	1	66	4	0	1	0	0	0	2	0	0	0	0	**74**
9:15 PM	1	60	3	0	0	0	0	1	1	0	0	0	0	**66**
9:30 PM	0	54	2	0	0	0	0	0	3	0	0	0	0	**59**
9:45 PM	0	35	2	0	0	0	0	0	0	0	0	0	0	**37**
10:00 PM	1	40	2	0	0	0	0	0	1	0	0	0	0	**44**
10:15 PM	1	33	2	0	0	0	0	0	2	0	0	0	0	**38**
10:30 PM	0	50	1	0	0	0	0	0	1	0	0	0	0	**52**
10:45 PM	0	32	1	0	0	0	0	1	1	0	0	0	0	**35**
11:00 PM	0	29	0	0	0	0	0	0	2	0	0	0	0	**31**
11:15 PM	0	19	0	0	0	0	0	0	1	0	0	0	0	**20**
11:30 PM	0	19	0	0	0	0	0	0	1	1	0	0	0	**21**
11:45 PM	0	27	0	0	0	0	0	0	3	0	0	0	0	**30**

Paris Rd at Genie St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
8:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
9:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
9:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
10:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
10:45 AM	0	2	0	0	3	1	0	0	0	0	0	0	0	**6**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
11:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
11:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
12:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
12:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
1:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
1:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
3:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
3:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
4:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
4:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
5:00 PM	0	17	1	0	2	0	0	0	0	0	0	0	0	**20**
5:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
6:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
7:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
7:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Genie St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	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	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

SOLIDELLE ST EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**
9:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
9:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
12:45 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
1:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	10	0	0	0	0	0	0	1	0	0	0	0	**11**
2:15 PM	0	10	1	0	1	0	0	0	1	0	0	0	0	**13**
2:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
2:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
3:15 PM	0	14	1	1	0	0	0	0	1	0	0	0	0	**17**
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
6:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
7:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
7:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

SOLIDELLE ST EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

SOLIDELLE ST EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	**6**
6:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	9	0	1	0	0	0	1	0	0	0	0	0	**11**
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
7:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:15 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**
8:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
8:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
9:00 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
9:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:30 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	**15**
9:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
10:00 AM	0	16	0	0	0	1	0	0	0	0	0	0	0	**17**
10:15 AM	0	10	0	1	1	0	0	0	0	0	0	0	0	**12**
10:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
10:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
11:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
11:30 AM	0	20	1	1	1	0	0	0	0	0	0	0	0	**23**
11:45 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
12:00 PM	0	24	0	0	1	0	0	0	1	0	0	0	0	**26**
12:15 PM	0	16	1	1	0	0	0	0	0	0	0	0	0	**18**
12:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
12:45 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**
1:00 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
1:15 PM	0	16	0	0	0	0	0	1	0	0	0	0	0	**17**
1:30 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	**19**
1:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
2:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
2:15 PM	0	19	0	1	0	0	0	0	0	0	0	0	0	**20**
2:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
2:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
3:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
3:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
3:30 PM	0	22	0	1	0	0	0	0	0	0	0	0	0	**23**
3:45 PM	1	18	0	0	0	0	0	0	0	0	0	0	0	**19**
4:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
4:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
4:30 PM	0	16	1	1	0	0	0	0	0	0	0	0	0	**18**
4:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
5:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
5:30 PM	0	21	0	1	0	0	0	0	0	0	0	0	0	**22**
5:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
6:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
6:15 PM	0	21	0	1	0	0	0	0	0	0	0	0	0	**22**
6:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
6:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
7:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
7:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
7:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
7:45 PM	0	26	0	0	1	0	0	0	0	0	0	0	0	**27**
8:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
9:00 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**
9:15 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**
9:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

SOLIDELLE ST WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
8:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
9:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:00 AM	0	3	4	0	1	0	0	0	0	0	0	0	0	**8**
10:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	**6**
11:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
12:00 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
12:15 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
1:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
1:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:45 PM	0	9	2	0	0	0	0	1	0	0	0	0	0	**12**
2:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
2:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	7	1	0	2	0	0	1	0	0	0	0	0	**11**
2:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	**12**
3:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
4:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:15 PM	0	4	5	0	0	0	0	0	0	0	0	0	0	**9**
4:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:00 PM	0	10	6	0	0	0	0	0	0	0	0	0	0	**16**
5:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
5:30 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
5:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
6:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
6:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
7:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Paris Rd at Solidelle St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

SOLIDELLE ST WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
1:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
3:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

SOLIDELLE ST WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	2	2	0	0	1	0	0	0	0	0	0	0	**5**
9:15 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
1:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
4:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:30 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
9:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:00 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
10:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:30 AM	0	20	0	0	1	0	0	0	0	0	0	0	0	**21**
10:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
11:15 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	**21**
11:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
11:45 AM	0	20	0	0	1	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
12:15 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
12:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
12:45 PM	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
1:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
1:15 PM	0	17	0	1	0	0	0	0	0	0	0	0	0	**18**
1:30 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
1:45 PM	0	16	0	0	0	0	0	0	1	0	0	0	0	**17**
2:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
2:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2:30 PM	0	29	1	0	0	0	0	1	0	0	0	0	0	**31**
2:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
3:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
3:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
3:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
3:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
4:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
4:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
5:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
5:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
5:30 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	**25**
5:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
6:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
6:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
6:30 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
6:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
7:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
7:15 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
7:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
7:45 PM	1	16	1	0	0	0	0	0	0	0	0	0	0	**18**
8:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	16	0	0	0	0	0	1	0	0	0	0	0	**17**
12:15 AM	0	15	1	0	0	0	0	0	3	0	0	0	0	**19**
12:30 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
12:45 AM	0	11	2	0	0	0	0	0	1	0	0	0	0	**14**
1:00 AM	0	7	1	0	0	0	0	0	2	0	0	0	0	**10**
1:15 AM	0	14	0	0	0	0	0	0	5	0	0	0	0	**19**
1:30 AM	0	9	0	0	0	0	0	0	2	0	0	0	0	**11**
1:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
2:00 AM	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**
2:15 AM	0	12	1	0	0	0	0	0	3	0	0	0	0	**16**
2:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:45 AM	0	9	3	0	0	0	0	0	3	0	0	0	0	**15**
3:00 AM	0	6	1	0	0	0	0	0	2	0	0	0	0	**9**
3:15 AM	0	7	3	0	0	1	0	0	1	0	0	0	0	**12**
3:30 AM	0	21	2	0	2	0	0	0	1	0	0	0	0	**26**
3:45 AM	0	25	4	0	1	0	0	1	0	0	0	0	0	**31**
4:00 AM	0	36	3	0	1	0	0	1	1	0	0	0	0	**42**
4:15 AM	0	28	4	0	0	0	0	0	0	0	0	0	0	**32**
4:30 AM	0	40	1	0	0	0	0	0	2	0	0	0	0	**43**
4:45 AM	0	29	4	0	2	0	0	0	3	0	0	0	0	**38**
5:00 AM	0	42	5	0	0	0	0	0	5	0	0	0	0	**52**
5:15 AM	0	65	7	0	2	0	0	0	6	0	0	0	0	**80**
5:30 AM	1	93	8	0	2	3	0	0	3	0	0	0	0	**110**
5:45 AM	1	91	10	0	0	1	0	1	1	0	0	0	0	**105**
6:00 AM	0	111	15	0	0	1	0	0	5	1	0	0	0	**133**
6:15 AM	0	155	21	0	2	0	0	1	3	0	0	0	0	**182**
6:30 AM	1	115	10	0	2	2	0	1	3	0	0	0	0	**134**
6:45 AM	0	131	19	2	3	0	0	2	1	0	0	0	0	**158**
7:00 AM	0	146	21	1	2	0	0	0	1	0	0	0	0	**171**
7:15 AM	0	174	31	1	1	0	0	0	4	0	0	0	0	**211**
7:30 AM	0	171	29	3	4	1	0	1	3	1	0	0	0	**213**
7:45 AM	1	206	20	3	3	1	0	1	0	0	0	0	0	**235**
8:00 AM	0	174	27	6	3	3	0	0	6	1	0	0	0	**220**
8:15 AM	0	179	27	4	2	0	0	0	4	0	0	0	0	**216**
8:30 AM	0	146	32	3	1	1	0	0	7	0	0	0	0	**190**
8:45 AM	0	133	30	1	3	3	0	0	10	0	0	0	0	**180**
9:00 AM	0	164	23	2	2	2	0	1	11	1	0	0	0	**206**
9:15 AM	0	147	19	3	7	0	0	1	7	0	0	0	0	**184**
9:30 AM	0	156	17	1	4	4	0	1	8	0	0	0	0	**191**
9:45 AM	0	118	14	0	3	0	0	0	12	0	0	0	0	**147**
10:00 AM	0	124	28	1	5	5	1	0	7	1	0	0	0	**172**
10:15 AM	0	124	18	2	3	2	2	0	10	3	0	0	0	**164**
10:30 AM	0	102	24	0	4	2	0	1	6	2	0	0	0	**141**
10:45 AM	0	98	20	2	1	2	0	0	7	0	0	0	0	**130**
11:00 AM	0	137	24	0	7	3	2	1	2	0	0	0	0	**176**
11:15 AM	1	128	20	1	3	0	0	3	5	0	0	0	0	**161**
11:30 AM	1	135	23	6	4	0	0	0	8	0	0	0	0	**177**
11:45 AM	0	131	23	1	4	6	1	0	5	1	0	0	0	**172**
12:00 PM	0	174	19	0	2	0	0	1	8	0	0	0	0	**204**
12:15 PM	0	162	20	3	3	3	0	0	7	0	0	0	0	**198**
12:30 PM	0	149	21	0	6	3	0	1	7	0	0	0	0	**187**
12:45 PM	0	170	25	1	6	2	2	0	2	0	0	0	0	**208**
1:00 PM	1	175	20	2	6	3	0	0	9	1	0	0	0	**217**
1:15 PM	0	180	17	0	5	0	0	0	9	0	0	0	0	**211**
1:30 PM	0	169	18	2	2	1	1	3	6	0	0	0	0	**202**
1:45 PM	1	148	18	1	11	0	0	2	14	0	0	0	0	**195**
2:00 PM	1	170	27	0	7	1	0	2	6	0	0	0	0	**214**
2:15 PM	0	180	23	2	3	2	0	2	8	1	0	0	0	**221**
2:30 PM	0	170	26	2	4	1	0	1	7	0	0	0	0	**211**
2:45 PM	0	190	10	2	3	1	0	1	6	0	0	0	0	**213**
3:00 PM	0	203	48	2	6	1	0	1	9	0	0	0	0	**270**
3:15 PM	0	217	41	1	4	1	0	1	2	1	0	0	0	**268**
3:30 PM	0	213	47	2	4	2	0	0	9	0	0	0	0	**277**
3:45 PM	0	224	49	1	0	0	0	1	9	0	0	0	0	**284**
4:00 PM	0	232	46	1	3	2	0	1	3	1	0	0	0	**289**
4:15 PM	1	249	24	5	5	2	0	0	7	0	0	0	0	**293**
4:30 PM	1	304	33	2	2	2	0	0	5	0	0	0	0	**349**
4:45 PM	1	269	48	0	1	1	0	1	2	0	0	0	0	**323**
5:00 PM	1	255	34	1	1	1	0	0	3	0	0	0	0	**296**
5:15 PM	0	223	29	3	5	2	0	1	4	0	0	0	0	**267**
5:30 PM	0	200	26	4	3	0	0	1	3	1	0	0	0	**238**
5:45 PM	1	166	27	1	3	1	0	0	1	0	0	0	0	**200**
6:00 PM	1	167	37	0	0	1	0	0	0	0	0	0	0	**206**
6:15 PM	2	176	25	1	1	0	0	1	0	0	0	0	0	**206**
6:30 PM	0	153	26	1	3	1	0	0	4	0	0	0	0	**188**
6:45 PM	0	120	17	0	2	0	0	0	2	0	0	0	0	**141**
7:00 PM	3	142	14	3	0	0	0	0	0	0	0	0	0	**162**
7:15 PM	0	107	13	0	2	0	0	0	3	0	0	0	0	**125**
7:30 PM	0	123	14	0	2	0	0	0	2	0	0	0	0	**141**
7:45 PM	0	115	6	0	1	0	0	0	1	0	0	0	0	**123**
8:00 PM	1	105	11	0	0	0	0	0	2	0	0	0	0	**119**
8:15 PM	0	80	15	0	0	0	0	0	2	0	0	0	0	**97**
8:30 PM	0	81	5	0	0	0	0	0	3	0	0	0	0	**89**
8:45 PM	0	84	9	0	0	0	0	0	5	0	0	0	0	**98**
9:00 PM	0	71	6	0	0	0	0	1	1	0	0	0	0	**79**
9:15 PM	1	60	7	0	0	0	0	0	2	0	0	0	0	**70**
9:30 PM	0	52	4	0	1	0	0	0	1	0	0	0	0	**58**
9:45 PM	0	62	3	0	0	0	0	0	3	0	0	0	0	**68**
10:00 PM	0	50	5	0	0	0	0	0	1	0	0	0	0	**56**
10:15 PM	0	48	5	0	0	0	0	0	0	0	0	0	0	**53**
10:30 PM	0	37	2	0	0	0	0	0	2	0	0	0	0	**41**
10:45 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
11:00 PM	0	44	5	0	1	0	0	0	2	0	0	0	0	**52**
11:15 PM	0	28	2	0	0	0	0	0	1	0	0	0	0	**31**
11:30 PM	0	18	2	0	0	0	0	0	2	0	0	0	0	**22**
11:45 PM	0	17	1	0	0	0	0	0	2	0	0	0	0	**20**

Paris Rd at Solidelle St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
8:00 AM	0	3	2	1	0	0	0	0	0	0	0	0	0	**6**
8:15 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	**5**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
9:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
10:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
10:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
11:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
11:45 AM	0	4	2	0	0	1	0	0	0	0	0	0	0	**7**
12:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
12:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
12:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
12:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
1:00 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
3:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:30 PM	1	7	1	0	0	0	0	0	0	0	0	0	0	**9**
3:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:00 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	**9**
4:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
4:45 PM	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**
5:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
5:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
5:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
5:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	13	6	0	0	0	0	0	0	0	0	0	0	**19**
6:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
6:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	**2**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
1:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**
3:45 PM	1	7	0	1	0	0	0	0	0	0	0	0	0	**9**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

Paris Rd at Solidelle St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	15	0	0	0	0	0	0	2	0	0	0	0	17
12:15 AM	0	21	1	0	0	0	0	0	1	0	0	0	0	23
12:30 AM	0	14	2	0	1	0	0	0	5	0	0	0	0	22
12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
1:30 AM	0	13	1	0	0	0	0	0	2	0	0	0	0	16
1:45 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
2:00 AM	0	11	2	0	0	0	0	0	3	0	0	0	0	16
2:15 AM	0	12	1	0	0	0	0	0	1	0	0	0	0	14
2:30 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
2:45 AM	0	10	3	0	0	0	0	0	2	0	0	0	0	15
3:00 AM	0	7	0	0	0	0	0	1	1	0	0	0	0	9
3:15 AM	0	16	3	0	0	0	0	0	1	0	0	0	0	20
3:30 AM	0	22	2	0	0	0	0	0	2	0	0	0	0	26
3:45 AM	0	25	5	0	0	0	0	0	2	0	0	0	0	32
4:00 AM	0	24	1	0	1	0	0	1	2	1	0	0	0	30
4:15 AM	0	34	1	0	0	0	0	1	2	0	0	0	0	38
4:30 AM	0	51	4	0	0	0	0	1	4	0	0	0	0	60
4:45 AM	1	91	1	0	1	1	0	0	3	0	0	0	0	98
5:00 AM	0	92	3	0	2	2	0	1	4	0	0	0	0	104
5:15 AM	0	151	8	0	1	0	0	1	3	0	0	0	0	164
5:30 AM	0	174	8	1	0	3	0	0	0	0	0	0	0	186
5:45 AM	0	143	7	2	2	2	0	1	1	0	0	0	0	158
6:00 AM	0	143	6	1	3	0	0	1	3	0	0	0	0	157
6:15 AM	0	132	3	6	1	3	0	1	4	0	0	0	0	150
6:30 AM	1	145	7	7	3	2	0	2	4	0	0	0	0	171
6:45 AM	0	181	12	4	3	1	0	1	2	0	0	0	0	204
7:00 AM	0	206	19	1	1	2	0	5	5	1	0	0	0	240
7:15 AM	0	229	18	1	5	1	1	1	7	0	0	0	0	263
7:30 AM	0	205	10	0	2	1	0	3	5	0	0	0	0	226
7:45 AM	0	176	15	0	5	5	0	2	6	0	0	0	0	209
8:00 AM	0	186	12	1	3	2	0	1	7	0	0	0	0	212
8:15 AM	0	174	18	7	5	2	0	0	0	0	0	0	0	206
8:30 AM	0	191	15	0	4	4	0	2	8	0	0	0	0	224
8:45 AM	0	158	8	3	2	3	1	0	3	1	0	0	0	179
9:00 AM	0	168	15	3	4	4	0	2	9	1	0	0	0	206
9:15 AM	0	152	10	1	5	2	0	0	6	0	0	0	0	176
9:30 AM	0	146	21	0	6	4	0	1	11	0	0	0	0	189
9:45 AM	0	165	21	2	3	4	0	1	9	1	0	0	0	206
10:00 AM	0	167	16	4	3	1	0	1	5	1	0	0	0	198
10:15 AM	0	132	14	1	3	3	0	1	1	0	0	0	0	155
10:30 AM	0	144	17	0	2	1	0	0	5	0	0	0	0	169
10:45 AM	0	154	20	0	5	3	0	1	5	0	0	0	0	188
11:00 AM	0	169	12	0	8	4	0	0	6	2	0	0	0	201
11:15 AM	1	189	19	1	5	5	0	0	11	0	0	0	0	231
11:30 AM	0	169	19	3	6	5	0	0	4	1	0	0	0	207
11:45 AM	0	188	17	1	4	1	0	0	8	3	0	0	0	222
12:00 PM	1	149	15	2	5	3	1	3	6	0	0	0	0	185
12:15 PM	0	165	17	0	3	3	2	2	10	0	0	0	0	202
12:30 PM	0	161	16	0	5	4	0	0	6	1	0	0	0	193
12:45 PM	0	192	14	0	3	1	0	1	7	1	0	0	0	219
1:00 PM	0	170	16	0	5	4	0	2	8	0	0	0	0	205
1:15 PM	0	140	7	1	2	3	1	0	10	1	0	0	0	165
1:30 PM	0	171	18	2	5	3	1	1	6	1	0	0	0	208
1:45 PM	1	180	12	2	6	1	0	0	5	0	0	0	0	207
2:00 PM	0	187	23	3	7	2	0	1	7	0	0	0	0	230
2:15 PM	0	172	16	4	3	2	0	0	2	0	0	0	0	199
2:30 PM	0	209	22	6	7	0	0	0	5	0	0	0	0	249
2:45 PM	0	235	8	3	5	0	0	1	6	0	0	0	0	258
3:00 PM	1	224	8	3	7	0	0	0	4	0	0	0	0	247
3:15 PM	0	178	11	1	2	1	0	3	8	0	0	0	0	204
3:30 PM	0	223	9	1	5	0	0	1	3	0	0	0	0	242
3:45 PM	0	241	11	3	3	3	0	0	1	0	0	0	0	262
4:00 PM	0	228	12	0	0	1	0	1	6	0	0	0	0	248
4:15 PM	2	231	7	0	1	1	0	0	3	0	0	0	0	245
4:30 PM	0	238	14	1	1	1	0	0	3	0	0	0	0	258
4:45 PM	0	240	17	0	4	0	0	0	1	0	0	0	0	262
5:00 PM	2	242	14	1	1	0	0	0	3	0	0	0	0	263
5:15 PM	2	215	13	1	1	0	0	1	1	0	0	0	0	234
5:30 PM	1	227	11	0	0	1	0	0	5	0	0	0	0	245
5:45 PM	0	185	11	0	1	0	0	1	3	0	0	0	0	201
6:00 PM	1	187	15	0	1	0	0	0	0	0	0	0	0	204
6:15 PM	0	164	11	0	1	0	0	0	2	0	0	0	0	178
6:30 PM	1	162	16	0	1	1	0	0	5	0	0	0	0	186
6:45 PM	0	132	11	0	1	0	0	0	6	0	0	0	0	150
7:00 PM	2	124	9	0	2	0	0	0	3	0	0	0	0	140
7:15 PM	1	131	12	0	1	0	0	1	2	0	0	0	0	148
7:30 PM	0	113	3	0	3	0	0	0	2	0	0	0	0	121
7:45 PM	0	114	10	0	1	0	0	0	0	0	0	0	0	125
8:00 PM	1	90	5	0	1	0	0	0	5	0	0	0	0	102
8:15 PM	0	94	5	0	0	0	0	0	4	0	0	0	0	103
8:30 PM	0	94	5	0	0	0	0	0	2	0	0	0	0	101
8:45 PM	0	86	5	0	1	0	0	1	2	0	0	0	0	95
9:00 PM	0	85	2	0	1	0	0	0	2	0	0	0	0	90
9:15 PM	0	84	1	0	0	0	0	1	1	0	0	0	0	87
9:30 PM	0	68	2	0	0	0	0	0	3	0	0	0	0	73
9:45 PM	0	48	3	0	0	0	0	0	0	0	0	0	0	51
10:00 PM	1	51	3	0	0	0	0	0	1	0	0	0	0	56
10:15 PM	1	52	3	0	0	0	0	0	2	0	0	0	0	58
10:30 PM	0	57	0	0	0	0	0	0	1	0	0	0	0	58
10:45 PM	0	38	2	0	0	0	0	1	1	0	0	0	0	42
11:00 PM	0	37	3	0	0	0	0	0	2	0	0	0	0	42
11:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
11:30 PM	0	28	0	0	1	0	0	0	2	0	0	0	0	31
11:45 PM	0	33	0	0	0	0	0	0	3	0	0	0	0	36

Paris Rd at Solidelle St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
5:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	**2**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	**8**
8:30 AM	0	9	0	0	2	0	0	0	0	0	0	0	0	**11**
8:45 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
9:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
9:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
10:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
11:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	**11**
11:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:00 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	**11**
12:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:30 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
12:45 PM	0	7	0	0	0	0	0	1	0	0	0	0	0	**8**
1:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:15 PM	0	8	0	0	0	0	0	0	1	0	0	0	0	**9**
2:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
3:00 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**
3:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:30 PM	1	7	0	0	0	0	0	0	0	0	0	0	0	**8**
3:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
4:00 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**
4:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
4:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
5:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
6:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
7:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
7:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Paris Rd at Solidelle St - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Paris Rd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	**5**
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	4	0	0	0	1	0	0	1	0	0	0	0	**6**
4:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:45 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	**9**
5:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
5:15 AM	0	11	0	0	0	0	0	1	0	2	0	0	0	**14**
5:30 AM	0	23	5	0	0	0	0	0	1	0	0	0	0	**29**
5:45 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	**23**
6:00 AM	0	34	1	0	0	0	0	1	0	0	0	0	0	**36**
6:15 AM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
6:30 AM	0	22	1	1	2	0	0	0	1	0	0	0	0	**27**
6:45 AM	0	38	3	1	0	0	0	0	0	0	0	0	0	**42**
7:00 AM	0	24	2	0	1	0	0	0	0	0	0	0	0	**27**
7:15 AM	0	57	3	1	1	0	0	0	1	0	0	0	0	**63**
7:30 AM	0	45	3	0	1	0	0	0	0	0	0	0	0	**49**
7:45 AM	0	70	3	8	2	0	0	0	0	0	0	0	0	**83**
8:00 AM	0	59	7	2	0	0	0	0	0	0	0	0	0	**68**
8:15 AM	0	50	1	2	1	0	0	0	0	0	0	0	0	**54**
8:30 AM	0	45	4	0	1	0	0	0	1	0	0	0	0	**51**
8:45 AM	0	40	0	0	2	0	0	0	0	0	0	0	0	**42**
9:00 AM	0	52	3	2	0	0	0	0	0	0	0	0	0	**57**
9:15 AM	0	58	1	0	1	0	0	0	1	0	0	0	0	**61**
9:30 AM	0	50	5	0	0	1	0	1	1	0	0	0	0	**58**
9:45 AM	0	68	2	0	1	0	0	0	1	0	0	0	0	**72**
10:00 AM	0	63	6	0	2	0	0	0	1	0	0	0	0	**72**
10:15 AM	0	65	4	1	1	0	0	0	2	0	0	0	0	**73**
10:30 AM	0	49	4	0	2	1	0	0	0	0	0	0	0	**56**
10:45 AM	0	72	3	0	1	0	0	0	1	0	0	0	0	**77**
11:00 AM	0	57	3	0	0	0	0	0	0	0	0	0	0	**60**
11:15 AM	0	81	6	0	0	0	0	1	1	0	0	0	0	**89**
11:30 AM	0	63	6	0	2	0	0	0	1	0	0	0	0	**72**
11:45 AM	0	73	4	0	1	0	0	0	1	0	0	0	0	**79**
12:00 PM	0	91	5	0	0	0	0	0	2	0	0	0	0	**98**
12:15 PM	0	64	5	2	0	0	1	0	0	0	0	0	0	**72**
12:30 PM	0	75	3	0	2	2	0	0	1	0	0	0	0	**83**
12:45 PM	0	79	3	0	1	1	0	0	1	0	0	0	0	**85**
1:00 PM	0	89	4	0	0	0	0	1	1	0	0	0	0	**95**
1:15 PM	1	73	5	0	0	0	0	0	0	0	0	0	0	**79**
1:30 PM	0	67	6	0	1	0	0	0	1	0	0	0	0	**75**
1:45 PM	0	66	3	0	3	0	0	1	3	0	0	0	0	**76**
2:00 PM	0	68	3	0	0	1	0	0	1	0	0	0	0	**73**
2:15 PM	0	76	3	1	0	0	0	0	0	0	0	0	0	**80**
2:30 PM	0	78	6	0	0	1	0	0	0	0	0	0	0	**85**
2:45 PM	0	82	7	0	1	0	0	1	0	0	0	0	0	**91**
3:00 PM	0	96	6	1	0	0	0	0	3	0	0	0	0	**106**
3:15 PM	0	114	7	0	0	0	0	0	0	0	0	0	0	**121**
3:30 PM	0	90	9	0	1	0	0	0	2	0	0	0	0	**102**
3:45 PM	0	105	6	0	2	0	0	0	0	0	0	0	0	**113**
4:00 PM	0	80	9	2	0	1	0	0	0	0	0	0	0	**92**
4:15 PM	0	89	9	2	1	0	0	0	0	0	0	0	0	**101**
4:30 PM	0	123	7	1	2	0	0	0	1	0	0	0	0	**134**
4:45 PM	0	97	7	0	0	1	0	0	0	0	0	0	0	**105**
5:00 PM	0	110	8	1	1	1	0	0	0	0	0	0	0	**121**
5:15 PM	0	93	5	1	0	0	0	0	0	0	0	0	0	**99**
5:30 PM	0	96	7	3	1	1	0	0	1	0	0	0	0	**109**
5:45 PM	0	81	6	1	0	0	0	0	0	0	0	0	0	**88**
6:00 PM	0	86	7	0	2	0	0	0	0	0	0	0	0	**95**
6:15 PM	1	79	5	1	0	0	0	0	0	0	0	0	0	**86**
6:30 PM	0	75	5	0	1	0	0	0	0	0	0	0	0	**81**
6:45 PM	1	84	6	0	0	0	0	0	0	0	0	0	0	**91**
7:00 PM	1	76	1	2	0	0	0	0	0	0	0	0	0	**80**
7:15 PM	0	70	3	0	2	0	0	0	0	0	0	0	0	**75**
7:30 PM	0	79	3	0	1	0	0	0	0	0	0	0	0	**83**
7:45 PM	1	66	3	0	0	0	0	0	0	0	0	0	0	**70**
8:00 PM	0	62	2	0	0	0	0	0	0	0	0	0	0	**64**
8:15 PM	0	60	3	0	0	0	0	0	0	0	0	0	0	**63**
8:30 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	**46**
8:45 PM	0	39	0	0	0	0	0	0	0	0	0	0	0	**39**
9:00 PM	0	37	0	0	0	0	0	1	0	0	0	0	0	**38**
9:15 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	**46**
9:30 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**
9:45 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**
10:00 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	**33**
10:15 PM	0	26	0	1	0	0	0	0	0	0	0	0	0	**27**
10:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
10:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	16	2	0	0	0	0	0	1	0	0	0	0	**19**
11:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
11:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
11:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**

E Judge Perez Dr at Paris Rd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
12:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
12:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	8
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	8	0	0	0	2	0	0	0	0	0	0	0	10
4:15 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
4:30 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	7
4:45 AM	0	15	1	0	0	2	0	0	0	0	0	0	0	18
5:00 AM	0	21	1	0	0	1	0	0	0	0	0	0	0	23
5:15 AM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
5:30 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	21
5:45 AM	0	49	4	0	1	0	0	0	0	0	0	0	0	54
6:00 AM	0	29	4	0	2	0	0	0	0	0	0	0	0	35
6:15 AM	0	63	1	0	1	0	0	0	0	0	0	0	0	65
6:30 AM	0	45	6	0	0	1	0	0	0	0	0	0	0	52
6:45 AM	0	95	6	2	2	0	0	0	0	0	0	0	0	105
7:00 AM	0	120	9	4	0	0	0	1	0	0	0	0	0	134
7:15 AM	0	121	10	1	2	0	0	0	0	0	0	0	0	134
7:30 AM	0	86	7	2	0	0	0	0	1	0	0	0	0	96
7:45 AM	0	89	5	2	0	0	0	0	1	0	0	0	0	97
8:00 AM	0	137	6	0	1	0	0	0	0	0	0	0	0	144
8:15 AM	0	108	4	2	1	0	0	0	0	0	0	0	0	115
8:30 AM	0	101	6	3	1	0	0	0	0	0	0	0	0	111
8:45 AM	0	87	7	0	4	0	0	1	1	0	0	0	0	100
9:00 AM	1	89	8	0	1	0	0	0	0	0	0	0	0	99
9:15 AM	0	98	6	1	0	0	0	0	0	0	0	0	0	105
9:30 AM	0	86	1	0	2	0	0	0	0	0	0	0	0	89
9:45 AM	0	106	4	1	1	0	0	0	1	0	0	0	0	113
10:00 AM	0	107	4	1	2	0	0	0	0	0	0	0	0	114
10:15 AM	0	110	7	0	1	0	0	0	0	0	0	0	0	118
10:30 AM	0	110	3	0	4	0	0	0	1	0	0	0	0	118
10:45 AM	0	147	5	2	0	0	0	0	0	0	0	0	0	154
11:00 AM	0	141	4	1	3	0	0	0	0	0	0	0	0	149
11:15 AM	0	142	6	0	0	0	0	0	0	0	0	0	0	148
11:30 AM	0	145	4	0	0	0	0	0	2	0	0	0	0	151
11:45 AM	0	131	15	0	1	0	0	0	0	0	0	0	0	147
12:00 PM	1	144	3	3	0	0	0	0	0	0	0	0	0	151
12:15 PM	0	152	5	0	1	0	0	0	0	0	0	0	0	158
12:30 PM	0	175	4	2	1	0	0	0	0	0	0	0	0	182
12:45 PM	0	132	13	0	3	0	0	0	0	0	0	0	0	148
1:00 PM	0	153	4	0	2	1	0	0	0	0	0	0	0	160
1:15 PM	1	142	7	0	3	0	0	0	1	0	0	0	0	154
1:30 PM	0	120	3	1	0	0	0	0	0	0	0	0	0	124
1:45 PM	0	172	13	1	2	0	0	0	0	0	0	0	0	188
2:00 PM	1	151	8	3	1	0	0	0	0	0	0	0	0	164
2:15 PM	0	186	8	5	1	0	0	0	0	0	0	0	0	200
2:30 PM	0	157	5	1	0	0	0	0	0	0	0	0	0	163
2:45 PM	0	152	13	0	0	0	0	0	0	0	0	0	0	165
3:00 PM	0	179	8	1	3	0	0	1	0	0	0	0	0	192
3:15 PM	0	242	18	0	0	0	0	0	1	0	0	0	0	261
3:30 PM	0	206	7	0	0	0	0	0	0	0	0	0	0	213
3:45 PM	0	230	15	2	4	0	0	0	0	0	0	0	0	251
4:00 PM	1	200	17	0	1	0	0	0	0	0	0	0	0	219
4:15 PM	0	227	14	3	1	0	0	0	0	0	0	0	0	245
4:30 PM	0	254	17	0	0	0	0	0	0	0	0	0	0	271
4:45 PM	0	230	16	0	2	0	0	2	1	0	0	0	0	251
5:00 PM	0	253	10	1	1	0	0	0	0	0	0	0	0	265
5:15 PM	1	211	17	0	1	0	0	0	1	0	0	0	0	231
5:30 PM	0	250	11	0	1	0	0	0	0	0	0	0	0	262
5:45 PM	0	231	12	0	0	0	0	0	1	0	0	0	0	244
6:00 PM	1	222	7	0	1	0	0	0	0	0	0	0	0	231
6:15 PM	0	212	13	0	0	0	0	0	0	0	0	0	0	225
6:30 PM	0	147	12	0	2	0	0	0	0	0	0	0	0	161
6:45 PM	0	156	8	0	0	0	0	0	0	0	0	0	0	164
7:00 PM	0	142	7	0	0	0	0	0	0	0	0	0	0	149
7:15 PM	0	183	8	0	0	0	0	0	0	0	0	0	0	191
7:30 PM	1	158	2	0	0	1	0	0	0	0	0	0	0	162
7:45 PM	0	172	4	0	0	0	0	0	0	0	0	0	0	176
8:00 PM	0	136	6	0	0	0	0	0	0	0	0	0	0	142
8:15 PM	0	152	6	0	0	0	0	0	0	0	0	0	0	158
8:30 PM	0	129	7	0	0	0	0	0	0	0	0	0	0	136
8:45 PM	1	105	8	0	0	0	0	0	0	0	0	0	0	114
9:00 PM	1	95	7	0	0	0	0	0	0	0	0	0	0	103
9:15 PM	0	91	7	0	1	0	0	0	0	0	0	0	0	99
9:30 PM	0	102	4	0	0	0	0	0	0	0	0	0	0	106
9:45 PM	0	78	4	0	0	0	0	0	0	0	0	0	0	82
10:00 PM	0	85	4	0	0	0	0	0	0	0	0	0	0	89
10:15 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	46
10:30 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	49
10:45 PM	0	41	1	0	0	0	0	0	0	0	0	0	0	42
11:00 PM	0	54	2	0	0	0	0	0	0	0	0	0	0	56
11:15 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
11:30 PM	0	41	1	0	0	0	0	0	0	0	0	0	0	42
11:45 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27

E Judge Perez Dr at Paris Rd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	7
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	0	1	0	0	0	2	0	0	0	0	5
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
5:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:30 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
5:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
6:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
6:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	9	0	1	1	1	0	0	1	0	0	0	0	13
7:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
7:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
7:30 AM	0	12	1	0	0	0	0	0	2	0	0	0	0	15
7:45 AM	0	19	0	0	1	0	0	0	0	0	0	0	0	20
8:00 AM	0	18	1	1	1	0	0	0	0	0	0	0	0	21
8:15 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
8:30 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	15
8:45 AM	0	8	1	0	0	0	0	1	1	0	0	0	0	11
9:00 AM	0	12	1	0	0	0	0	0	1	0	0	0	0	14
9:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
9:30 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
9:45 AM	0	25	2	0	0	1	0	0	1	0	0	0	0	29
10:00 AM	0	17	0	0	2	1	0	0	0	0	0	0	0	20
10:15 AM	0	22	2	0	1	1	0	0	1	0	0	0	0	27
10:30 AM	0	23	2	0	1	0	0	0	0	0	0	0	0	26
10:45 AM	0	22	1	0	0	0	0	0	1	0	0	0	0	24
11:00 AM	0	20	2	0	0	1	0	0	1	0	0	0	0	24
11:15 AM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
11:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:45 AM	0	25	4	0	2	0	0	0	1	0	0	0	0	32
12:00 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
12:15 PM	0	20	1	0	0	1	0	0	1	0	0	0	0	23
12:30 PM	0	40	1	0	1	0	0	0	1	0	0	0	0	43
12:45 PM	0	20	1	0	1	0	0	1	0	0	0	0	0	23
1:00 PM	0	19	0	0	0	0	0	1	1	0	0	0	0	21
1:15 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	19
1:30 PM	0	15	0	0	0	0	0	0	1	0	0	0	0	16
1:45 PM	0	15	0	0	0	0	0	0	1	0	0	0	0	16
2:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
2:15 PM	0	24	0	0	1	0	0	0	0	0	0	0	0	25
2:30 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
2:45 PM	0	27	0	0	0	1	0	0	1	0	0	0	0	29
3:00 PM	0	24	1	0	0	0	0	0	1	0	0	0	0	26
3:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
3:30 PM	0	30	2	0	1	0	0	0	0	0	0	0	0	33
3:45 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
4:00 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
4:15 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
4:30 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
4:45 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	33
5:00 PM	0	18	0	0	0	0	0	0	1	0	0	0	0	19
5:15 PM	0	23	0	0	1	0	0	0	0	0	0	0	0	24
5:30 PM	0	35	2	0	0	0	0	0	1	0	0	0	0	38
5:45 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
6:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
6:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
6:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
6:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
7:00 PM	0	13	0	0	0	0	0	0	1	0	0	0	0	14
7:15 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
7:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
7:45 PM	0	8	0	0	0	0	0	0	1	0	0	0	0	9
8:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
8:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
8:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
8:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
9:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
9:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 PM	0	4	0	0	0	0	0	0	1	0	0	0	0	5

E Judge Perez Dr at Paris Rd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	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	0	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	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	0	**1**
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Paris Rd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
12:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
4:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:45 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	**17**
5:00 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
5:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
5:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
5:45 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
6:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
6:15 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
6:30 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
6:45 AM	0	27	2	0	1	0	0	0	0	0	0	0	0	**30**
7:00 AM	0	31	2	2	0	0	0	0	0	0	0	0	0	**35**
7:15 AM	0	38	1	0	0	0	0	0	0	0	0	0	0	**39**
7:30 AM	0	38	1	0	0	0	0	0	0	0	0	0	0	**39**
7:45 AM	0	34	2	0	1	0	0	0	0	0	0	0	0	**37**
8:00 AM	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**
8:15 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
8:30 AM	0	34	1	0	1	0	0	0	0	0	0	0	0	**36**
8:45 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
9:00 AM	0	17	1	1	0	0	0	0	0	0	0	0	0	**19**
9:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
9:30 AM	1	25	2	0	0	0	0	0	0	0	0	0	0	**28**
9:45 AM	0	18	2	0	1	0	1	0	0	0	0	0	0	**22**
10:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
10:15 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
10:30 AM	0	21	0	0	1	0	0	0	0	0	0	0	0	**22**
10:45 AM	0	17	1	1	0	0	0	0	0	0	0	0	0	**19**
11:00 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**
11:15 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	**20**
11:30 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
11:45 AM	0	24	1	1	0	0	0	0	0	0	0	0	0	**26**
12:00 PM	0	23	0	0	1	0	0	0	0	0	0	0	0	**24**
12:15 PM	0	19	0	1	0	0	0	0	0	0	0	0	0	**20**
12:30 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
12:45 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
1:00 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**
1:15 PM	0	21	0	1	0	0	0	0	0	0	0	0	0	**22**
1:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**
1:45 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
2:00 PM	0	20	1	1	0	0	0	0	0	0	0	0	0	**22**
2:15 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
2:30 PM	0	16	0	2	0	0	0	0	0	0	0	0	0	**18**
2:45 PM	0	19	0	0	1	0	0	1	0	0	0	0	0	**21**
3:00 PM	0	22	0	0	1	0	0	0	0	0	0	0	0	**23**
3:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
3:30 PM	0	27	0	0	1	0	0	0	0	0	0	0	0	**28**
3:45 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**
4:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
4:15 PM	0	24	1	1	0	0	0	0	0	0	0	0	0	**26**
4:30 PM	1	21	2	0	0	0	0	0	0	0	0	0	0	**24**
4:45 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
5:00 PM	0	20	2	2	0	0	0	0	0	0	0	0	0	**24**
5:15 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	**32**
5:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
5:45 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	**21**
6:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
6:15 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
6:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**
6:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
7:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
7:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
7:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
7:45 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
8:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
8:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

E Judge Perez Dr at Paris Rd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
1:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	**6**
2:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2:45 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	6	5	0	1	0	0	0	0	0	0	0	0	**12**
3:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
3:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
4:00 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
4:15 AM	0	13	4	0	0	1	0	0	0	0	0	0	0	**18**
4:30 AM	0	27	5	0	0	0	0	0	0	0	0	0	0	**32**
4:45 AM	0	36	8	0	2	0	0	0	0	0	0	0	0	**46**
5:00 AM	0	45	11	0	0	0	0	0	0	0	0	0	0	**56**
5:15 AM	1	62	9	0	0	0	0	0	0	0	0	0	0	**72**
5:30 AM	0	81	17	0	0	0	0	0	0	0	0	0	0	**98**
5:45 AM	1	75	17	0	0	0	0	0	0	0	0	0	0	**93**
6:00 AM	0	135	18	0	0	0	0	0	1	0	0	0	0	**154**
6:15 AM	0	143	28	0	2	0	0	0	0	0	0	0	0	**173**
6:30 AM	1	167	15	1	0	0	0	0	0	0	0	0	0	**184**
6:45 AM	0	190	20	1	1	0	0	0	0	0	0	0	0	**212**
7:00 AM	0	181	34	2	0	0	0	0	0	0	0	0	0	**217**
7:15 AM	0	222	25	3	1	1	0	0	0	0	0	0	0	**252**
7:30 AM	0	219	25	2	7	0	1	1	0	0	0	0	0	**255**
7:45 AM	0	171	16	0	1	0	0	0	0	0	0	0	0	**188**
8:00 AM	0	189	19	0	1	1	0	0	0	0	0	0	0	**210**
8:15 AM	0	167	18	3	1	0	0	2	0	0	0	0	0	**191**
8:30 AM	0	201	27	0	0	0	0	0	0	0	0	0	0	**228**
8:45 AM	0	138	21	3	3	2	1	1	0	0	0	0	0	**169**
9:00 AM	0	113	18	0	3	0	0	0	1	0	0	0	0	**135**
9:15 AM	0	103	14	0	3	1	0	0	0	1	0	0	0	**122**
9:30 AM	0	117	11	1	1	0	0	0	0	0	0	0	0	**130**
9:45 AM	0	117	17	0	0	2	0	0	0	0	0	0	0	**136**
10:00 AM	0	121	11	1	2	1	0	1	0	0	0	0	0	**137**
10:15 AM	1	117	14	3	4	0	0	0	1	0	0	0	0	**140**
10:30 AM	0	121	10	0	0	1	0	1	0	0	0	0	0	**133**
10:45 AM	0	124	8	0	0	0	0	0	1	0	0	0	0	**133**
11:00 AM	0	127	13	0	1	0	1	0	0	0	0	0	0	**142**
11:15 AM	0	106	13	0	0	1	0	0	1	0	0	0	0	**121**
11:30 AM	0	111	17	0	0	0	0	0	0	0	0	0	0	**128**
11:45 AM	0	98	16	0	1	0	0	0	0	0	0	0	0	**115**
12:00 PM	0	143	15	0	1	0	0	0	0	0	0	0	0	**159**
12:15 PM	0	132	7	1	2	0	0	0	1	0	0	0	0	**143**
12:30 PM	0	149	6	0	0	0	0	0	0	0	0	0	0	**155**
12:45 PM	1	135	7	0	1	0	0	0	0	0	0	0	0	**144**
1:00 PM	0	127	4	0	2	0	0	0	0	0	0	0	0	**133**
1:15 PM	0	145	5	1	1	0	0	0	0	0	0	0	0	**152**
1:30 PM	0	95	2	0	0	0	0	0	0	0	0	0	0	**97**
1:45 PM	0	135	8	0	3	0	0	0	0	0	0	0	0	**146**
2:00 PM	0	138	8	2	1	1	0	1	2	0	0	0	0	**153**
2:15 PM	0	153	8	0	1	0	0	0	0	0	0	0	0	**162**
2:30 PM	0	156	8	6	4	1	0	0	0	0	0	0	0	**175**
2:45 PM	0	140	8	0	2	0	0	0	0	0	0	0	0	**150**
3:00 PM	0	155	5	0	0	0	0	0	0	0	0	0	0	**160**
3:15 PM	1	120	9	2	0	0	0	0	1	0	0	0	0	**133**
3:30 PM	1	128	14	0	0	0	0	0	0	0	0	0	0	**143**
3:45 PM	0	172	5	1	1	0	0	0	0	0	0	0	0	**179**
4:00 PM	0	130	9	4	1	0	0	0	1	0	0	0	0	**145**
4:15 PM	1	143	4	1	1	0	0	0	0	0	0	0	0	**150**
4:30 PM	0	135	12	1	0	0	0	0	0	0	0	0	0	**148**
4:45 PM	0	146	12	0	2	1	0	0	0	0	0	0	0	**161**
5:00 PM	0	144	10	1	1	0	0	0	0	0	0	0	0	**156**
5:15 PM	0	167	10	0	0	0	0	0	0	0	0	0	0	**177**
5:30 PM	0	139	5	0	1	0	0	0	0	0	0	0	0	**145**
5:45 PM	0	125	8	0	0	0	0	0	0	0	0	0	0	**133**
6:00 PM	0	133	9	0	0	0	0	0	0	0	0	0	0	**142**
6:15 PM	0	107	13	0	0	0	0	0	0	0	0	0	0	**120**
6:30 PM	0	132	12	0	0	0	0	0	0	0	0	0	0	**144**
6:45 PM	0	91	8	0	1	0	0	0	0	0	0	0	0	**100**
7:00 PM	0	97	9	0	0	0	0	0	0	0	0	0	0	**106**
7:15 PM	1	118	6	0	0	0	0	0	0	0	0	0	0	**125**
7:30 PM	0	91	6	0	0	0	0	0	0	0	0	0	0	**97**
7:45 PM	1	97	8	0	1	0	0	0	0	0	0	0	0	**107**
8:00 PM	0	88	6	0	1	0	0	1	1	0	0	0	0	**97**
8:15 PM	0	69	8	0	0	0	0	0	0	0	0	0	0	**77**
8:30 PM	0	56	3	0	0	0	0	0	0	0	0	0	0	**59**
8:45 PM	1	46	7	0	1	0	0	0	0	0	0	0	0	**55**
9:00 PM	0	69	7	0	0	0	0	0	0	0	0	0	0	**76**
9:15 PM	0	55	3	0	0	0	0	0	1	0	0	0	0	**59**
9:30 PM	1	60	2	0	0	0	0	0	0	0	0	0	0	**63**
9:45 PM	0	58	0	0	0	0	0	0	0	0	0	0	0	**58**
10:00 PM	0	49	1	0	0	0	0	0	0	0	0	0	0	**50**
10:15 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	**34**
10:30 PM	0	35	4	0	0	0	0	0	0	0	0	0	0	**39**
10:45 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
11:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
11:15 PM	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
11:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
11:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**

E Judge Perez Dr at Paris Rd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:30 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**
4:45 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**
5:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
5:15 AM	0	26	3	0	1	1	0	0	1	0	0	0	0	**32**
5:30 AM	1	35	3	0	0	1	0	0	0	0	0	0	0	**40**
5:45 AM	0	41	2	0	1	0	0	1	0	0	0	0	0	**45**
6:00 AM	0	48	3	0	0	0	0	0	0	0	0	0	0	**51**
6:15 AM	0	68	5	0	0	0	0	0	0	0	0	0	0	**73**
6:30 AM	0	44	3	0	1	0	0	0	0	0	0	0	0	**48**
6:45 AM	0	59	4	0	0	0	0	0	0	0	0	0	0	**63**
7:00 AM	0	51	3	1	0	0	0	1	0	0	0	0	0	**56**
7:15 AM	0	72	5	0	1	0	0	0	1	0	0	0	0	**79**
7:30 AM	0	84	4	1	1	0	0	0	0	0	0	0	0	**90**
7:45 AM	0	88	5	0	0	0	0	0	0	0	0	0	0	**93**
8:00 AM	0	78	6	1	1	1	0	1	0	0	0	0	0	**88**
8:15 AM	0	95	5	1	2	0	0	0	1	0	0	0	0	**104**
8:30 AM	0	73	3	1	1	0	0	0	0	0	0	0	0	**78**
8:45 AM	0	77	5	0	1	0	0	0	1	0	0	0	0	**84**
9:00 AM	0	60	6	0	1	0	0	0	3	0	0	0	0	**70**
9:15 AM	0	76	6	1	5	0	0	2	1	0	0	0	0	**91**
9:30 AM	0	62	11	1	4	1	0	0	0	0	0	0	0	**79**
9:45 AM	0	56	5	0	0	0	0	0	1	0	0	0	0	**62**
10:00 AM	0	48	4	0	2	1	0	1	1	0	0	0	0	**57**
10:15 AM	0	39	11	1	0	1	0	0	1	0	0	0	0	**53**
10:30 AM	0	52	3	0	0	0	0	1	0	0	0	0	0	**56**
10:45 AM	0	53	4	2	0	0	0	1	0	0	0	0	0	**60**
11:00 AM	0	67	10	0	4	1	0	1	1	0	0	0	0	**84**
11:15 AM	0	60	10	0	0	0	0	1	0	0	0	0	0	**71**
11:30 AM	0	55	5	5	1	0	0	0	0	0	0	0	0	**66**
11:45 AM	0	59	8	0	1	3	0	0	0	0	0	0	0	**71**
12:00 PM	0	68	7	0	0	0	0	0	1	0	0	0	0	**76**
12:15 PM	0	66	8	1	1	1	0	0	0	0	0	0	0	**77**
12:30 PM	0	64	5	0	2	1	0	0	2	0	0	0	0	**74**
12:45 PM	0	67	7	0	3	0	0	0	0	0	0	0	0	**77**
1:00 PM	0	49	12	2	2	1	0	0	0	0	0	0	0	**66**
1:15 PM	0	78	8	2	1	0	0	0	2	0	0	0	0	**91**
1:30 PM	0	62	6	1	0	0	0	0	1	0	0	0	0	**70**
1:45 PM	0	58	7	0	3	0	0	0	2	0	0	0	0	**70**
2:00 PM	0	62	9	0	1	0	0	0	0	0	0	0	0	**72**
2:15 PM	0	60	9	0	0	1	0	0	1	0	0	0	0	**71**
2:30 PM	0	49	8	2	2	0	0	1	3	0	0	0	0	**65**
2:45 PM	0	59	9	2	1	1	0	0	0	0	0	0	0	**72**
3:00 PM	0	67	12	1	2	0	0	1	1	0	0	0	0	**84**
3:15 PM	0	69	11	1	4	0	0	1	1	1	0	0	0	**88**
3:30 PM	0	77	10	1	0	0	0	0	0	0	0	0	0	**88**
3:45 PM	0	85	10	0	0	0	0	0	3	0	0	0	0	**98**
4:00 PM	0	75	11	0	1	0	0	0	0	0	0	0	0	**87**
4:15 PM	0	73	8	1	2	0	0	0	0	0	0	0	0	**84**
4:30 PM	0	83	9	1	0	0	0	0	1	0	0	0	0	**94**
4:45 PM	0	80	9	0	1	0	0	0	1	0	0	0	0	**91**
5:00 PM	0	87	13	0	0	0	0	0	0	0	0	0	0	**100**
5:15 PM	0	61	13	1	3	1	0	1	1	0	0	0	0	**81**
5:30 PM	0	62	9	0	1	0	0	0	1	0	0	0	0	**73**
5:45 PM	0	58	12	0	2	1	0	0	0	0	0	0	0	**73**
6:00 PM	0	68	8	0	0	0	0	0	0	0	0	0	0	**76**
6:15 PM	0	58	12	0	0	0	0	0	0	0	0	0	0	**70**
6:30 PM	0	78	6	0	1	0	0	0	0	0	0	0	0	**85**
6:45 PM	0	47	6	0	0	0	0	0	1	0	0	0	0	**54**
7:00 PM	1	59	2	0	0	0	0	0	0	0	0	0	0	**62**
7:15 PM	0	56	12	0	1	0	0	0	0	0	0	0	0	**69**
7:30 PM	0	46	4	0	0	0	0	0	1	0	0	0	0	**51**
7:45 PM	2	56	5	0	0	0	0	0	0	0	0	0	0	**63**
8:00 PM	0	45	4	0	0	0	0	0	1	0	0	0	0	**50**
8:15 PM	0	29	2	0	1	0	0	0	0	0	0	0	0	**32**
8:30 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	**34**
8:45 PM	0	45	6	0	0	0	0	0	0	0	0	0	0	**51**
9:00 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	**40**
9:15 PM	1	34	1	0	0	0	0	0	0	0	0	0	0	**36**
9:30 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	**19**
9:45 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	**31**
10:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
10:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
10:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
10:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
11:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**

E Judge Perez Dr at Paris Rd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Paris Rd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	**4**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
5:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:15 AM	0	11	2	0	0	1	0	0	0	0	0	0	0	**14**
6:30 AM	0	10	3	1	0	0	0	0	1	0	0	0	0	**15**
6:45 AM	0	17	1	0	0	0	0	0	1	0	0	0	0	**19**
7:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
7:15 AM	0	15	3	0	1	0	0	0	1	0	0	0	0	**20**
7:30 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
7:45 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
8:00 AM	0	20	3	0	1	0	0	0	0	0	0	0	0	**24**
8:15 AM	0	16	4	0	1	0	0	0	0	0	0	0	0	**21**
8:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
8:45 AM	0	15	5	0	0	0	0	0	1	0	0	0	0	**21**
9:00 AM	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**
9:15 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
9:30 AM	0	14	2	0	0	0	0	0	1	0	0	0	0	**17**
9:45 AM	0	12	5	0	1	0	0	0	0	0	0	0	0	**18**
10:00 AM	0	16	1	0	0	0	1	0	1	0	0	0	0	**19**
10:15 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
10:30 AM	0	29	3	0	0	0	0	0	1	0	0	0	0	**33**
10:45 AM	0	20	1	0	0	0	0	0	1	0	0	0	0	**22**
11:00 AM	0	32	1	0	2	0	0	0	0	0	0	0	0	**35**
11:15 AM	0	23	5	0	0	1	1	0	1	0	0	0	0	**31**
11:30 AM	0	15	3	2	0	0	0	0	1	0	0	0	0	**21**
11:45 AM	0	17	6	0	1	0	0	0	0	0	0	0	0	**24**
12:00 PM	0	16	3	0	0	0	0	1	0	0	0	0	0	**20**
12:15 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**
12:30 PM	0	21	2	0	0	0	2	0	1	0	0	0	0	**26**
12:45 PM	0	27	2	1	0	0	0	0	1	0	0	0	0	**31**
1:00 PM	0	19	3	0	0	0	0	0	1	0	0	0	0	**23**
1:15 PM	0	22	0	0	1	0	0	0	0	0	0	0	0	**23**
1:30 PM	0	36	2	0	0	0	1	0	0	0	0	0	0	**39**
1:45 PM	0	25	3	0	0	0	1	0	0	0	0	0	0	**29**
2:00 PM	0	24	1	0	2	1	0	0	0	0	0	0	0	**28**
2:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
2:30 PM	0	33	1	0	0	2	0	1	0	0	0	0	0	**37**
2:45 PM	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**
3:00 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**
3:15 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**
3:30 PM	0	17	4	0	0	0	0	0	1	0	0	0	0	**22**
3:45 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
4:00 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	**28**
4:15 PM	0	33	4	0	0	1	0	0	0	0	0	0	0	**38**
4:30 PM	0	18	4	0	0	0	0	1	0	0	0	0	0	**23**
4:45 PM	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**
5:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
5:15 PM	0	21	5	0	1	0	0	0	0	0	0	0	0	**27**
5:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
5:45 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
6:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
6:15 PM	0	19	1	0	0	0	0	0	1	0	0	0	0	**21**
6:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
6:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
7:00 PM	0	25	5	0	0	0	0	0	0	0	0	0	0	**30**
7:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
7:30 PM	0	18	4	0	0	0	0	0	1	0	0	0	0	**23**
7:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
8:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:30 PM	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**
8:45 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
9:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	4	1	0	0	0	0	1	0	0	0	0	0	**6**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Paris Rd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	**7**
12:15 AM	0	6	0	0	0	0	0	0	3	0	0	0	0	**9**
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:45 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
1:00 AM	0	2	0	0	0	0	0	0	2	0	0	0	0	**4**
1:15 AM	0	4	0	0	0	0	0	0	5	0	0	0	0	**9**
1:30 AM	0	4	0	0	0	0	0	0	3	0	0	0	0	**7**
1:45 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
2:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
2:15 AM	0	6	0	0	0	0	0	0	3	0	0	0	0	**9**
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:45 AM	0	7	0	0	0	0	0	0	2	1	0	0	0	**10**
3:00 AM	0	6	0	0	0	0	0	0	2	0	0	0	0	**8**
3:15 AM	0	5	1	0	1	1	0	0	1	0	0	0	0	**9**
3:30 AM	0	13	0	0	1	0	0	0	1	0	0	0	0	**15**
3:45 AM	0	18	2	0	1	0	0	1	0	0	0	0	0	**22**
4:00 AM	0	28	2	0	1	0	0	0	1	0	0	0	0	**32**
4:15 AM	0	26	1	0	0	0	0	0	2	0	0	0	0	**29**
4:30 AM	0	18	2	0	0	0	0	0	3	0	0	0	0	**23**
4:45 AM	0	12	2	0	1	0	0	0	3	0	0	0	0	**18**
5:00 AM	0	17	2	0	1	0	0	0	4	0	0	0	0	**24**
5:15 AM	0	23	2	0	0	0	0	0	3	0	0	0	0	**28**
5:30 AM	0	41	2	0	0	2	0	0	3	0	0	0	0	**48**
5:45 AM	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**
6:00 AM	0	46	2	0	0	0	0	0	6	0	0	0	0	**54**
6:15 AM	0	57	2	0	0	0	0	0	2	0	0	0	0	**61**
6:30 AM	0	45	4	0	1	2	0	0	2	0	0	0	0	**54**
6:45 AM	0	40	3	1	1	0	0	1	1	0	0	0	0	**47**
7:00 AM	0	90	8	0	1	0	0	0	1	0	0	0	0	**100**
7:15 AM	0	58	5	0	0	0	0	0	3	0	0	0	0	**66**
7:30 AM	1	76	6	2	2	0	0	0	4	0	0	0	0	**91**
7:45 AM	0	68	3	0	0	2	0	1	0	0	0	0	0	**74**
8:00 AM	0	51	8	1	2	1	1	0	1	0	0	0	0	**65**
8:15 AM	0	65	6	0	2	0	0	0	4	0	0	0	0	**77**
8:30 AM	0	49	16	2	0	0	0	0	7	0	0	0	0	**74**
8:45 AM	0	60	7	1	3	2	0	0	10	0	0	0	0	**83**
9:00 AM	0	71	9	0	1	0	0	1	8	0	0	0	0	**90**
9:15 AM	0	58	10	2	1	0	0	0	5	0	0	0	0	**76**
9:30 AM	0	60	7	0	2	1	0	0	6	0	0	0	0	**76**
9:45 AM	0	34	8	0	2	0	0	0	9	0	0	0	0	**53**
10:00 AM	0	61	7	1	3	2	0	0	7	0	0	0	0	**81**
10:15 AM	0	39	9	0	1	2	1	0	10	0	0	0	0	**62**
10:30 AM	0	49	11	0	1	1	1	0	7	0	0	0	0	**70**
10:45 AM	0	39	4	0	0	1	0	0	5	0	0	0	0	**49**
11:00 AM	0	79	10	0	3	3	0	0	1	0	0	0	0	**96**
11:15 AM	1	47	2	1	3	0	0	0	5	0	0	0	0	**59**
11:30 AM	0	69	10	1	2	2	0	0	8	0	0	0	0	**92**
11:45 AM	0	75	3	0	2	2	4	0	4	0	0	0	0	**90**
12:00 PM	0	85	8	1	0	0	1	1	6	0	0	0	0	**102**
12:15 PM	0	71	8	0	1	2	0	0	6	0	0	0	0	**88**
12:30 PM	0	54	11	0	0	0	0	0	10	0	0	0	0	**75**
12:45 PM	0	78	9	1	2	6	0	0	1	0	0	0	0	**97**
1:00 PM	1	56	7	0	3	0	0	0	9	0	0	0	0	**76**
1:15 PM	0	71	6	0	2	0	0	0	6	0	0	0	0	**85**
1:30 PM	0	66	7	0	1	3	0	2	8	0	0	0	0	**87**
1:45 PM	0	77	3	1	1	1	0	0	10	0	0	0	0	**93**
2:00 PM	0	93	12	0	1	1	1	1	6	2	0	0	0	**117**
2:15 PM	0	79	10	0	2	0	2	1	6	1	0	0	0	**101**
2:30 PM	0	76	15	0	1	1	2	0	4	1	0	0	0	**100**
2:45 PM	0	77	7	0	0	0	0	0	5	0	0	0	0	**89**
3:00 PM	0	100	10	0	2	3	1	0	5	0	0	0	0	**121**
3:15 PM	0	78	15	0	0	2	0	0	4	0	0	0	0	**99**
3:30 PM	1	120	10	0	1	2	0	0	6	0	0	0	0	**140**
3:45 PM	0	100	9	1	0	0	0	0	5	0	0	0	0	**115**
4:00 PM	0	129	13	0	1	1	0	2	4	0	0	0	0	**150**
4:15 PM	0	106	15	2	3	1	0	0	6	0	0	0	0	**133**
4:30 PM	0	134	17	0	1	1	0	0	2	1	0	0	0	**156**
4:45 PM	0	146	17	0	0	0	0	1	1	0	0	0	0	**165**
5:00 PM	0	130	7	0	0	0	0	0	3	0	0	0	0	**140**
5:15 PM	0	122	9	0	1	1	1	0	3	0	0	0	0	**137**
5:30 PM	0	106	10	1	1	0	0	1	2	0	0	0	0	**121**
5:45 PM	0	75	8	0	1	0	1	0	1	0	0	0	0	**86**
6:00 PM	0	84	13	0	0	0	1	0	0	0	0	0	0	**98**
6:15 PM	1	76	14	1	2	0	0	1	0	0	0	0	0	**95**
6:30 PM	0	83	3	1	0	0	0	0	5	0	0	0	0	**92**
6:45 PM	0	49	8	0	1	0	0	1	0	0	0	0	0	**59**
7:00 PM	1	54	5	2	0	0	0	0	0	0	0	0	0	**62**
7:15 PM	0	34	5	0	0	0	0	0	3	0	0	0	0	**42**
7:30 PM	0	61	0	0	0	0	0	0	1	0	0	0	0	**62**
7:45 PM	0	41	0	0	0	0	0	0	1	0	0	0	0	**42**
8:00 PM	1	39	0	0	0	0	0	0	1	0	0	0	0	**41**
8:15 PM	0	36	1	0	0	0	0	0	2	0	0	0	0	**39**
8:30 PM	0	33	2	0	0	0	0	0	3	0	0	0	0	**38**
8:45 PM	0	23	0	0	0	0	0	0	5	0	0	0	0	**28**
9:00 PM	0	22	1	0	0	0	0	0	1	0	0	0	0	**24**
9:15 PM	0	18	0	0	0	0	0	0	2	0	0	0	0	**20**
9:30 PM	0	25	0	0	0	0	0	0	1	0	0	0	0	**26**
9:45 PM	0	20	0	0	0	0	0	0	3	0	0	0	0	**23**
10:00 PM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**
10:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
10:30 PM	0	10	2	0	0	0	0	0	2	0	0	0	0	**14**
10:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:00 PM	0	25	0	0	0	0	0	0	1	0	0	0	0	**26**
11:15 PM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
11:30 PM	0	8	0	0	0	0	0	0	2	0	0	0	0	**10**
11:45 PM	0	5	1	0	0	0	0	0	2	0	0	0	0	**8**

E Judge Perez Dr at Paris Rd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
7:00 AM	0	8	1	2	0	0	0	0	0	0	0	0	0	**11**
7:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:30 AM	0	33	3	0	0	0	0	0	0	0	0	0	0	**36**
7:45 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
8:00 AM	0	15	2	1	0	0	0	0	0	0	0	0	0	**18**
8:15 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	**11**
8:30 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**
8:45 AM	0	13	0	0	0	0	0	0	1	0	0	0	0	**14**
9:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
9:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
10:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
11:00 AM	0	19	4	0	2	1	0	0	0	0	0	0	0	**26**
11:15 AM	0	31	4	0	0	0	0	0	0	0	0	0	0	**35**
11:30 AM	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
11:45 AM	0	13	4	0	1	1	0	0	0	0	0	0	0	**19**
12:00 PM	0	29	1	1	0	0	0	0	0	0	0	0	0	**31**
12:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
12:30 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
12:45 PM	0	22	1	1	1	0	0	0	0	0	0	0	0	**25**
1:00 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
1:15 PM	0	18	5	0	1	0	0	0	0	0	0	0	0	**24**
1:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
1:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
2:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
2:15 PM	0	18	1	1	1	0	0	0	0	0	0	0	0	**21**
2:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
2:45 PM	0	19	0	0	1	0	0	0	0	0	0	0	0	**20**
3:00 PM	0	39	0	0	0	0	0	1	0	0	0	0	0	**40**
3:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
3:30 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	**29**
3:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**
4:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
4:30 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
5:00 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	**27**
5:15 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	**35**
5:30 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**
5:45 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	**26**
6:00 PM	0	26	4	0	0	0	0	0	0	0	0	0	0	**30**
6:15 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**
6:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
6:45 PM	1	23	1	0	0	0	0	0	0	0	0	0	0	**25**
7:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
7:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
7:30 PM	1	28	1	0	0	0	0	0	0	0	0	0	0	**30**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
8:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
8:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
8:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
9:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
9:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Paris Rd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Paris Rd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	10	0	0	0	0	0	1	0	0	0	0	0	**11**
12:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
5:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	**21**
5:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
5:30 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
5:45 AM	0	28	3	0	0	0	0	1	0	0	0	0	0	**32**
6:00 AM	0	35	5	0	0	0	0	0	0	0	0	0	0	**40**
6:15 AM	0	45	2	1	0	0	0	0	1	0	0	0	0	**49**
6:30 AM	0	43	1	0	2	0	0	0	0	0	0	0	0	**46**
6:45 AM	0	53	3	0	0	0	0	0	0	0	0	0	0	**56**
7:00 AM	0	70	10	2	2	0	0	1	2	0	0	0	0	**87**
7:15 AM	0	76	7	0	1	1	0	0	1	0	0	0	0	**86**
7:30 AM	0	39	4	0	1	0	0	0	1	0	0	0	0	**45**
7:45 AM	0	36	13	0	0	0	0	1	2	0	0	0	0	**52**
8:00 AM	0	52	7	0	1	1	0	0	3	1	0	0	0	**65**
8:15 AM	0	57	9	1	2	1	0	0	0	0	0	0	0	**70**
8:30 AM	0	47	10	2	0	0	0	1	1	0	0	0	0	**61**
8:45 AM	0	50	6	1	1	2	0	0	0	0	0	0	0	**60**
9:00 AM	0	54	11	3	2	0	0	0	0	0	0	0	0	**70**
9:15 AM	0	48	5	0	0	1	0	0	0	0	0	0	0	**54**
9:30 AM	0	39	6	1	0	0	0	0	0	1	0	0	0	**47**
9:45 AM	0	60	8	2	1	1	0	0	2	0	0	0	0	**74**
10:00 AM	0	47	6	4	2	0	0	0	1	0	0	0	0	**60**
10:15 AM	0	30	3	1	1	1	0	0	0	0	0	0	0	**36**
10:30 AM	0	51	7	1	1	0	0	0	0	0	0	0	0	**60**
10:45 AM	0	62	4	0	1	0	0	0	0	0	0	0	0	**67**
11:00 AM	0	62	5	0	0	1	0	0	1	0	0	0	0	**69**
11:15 AM	0	53	7	1	2	1	0	0	0	0	0	0	0	**64**
11:30 AM	0	66	5	1	0	0	0	0	1	0	0	0	0	**73**
11:45 AM	0	83	7	1	1	0	0	0	2	0	0	0	0	**94**
12:00 PM	0	57	4	1	2	0	0	1	2	0	0	0	0	**67**
12:15 PM	0	64	9	1	1	0	0	1	2	0	0	0	0	**78**
12:30 PM	0	73	5	0	0	0	0	0	0	0	0	0	0	**78**
12:45 PM	0	67	6	0	1	0	0	0	1	0	0	0	0	**75**
1:00 PM	0	78	8	1	1	1	0	0	2	0	0	0	0	**91**
1:15 PM	0	41	4	1	0	1	0	1	0	0	0	0	0	**48**
1:30 PM	0	67	8	1	0	0	0	0	0	1	0	0	0	**77**
1:45 PM	0	72	6	0	0	0	0	0	1	0	0	0	0	**79**
2:00 PM	0	65	4	2	2	0	0	0	3	1	0	0	0	**77**
2:15 PM	0	72	6	2	0	1	0	0	0	0	0	0	0	**81**
2:30 PM	0	78	7	0	2	0	0	0	2	0	0	0	0	**89**
2:45 PM	0	87	7	0	0	0	0	0	0	0	0	0	0	**94**
3:00 PM	0	88	6	0	0	0	0	0	0	0	0	0	0	**94**
3:15 PM	0	90	9	0	0	0	0	0	0	0	0	0	0	**99**
3:30 PM	0	89	10	1	1	0	0	0	0	0	0	0	0	**101**
3:45 PM	1	77	8	2	0	0	0	0	0	0	0	0	0	**88**
4:00 PM	0	94	7	0	0	0	0	0	0	1	0	0	0	**102**
4:15 PM	1	78	4	0	0	0	0	0	1	1	0	0	0	**85**
4:30 PM	0	99	8	1	1	0	0	0	0	0	0	0	0	**109**
4:45 PM	0	76	10	0	1	0	0	0	0	0	0	0	0	**87**
5:00 PM	0	86	15	0	0	0	0	0	0	0	0	0	0	**101**
5:15 PM	2	95	14	0	0	0	0	0	0	0	0	0	0	**111**
5:30 PM	1	80	11	0	0	0	0	0	0	0	0	0	0	**92**
5:45 PM	0	83	7	0	0	0	0	0	0	0	0	0	0	**90**
6:00 PM	0	87	8	0	1	0	0	0	0	0	0	0	0	**96**
6:15 PM	0	71	7	0	1	0	0	0	0	0	0	0	0	**79**
6:30 PM	0	69	11	1	0	0	0	0	0	0	0	0	0	**81**
6:45 PM	0	66	7	0	0	0	0	0	1	0	0	0	0	**74**
7:00 PM	0	74	10	0	0	0	0	0	0	0	0	0	0	**84**
7:15 PM	0	75	4	0	1	0	0	1	0	0	0	0	0	**81**
7:30 PM	0	79	5	0	0	0	0	0	0	0	0	0	0	**84**
7:45 PM	0	64	3	0	1	0	0	0	0	0	0	0	0	**68**
8:00 PM	1	59	6	0	0	0	0	0	0	0	0	0	0	**66**
8:15 PM	0	42	4	0	0	0	0	0	0	0	0	0	0	**46**
8:30 PM	0	56	2	0	0	0	0	0	0	0	0	0	0	**58**
8:45 PM	0	36	4	0	0	0	0	0	0	0	0	0	0	**40**
9:00 PM	1	54	3	0	0	0	0	0	0	0	0	0	0	**58**
9:15 PM	0	41	0	0	0	0	0	0	0	0	0	0	0	**41**
9:30 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	**39**
9:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
10:00 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
10:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
10:30 PM	0	27	1	0	0	0	0	0	1	0	0	0	0	**29**
10:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
11:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
11:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:30 PM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**
11:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**

E Judge Perez Dr at Paris Rd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:15 AM	0	8	0	0	0	0	0	0	3	0	0	0	0	**11**
12:30 AM	0	7	0	0	0	0	0	0	3	0	0	0	0	**10**
12:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	4	0	0	0	0	0	0	2	0	0	0	0	**6**
1:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
2:00 AM	0	5	0	0	0	0	0	0	3	0	0	0	0	**8**
2:15 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	5	1	0	0	0	0	0	2	0	0	0	0	**8**
3:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
3:15 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**
3:30 AM	0	25	0	0	0	0	0	0	2	0	0	0	0	**27**
3:45 AM	0	22	0	0	0	0	0	0	3	0	0	0	0	**25**
4:00 AM	0	17	1	0	1	0	0	0	2	2	0	0	0	**23**
4:15 AM	0	27	0	0	0	0	0	1	1	0	0	0	0	**29**
4:30 AM	0	38	5	0	0	0	0	1	4	1	0	0	0	**49**
4:45 AM	0	71	2	0	0	0	0	1	1	0	0	0	0	**75**
5:00 AM	0	59	4	0	0	0	0	0	3	0	0	0	0	**66**
5:15 AM	0	109	14	0	0	0	0	1	2	0	0	0	0	**126**
5:30 AM	0	114	14	1	0	0	0	0	1	0	0	0	0	**130**
5:45 AM	0	102	12	0	0	1	0	1	2	0	0	0	0	**118**
6:00 AM	0	67	10	0	1	0	0	1	2	0	0	0	0	**81**
6:15 AM	0	71	10	1	0	0	0	1	3	0	0	0	0	**86**
6:30 AM	0	69	4	2	1	2	0	0	5	1	0	0	0	**84**
6:45 AM	0	87	8	1	2	0	0	2	1	0	0	0	0	**101**
7:00 AM	0	82	13	1	0	1	0	0	9	0	0	0	0	**106**
7:15 AM	0	105	11	0	1	0	0	0	5	0	0	0	0	**122**
7:30 AM	0	102	9	0	1	1	0	0	5	0	0	0	0	**118**
7:45 AM	0	78	4	0	3	4	0	1	4	0	0	0	0	**94**
8:00 AM	0	65	8	1	3	1	0	0	3	1	0	0	0	**82**
8:15 AM	0	67	5	2	2	0	0	0	7	0	0	0	0	**83**
8:30 AM	0	82	11	0	3	0	1	0	9	0	0	0	0	**106**
8:45 AM	0	57	8	1	3	0	0	0	4	0	0	0	0	**73**
9:00 AM	0	60	4	0	2	2	1	1	10	0	0	0	0	**80**
9:15 AM	0	45	7	0	1	0	0	0	5	0	0	0	0	**58**
9:30 AM	0	49	12	0	3	2	0	0	10	0	0	0	0	**76**
9:45 AM	0	63	8	0	2	0	0	0	9	0	0	0	0	**82**
10:00 AM	0	65	2	0	5	1	0	0	4	0	0	0	0	**77**
10:15 AM	0	45	5	0	3	1	0	1	0	0	0	0	0	**55**
10:30 AM	0	55	5	0	1	3	0	0	4	0	0	0	0	**68**
10:45 AM	0	51	6	0	1	3	2	0	5	0	0	0	0	**68**
11:00 AM	0	47	7	0	2	2	1	0	8	0	0	0	0	**67**
11:15 AM	0	74	2	0	3	2	2	0	10	0	0	0	0	**93**
11:30 AM	1	72	6	1	3	0	3	0	4	0	0	0	0	**90**
11:45 AM	0	69	6	1	2	0	0	0	8	0	0	0	0	**86**
12:00 PM	1	61	3	0	2	3	0	1	6	0	0	0	0	**77**
12:15 PM	0	76	7	0	1	3	3	0	7	0	0	0	0	**97**
12:30 PM	0	61	6	0	1	2	0	0	3	1	0	0	0	**74**
12:45 PM	0	72	4	0	3	1	0	0	5	0	0	0	0	**85**
1:00 PM	0	71	7	0	2	2	1	0	4	0	0	0	0	**87**
1:15 PM	0	60	6	0	1	0	2	0	10	0	0	0	0	**79**
1:30 PM	0	70	2	2	4	2	0	1	7	2	0	0	0	**90**
1:45 PM	0	79	5	1	2	0	2	0	2	0	0	0	0	**91**
2:00 PM	0	68	12	1	0	1	2	0	5	0	0	0	0	**89**
2:15 PM	0	68	10	1	0	3	0	0	2	0	0	0	0	**84**
2:30 PM	0	70	12	2	1	2	0	0	3	0	0	0	0	**90**
2:45 PM	0	83	8	1	0	1	1	1	5	1	0	0	0	**101**
3:00 PM	1	80	11	0	4	1	0	0	3	0	0	0	0	**100**
3:15 PM	0	77	6	0	1	2	0	2	6	2	0	0	0	**96**
3:30 PM	0	75	9	0	3	2	0	0	3	0	0	0	0	**92**
3:45 PM	0	70	5	0	1	3	0	0	2	0	0	0	0	**81**
4:00 PM	0	87	6	2	0	0	0	1	3	0	0	0	0	**99**
4:15 PM	1	79	4	0	1	1	0	0	1	1	0	0	0	**88**
4:30 PM	0	80	12	0	0	1	0	0	2	0	0	0	0	**95**
4:45 PM	0	87	14	0	0	0	1	0	1	0	0	0	0	**103**
5:00 PM	1	84	11	1	2	0	0	0	2	0	0	0	0	**101**
5:15 PM	0	82	8	0	1	0	0	0	3	0	0	0	0	**94**
5:30 PM	0	90	5	0	0	0	0	0	3	0	0	0	0	**98**
5:45 PM	0	68	13	0	1	0	0	0	6	0	0	0	0	**88**
6:00 PM	0	59	8	0	0	0	0	0	0	0	0	0	0	**67**
6:15 PM	0	73	4	0	1	0	0	0	2	0	0	0	0	**80**
6:30 PM	1	45	5	0	0	0	0	0	2	0	0	0	0	**53**
6:45 PM	0	43	5	0	1	0	0	0	5	1	0	0	0	**55**
7:00 PM	1	50	3	0	0	0	0	0	2	0	0	0	0	**56**
7:15 PM	2	41	1	0	1	0	0	0	1	0	0	0	0	**46**
7:30 PM	0	59	4	0	0	0	0	0	3	0	0	0	0	**66**
7:45 PM	0	40	2	0	0	0	0	0	0	0	0	0	0	**42**
8:00 PM	0	32	5	0	0	0	0	0	2	0	0	0	0	**39**
8:15 PM	0	29	2	0	0	0	0	0	4	0	0	0	0	**35**
8:30 PM	0	38	2	0	0	0	0	0	2	0	0	0	0	**42**
8:45 PM	0	30	2	0	0	0	0	1	3	0	0	0	0	**36**
9:00 PM	0	25	1	0	0	0	0	0	2	0	0	0	0	**28**
9:15 PM	0	26	1	0	0	0	0	1	0	0	0	0	0	**28**
9:30 PM	0	20	5	0	0	0	0	0	2	0	0	0	0	**27**
9:45 PM	0	11	0	0	0	0	0	0	1	0	0	0	0	**12**
10:00 PM	1	13	1	0	0	0	0	0	1	0	0	0	0	**16**
10:15 PM	1	13	1	0	0	0	0	0	1	0	0	0	0	**16**
10:30 PM	0	13	1	0	0	0	0	0	1	0	0	0	0	**15**
10:45 PM	0	16	0	0	0	0	0	1	1	0	0	0	0	**18**
11:00 PM	0	8	1	0	0	0	0	0	2	0	0	0	0	**11**
11:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
11:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:45 PM	0	4	0	0	0	0	0	0	2	0	0	0	0	**6**

E Judge Perez Dr at Paris Rd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PARIS RD SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
12:30 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	**9**
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
3:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
4:45 AM	0	13	2	0	1	1	0	0	0	0	0	0	0	**17**
5:00 AM	0	14	3	0	1	1	1	0	0	1	0	0	0	**21**
5:15 AM	0	21	1	0	2	0	0	0	0	0	0	0	0	**24**
5:30 AM	0	26	4	0	0	1	0	0	0	0	0	0	0	**31**
5:45 AM	0	31	8	1	1	2	0	0	0	0	0	0	0	**43**
6:00 AM	0	30	6	1	0	0	0	0	0	1	0	0	0	**38**
6:15 AM	0	29	9	5	0	2	0	0	0	0	0	0	0	**45**
6:30 AM	0	41	9	6	0	0	0	0	1	0	0	0	0	**57**
6:45 AM	0	42	8	1	2	0	0	0	0	0	0	0	0	**53**
7:00 AM	0	63	8	0	0	0	0	0	0	0	0	0	0	**71**
7:15 AM	0	92	7	1	2	2	0	0	1	0	0	0	0	**105**
7:30 AM	0	73	3	1	1	1	0	0	2	0	0	0	0	**81**
7:45 AM	0	81	5	0	0	2	0	0	1	0	0	0	0	**89**
8:00 AM	0	62	6	0	1	0	0	0	1	0	0	0	0	**70**
8:15 AM	0	61	3	0	0	1	0	0	0	0	0	0	0	**65**
8:30 AM	0	78	4	1	4	0	0	0	0	0	0	0	0	**87**
8:45 AM	1	65	2	1	1	1	0	0	0	0	0	0	0	**71**
9:00 AM	0	57	6	1	0	0	0	0	2	0	0	0	0	**66**
9:15 AM	0	66	5	0	2	1	0	0	2	0	0	0	0	**76**
9:30 AM	0	41	5	1	4	1	0	1	0	0	0	0	0	**53**
9:45 AM	0	82	8	0	3	0	0	0	0	0	0	0	0	**93**
10:00 AM	0	89	8	0	1	0	0	0	0	0	0	0	0	**98**
10:15 AM	1	78	7	0	2	1	0	0	0	0	0	0	0	**89**
10:30 AM	0	67	4	0	1	0	0	0	0	0	0	0	0	**72**
10:45 AM	0	69	9	0	1	0	0	0	0	0	0	0	0	**79**
11:00 AM	0	89	7	0	1	0	0	0	1	0	0	0	0	**98**
11:15 AM	0	74	10	0	1	1	0	0	0	0	0	0	0	**86**
11:30 AM	0	73	6	1	3	0	0	1	0	0	0	0	0	**84**
11:45 AM	0	83	7	0	1	1	0	0	0	0	0	0	0	**92**
12:00 PM	0	51	4	1	2	0	0	1	2	0	0	0	0	**61**
12:15 PM	0	67	8	0	1	1	0	0	2	0	0	0	0	**79**
12:30 PM	0	81	3	0	2	1	0	1	1	0	0	0	0	**89**
12:45 PM	1	79	8	0	1	0	0	0	1	2	0	0	0	**92**
1:00 PM	0	59	7	0	2	1	0	1	1	0	0	0	0	**71**
1:15 PM	1	66	8	0	1	0	0	1	0	0	0	0	0	**77**
1:30 PM	0	76	4	0	1	0	0	0	1	0	0	0	0	**82**
1:45 PM	0	70	3	0	2	1	0	1	0	0	0	0	0	**77**
2:00 PM	1	80	10	0	0	0	0	1	0	0	0	0	0	**92**
2:15 PM	0	70	6	2	1	0	1	0	0	0	0	0	0	**80**
2:30 PM	0	79	9	4	2	0	0	0	1	0	0	0	0	**95**
2:45 PM	0	90	6	1	1	0	0	0	0	0	0	0	0	**98**
3:00 PM	0	72	6	2	1	0	0	0	1	0	0	0	0	**82**
3:15 PM	0	57	3	0	1	0	0	0	0	0	0	0	0	**61**
3:30 PM	0	70	8	1	0	0	0	0	0	0	0	0	0	**79**
3:45 PM	0	86	7	1	1	0	0	0	0	0	0	0	0	**95**
4:00 PM	0	79	5	1	1	0	0	0	1	0	0	0	0	**87**
4:15 PM	0	71	9	0	0	0	0	0	0	0	0	0	0	**80**
4:30 PM	1	85	6	0	1	0	0	0	1	0	0	0	0	**94**
4:45 PM	0	74	5	0	2	0	0	0	0	0	0	0	0	**81**
5:00 PM	0	68	11	0	1	0	0	0	0	0	0	0	0	**80**
5:15 PM	0	74	7	0	0	0	0	0	0	0	0	0	0	**81**
5:30 PM	0	81	12	1	0	0	0	0	0	0	0	0	0	**94**
5:45 PM	0	64	5	0	0	0	0	0	0	0	0	0	0	**69**
6:00 PM	0	74	9	0	1	0	0	0	0	0	0	0	0	**84**
6:15 PM	0	84	6	0	0	0	0	0	0	0	0	0	0	**90**
6:30 PM	0	63	6	0	1	0	0	0	0	0	0	0	0	**70**
6:45 PM	1	77	5	0	0	0	0	0	1	0	0	1	0	**85**
7:00 PM	0	51	3	0	2	0	0	0	1	0	0	0	0	**57**
7:15 PM	0	42	7	0	1	0	0	0	0	0	0	0	0	**50**
7:30 PM	0	40	8	0	1	0	1	0	0	0	0	0	0	**50**
7:45 PM	0	51	4	0	1	0	0	0	0	0	0	0	0	**56**
8:00 PM	0	45	3	0	0	0	0	0	1	0	0	0	0	**49**
8:15 PM	0	36	7	0	0	0	0	0	0	0	0	0	0	**43**
8:30 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
8:45 PM	0	33	1	0	1	0	0	0	0	0	0	0	0	**35**
9:00 PM	0	42	1	0	0	0	0	0	0	0	0	0	0	**43**
9:15 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	**40**
9:30 PM	0	31	4	0	0	0	0	0	1	0	0	0	0	**36**
9:45 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**
10:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
10:15 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**
10:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
10:45 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
11:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
11:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:30 PM	0	11	1	0	1	0	0	0	0	1	0	0	0	**14**
11:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**

E Judge Perez Dr at Palmisano Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
7:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:30 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	**9**
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	6	0	2	1	0	0	0	0	0	0	0	0	**9**
8:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	5	1	3	0	0	0	0	0	0	0	0	0	**9**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	5	0	3	0	0	0	0	0	0	0	0	0	**8**
10:15 AM	0	6	0	2	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	16	0	1	1	0	0	0	0	0	0	0	0	**18**
11:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	5	0	3	0	0	0	0	0	0	0	0	0	**8**
12:15 PM	0	7	2	1	0	0	0	0	1	0	0	0	0	**11**
12:30 PM	0	16	2	2	0	0	0	0	0	0	0	0	0	**20**
12:45 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
1:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:15 PM	0	2	1	1	1	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:45 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**
2:00 PM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**
2:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
2:30 PM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
3:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
4:15 PM	0	7	0	1	1	0	0	0	0	0	0	0	0	**9**
4:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**
5:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
5:30 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**
5:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
6:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	20	0	0	0	0	0	1	0	0	0	0	0	**21**
12:15 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
12:30 AM	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**
12:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
1:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
1:15 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
2:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
2:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:45 AM	0	9	0	0	2	0	0	0	0	0	0	0	0	**11**
3:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
3:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
3:45 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
4:00 AM	0	14	0	0	0	1	0	0	0	0	0	0	0	**15**
4:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
4:30 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
4:45 AM	0	32	4	0	1	2	0	0	0	0	0	0	0	**39**
5:00 AM	0	40	1	0	0	1	0	1	0	0	0	0	0	**43**
5:15 AM	0	45	3	0	0	0	0	0	0	0	0	0	0	**48**
5:30 AM	0	55	2	0	0	0	0	0	0	0	0	0	0	**57**
5:45 AM	0	70	3	0	1	1	0	1	0	0	0	0	0	**76**
6:00 AM	0	62	6	1	1	1	0	0	0	0	0	0	0	**71**
6:15 AM	0	98	6	1	0	0	0	0	0	1	0	0	0	**106**
6:30 AM	0	83	4	0	2	1	0	0	0	0	0	0	0	**90**
6:45 AM	0	112	6	1	0	1	0	0	0	0	0	0	0	**120**
7:00 AM	0	127	10	4	1	0	0	1	2	0	0	0	0	**145**
7:15 AM	0	150	6	0	4	1	0	0	1	0	0	0	0	**162**
7:30 AM	0	124	10	1	0	0	0	0	1	0	0	0	0	**136**
7:45 AM	0	139	17	0	0	0	0	0	2	0	0	0	0	**158**
8:00 AM	0	158	10	1	3	0	0	2	1	2	0	0	0	**177**
8:15 AM	0	180	11	1	5	0	0	0	0	0	0	0	0	**197**
8:30 AM	0	140	11	4	3	1	0	1	0	1	0	0	0	**161**
8:45 AM	0	124	13	1	4	2	0	2	1	0	0	0	0	**147**
9:00 AM	0	111	19	0	3	0	0	0	0	0	0	0	0	**133**
9:15 AM	0	140	14	1	0	2	0	0	0	0	0	0	0	**157**
9:30 AM	0	115	13	1	2	0	0	0	0	0	0	0	0	**131**
9:45 AM	0	145	12	2	2	1	0	0	2	0	0	0	0	**164**
10:00 AM	0	117	13	0	2	1	1	0	0	0	0	0	0	**134**
10:15 AM	0	130	9	1	1	0	1	0	0	0	0	0	0	**142**
10:30 AM	0	162	7	0	4	0	0	1	1	0	0	0	0	**175**
10:45 AM	0	170	7	0	3	0	0	0	0	0	0	0	0	**180**
11:00 AM	0	171	7	0	3	3	0	0	0	1	0	0	0	**185**
11:15 AM	0	210	10	0	2	0	0	0	0	0	0	0	0	**222**
11:30 AM	0	184	5	2	0	0	0	0	3	0	0	0	0	**194**
11:45 AM	0	215	10	0	4	0	0	0	1	0	0	0	0	**230**
12:00 PM	0	192	3	0	3	0	0	0	1	2	0	0	0	**201**
12:15 PM	0	229	7	2	0	1	0	0	1	1	0	0	0	**241**
12:30 PM	0	204	4	1	3	0	0	0	0	0	0	0	0	**212**
12:45 PM	0	189	6	0	9	0	0	0	1	0	0	0	0	**205**
1:00 PM	0	214	5	0	5	1	0	0	2	0	0	0	0	**227**
1:15 PM	1	178	5	0	3	0	0	0	2	0	0	0	0	**189**
1:30 PM	0	198	3	0	2	0	0	1	0	1	0	0	0	**205**
1:45 PM	0	240	7	1	0	0	0	0	0	0	0	0	0	**248**
2:00 PM	0	204	3	1	3	0	0	0	0	3	0	0	0	**214**
2:15 PM	0	214	9	0	2	0	0	0	0	0	0	0	0	**225**
2:30 PM	0	218	4	3	2	1	0	0	0	1	0	0	0	**229**
2:45 PM	0	223	4	0	1	0	0	0	0	0	0	0	0	**228**
3:00 PM	0	268	5	1	3	0	0	0	2	0	0	0	0	**279**
3:15 PM	0	288	7	2	1	0	0	0	0	1	0	0	0	**299**
3:30 PM	0	264	9	2	3	0	0	0	0	0	0	0	0	**278**
3:45 PM	0	278	5	2	1	0	0	0	0	0	0	0	0	**286**
4:00 PM	2	292	13	0	2	0	0	0	0	1	0	0	0	**310**
4:15 PM	1	302	6	2	0	0	0	0	0	2	0	0	0	**313**
4:30 PM	0	336	11	1	3	0	0	0	0	0	0	0	0	**351**
4:45 PM	0	288	15	0	2	0	0	2	0	1	0	0	0	**308**
5:00 PM	0	336	10	1	2	0	0	0	0	0	0	0	0	**349**
5:15 PM	2	327	15	0	0	0	0	0	0	1	0	0	0	**345**
5:30 PM	2	306	13	0	1	0	0	0	0	0	0	0	0	**322**
5:45 PM	0	271	17	0	1	0	0	0	1	0	0	0	0	**290**
6:00 PM	1	268	19	0	2	0	0	0	0	0	0	0	0	**290**
6:15 PM	0	277	24	0	0	0	0	0	0	0	0	0	0	**301**
6:30 PM	0	218	16	1	2	0	0	0	0	0	0	0	0	**237**
6:45 PM	0	220	12	0	0	0	0	0	1	0	0	0	0	**233**
7:00 PM	0	216	14	0	0	0	0	0	0	0	0	0	0	**230**
7:15 PM	0	250	15	0	0	0	0	0	1	0	0	0	0	**266**
7:30 PM	1	215	11	0	0	0	0	0	0	0	0	0	0	**227**
7:45 PM	0	212	10	0	1	0	0	0	0	0	0	0	0	**223**
8:00 PM	0	188	10	0	1	0	0	0	0	0	0	0	0	**199**
8:15 PM	0	168	9	0	0	0	0	0	0	0	0	0	0	**177**
8:30 PM	0	169	7	0	0	0	0	0	0	0	0	0	0	**176**
8:45 PM	1	145	9	0	1	0	0	0	0	0	0	0	0	**156**
9:00 PM	0	128	10	0	0	0	0	0	0	0	0	0	0	**138**
9:15 PM	0	129	4	0	1	0	0	0	0	0	0	0	0	**134**
9:30 PM	0	129	7	0	0	0	0	0	0	0	0	0	0	**136**
9:45 PM	0	99	5	0	0	0	0	0	0	0	0	0	0	**104**
10:00 PM	0	90	3	0	0	0	0	0	0	0	0	0	0	**93**
10:15 PM	0	56	2	0	0	0	0	0	0	0	0	0	0	**58**
10:30 PM	0	61	4	0	0	0	0	0	1	0	0	0	0	**66**
10:45 PM	0	50	3	0	0	0	0	0	0	0	0	0	0	**53**
11:00 PM	0	60	5	0	0	0	0	0	0	0	0	0	0	**65**
11:15 PM	0	41	2	0	0	0	0	0	0	0	0	0	0	**43**
11:30 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**
11:45 PM	0	39	2	0	0	0	0	0	0	1	0	0	0	**42**

E Judge Perez Dr at Palmisano Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
6:45 AM	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**
7:00 AM	0	49	1	19	0	0	0	0	0	0	0	0	0	**69**
7:15 AM	0	59	1	3	0	0	0	0	0	0	0	0	0	**63**
7:30 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	**7**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
9:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
9:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
9:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
12:00 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
12:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
1:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
1:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
2:00 PM	0	24	0	1	0	0	0	0	0	0	0	0	0	**25**
2:15 PM	0	24	0	1	0	0	0	0	0	0	0	0	0	**25**
2:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
2:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
3:00 PM	0	15	0	1	0	0	0	0	0	0	0	0	0	**16**
3:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
3:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
3:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:15 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	**14**
4:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
4:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
5:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
5:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
5:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
7:15 AM	0	29	2	0	0	0	0	0	0	0	0	0	0	**31**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:00 AM	0	24	3	2	0	0	0	0	0	0	0	0	0	**29**
7:15 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	2	0	2	1	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
12:30 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	**9**
12:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
2:15 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
2:30 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
2:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
3:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	**14**
3:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
3:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
3:45 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
4:00 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
4:15 AM	0	31	3	0	0	1	0	0	0	0	0	0	0	**35**
4:30 AM	0	36	10	0	2	0	0	0	0	0	0	0	0	**48**
4:45 AM	0	64	4	0	1	0	0	0	0	0	0	0	0	**69**
5:00 AM	0	80	10	0	1	0	0	0	0	0	0	0	0	**91**
5:15 AM	1	86	14	0	0	1	0	0	1	0	0	0	0	**103**
5:30 AM	0	126	11	0	0	1	0	0	0	0	0	0	0	**138**
5:45 AM	1	118	15	0	0	1	0	1	1	0	0	0	0	**137**
6:00 AM	0	162	11	0	0	0	0	0	0	0	0	0	0	**173**
6:15 AM	0	205	17	0	2	0	0	0	0	0	0	0	0	**224**
6:30 AM	0	214	11	0	0	0	0	0	0	0	0	0	0	**225**
6:45 AM	0	222	15	4	1	0	0	0	0	0	0	0	0	**242**
7:00 AM	0	241	22	15	2	0	0	1	0	0	0	0	0	**281**
7:15 AM	0	252	10	9	3	1	0	0	0	1	0	0	0	**276**
7:30 AM	0	301	8	1	2	0	1	1	0	0	0	0	0	**314**
7:45 AM	0	275	15	1	1	1	0	0	0	0	0	0	0	**293**
8:00 AM	0	255	12	1	1	1	0	1	0	0	0	0	0	**271**
8:15 AM	0	287	17	4	2	1	0	0	1	0	0	0	0	**312**
8:30 AM	0	269	17	3	3	0	0	0	0	0	0	0	0	**292**
8:45 AM	0	228	25	1	1	5	0	1	1	0	0	0	0	**262**
9:00 AM	0	154	10	1	2	0	0	0	4	0	0	0	0	**171**
9:15 AM	0	173	11	1	5	0	0	0	3	1	0	0	0	**194**
9:30 AM	0	170	14	1	1	2	1	0	0	0	0	0	0	**189**
9:45 AM	0	184	10	0	0	2	0	1	1	0	0	0	0	**198**
10:00 AM	0	139	12	0	2	1	0	1	2	0	0	0	0	**157**
10:15 AM	0	171	9	0	3	1	0	0	0	1	0	0	0	**185**
10:30 AM	0	178	7	1	0	1	0	0	0	1	0	0	0	**188**
10:45 AM	0	171	11	0	1	1	0	0	0	1	0	0	0	**185**
11:00 AM	0	160	9	0	4	1	0	0	2	0	0	0	0	**176**
11:15 AM	0	196	15	2	0	0	0	0	1	1	0	0	0	**215**
11:30 AM	0	165	13	1	3	0	0	0	0	0	0	0	0	**182**
11:45 AM	0	180	6	0	0	4	0	0	0	0	0	0	0	**190**
12:00 PM	0	188	19	0	4	0	0	0	1	0	0	0	0	**212**
12:15 PM	0	184	14	0	3	1	0	0	1	0	0	0	0	**203**
12:30 PM	0	170	11	1	1	0	0	1	1	0	0	0	0	**185**
12:45 PM	0	184	13	0	5	0	0	0	0	0	0	0	0	**202**
1:00 PM	0	180	15	1	1	0	1	0	0	1	0	0	0	**199**
1:15 PM	0	185	9	1	3	0	0	0	2	1	0	0	0	**201**
1:30 PM	0	178	9	2	3	0	0	0	1	0	0	0	0	**193**
1:45 PM	0	177	15	3	1	0	0	1	1	0	0	0	0	**198**
2:00 PM	0	169	14	2	0	2	0	1	0	0	0	0	0	**188**
2:15 PM	0	187	12	4	4	2	0	2	1	0	0	0	0	**212**
2:30 PM	0	160	14	0	4	1	0	1	2	0	0	0	0	**182**
2:45 PM	0	187	14	0	4	1	0	0	1	0	0	0	0	**207**
3:00 PM	1	176	9	1	3	0	0	3	0	0	0	0	0	**193**
3:15 PM	0	186	17	4	1	1	0	0	1	1	0	0	0	**211**
3:30 PM	1	258	14	0	2	0	0	0	0	0	0	0	0	**275**
3:45 PM	0	245	11	4	0	0	0	2	1	0	0	0	0	**263**
4:00 PM	0	217	9	1	6	0	0	0	1	0	0	0	0	**234**
4:15 PM	1	192	13	1	0	0	0	0	0	0	0	0	0	**207**
4:30 PM	1	246	24	0	1	0	0	0	1	0	0	0	0	**273**
4:45 PM	0	193	15	1	2	1	0	1	0	0	0	0	0	**213**
5:00 PM	0	228	14	1	1	0	0	0	0	0	0	0	0	**244**
5:15 PM	0	221	11	1	3	1	0	1	1	0	0	0	0	**239**
5:30 PM	1	216	15	0	1	1	0	0	1	0	0	0	0	**235**
5:45 PM	0	199	13	0	2	0	0	0	0	0	0	0	0	**214**
6:00 PM	0	197	12	0	0	0	0	0	0	0	0	0	0	**209**
6:15 PM	0	184	13	0	0	0	0	0	0	0	0	0	0	**197**
6:30 PM	0	181	9	0	2	0	0	0	0	0	0	0	0	**192**
6:45 PM	1	138	6	0	1	0	0	0	1	0	0	0	0	**147**
7:00 PM	0	157	5	0	0	0	0	0	0	0	0	0	0	**162**
7:15 PM	1	165	6	0	1	0	0	0	0	0	0	0	0	**173**
7:30 PM	1	143	7	0	0	0	0	0	1	0	0	0	0	**152**
7:45 PM	1	136	6	0	0	0	0	0	1	0	0	0	0	**144**
8:00 PM	0	115	10	0	1	0	0	1	1	0	0	0	0	**128**
8:15 PM	0	90	9	0	0	0	0	0	0	0	0	0	0	**99**
8:30 PM	0	86	3	0	0	0	0	0	0	0	0	0	0	**89**
8:45 PM	1	86	5	0	1	0	0	0	0	0	0	0	0	**93**
9:00 PM	0	90	8	0	0	0	0	0	0	0	0	0	0	**98**
9:15 PM	1	87	5	0	0	0	0	0	1	0	0	0	0	**94**
9:30 PM	0	64	3	0	0	0	0	0	0	0	0	0	0	**67**
9:45 PM	0	80	4	0	0	0	0	0	0	0	0	0	0	**84**
10:00 PM	0	57	0	0	0	0	0	0	0	0	0	0	0	**57**
10:15 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	**39**
10:30 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	**46**
10:45 PM	0	36	1	0	0	0	0	0	0	0	0	0	0	**37**
11:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**
11:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
11:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
11:45 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	**15**

E Judge Perez Dr at Palmisano Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
7:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
11:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
12:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
2:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
2:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
3:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:45 PM	0	16	0	1	0	0	0	0	0	0	0	0	0	**17**
4:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
4:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
4:30 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
4:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
5:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
5:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
5:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
5:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
6:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
6:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Palmisano Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	**28**
7:15 AM	0	48	3	1	0	0	0	0	0	0	0	0	0	**52**
7:30 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
7:45 AM	0	14	0	3	0	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
9:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
10:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
11:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
11:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	**11**
12:15 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
12:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
12:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:30 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**
1:45 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2:15 PM	0	25	1	1	0	0	0	0	0	0	0	0	0	**27**
2:30 PM	0	30	0	13	0	0	0	0	0	0	0	0	0	**43**
2:45 PM	0	18	1	1	0	0	0	0	0	0	0	0	0	**20**
3:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
3:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
3:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
4:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:15 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**
4:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	**16**
5:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
5:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
6:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:30 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**
6:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
7:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	3	1	2	0	0	0	0	0	0	0	0	0	**6**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
2:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
2:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:15 PM	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**
3:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
4:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
4:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
5:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
5:15 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
5:30 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
5:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
6:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
6:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
6:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
7:15 AM	0	42	2	0	0	0	0	0	0	0	0	0	0	**44**
7:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:45 AM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	13	0	3	0	1	0	0	0	0	0	0	0	**17**
11:30 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
11:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:15 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
2:30 PM	0	27	0	12	0	0	0	0	0	0	0	0	0	**39**
2:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
3:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:45 PM	0	17	0	1	0	0	0	0	0	0	0	0	0	**18**
4:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
4:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
5:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
5:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
6:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
7:15 AM	0	36	1	3	0	0	0	0	0	0	0	0	0	**40**
7:30 AM	0	15	0	2	0	0	0	0	0	0	0	0	0	**17**
7:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
12:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
12:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
1:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
2:30 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
2:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
3:15 PM	0	13	1	2	0	0	0	0	0	0	0	0	0	**16**
3:30 PM	0	8	2	1	0	0	0	0	0	0	0	0	0	**11**
3:45 PM	0	13	7	0	0	0	0	0	0	0	0	0	0	**20**
4:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
4:15 PM	0	12	8	0	0	0	0	0	0	0	0	0	0	**20**
4:30 PM	0	14	0	0	1	0	0	0	0	0	0	0	0	**15**
4:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**
5:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**
5:15 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**
5:30 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
5:45 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	**15**
6:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
6:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
6:30 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
6:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
7:15 PM	0	24	5	0	0	0	0	0	0	0	0	0	0	**29**
7:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Palmisano Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
7:15 AM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
7:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
2:30 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
2:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
4:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Palmisano Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
6:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
6:30 AM	1	10	2	0	0	0	0	0	0	0	0	0	0	**13**
6:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
7:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
7:15 AM	0	23	1	1	0	0	0	0	0	0	0	0	0	**25**
7:30 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
7:45 AM	0	14	0	0	2	0	0	0	0	0	0	0	0	**16**
8:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
8:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:30 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	**10**
8:45 AM	0	12	2	1	1	0	0	0	0	0	0	0	0	**16**
9:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:15 AM	0	2	3	2	1	0	0	0	0	0	0	0	0	**8**
9:30 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
9:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	10	0	3	1	0	0	0	0	0	0	0	0	**14**
10:15 AM	0	13	0	2	0	0	0	0	0	0	0	0	0	**15**
10:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
10:45 AM	0	8	1	2	0	0	0	0	0	0	0	0	0	**11**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	14	5	4	0	0	0	0	0	0	0	0	0	**23**
11:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
12:00 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
12:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
12:30 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	**16**
12:45 PM	1	9	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	14	1	2	0	0	0	0	0	0	0	0	0	**17**
1:15 PM	0	7	1	2	0	0	0	0	0	0	0	0	0	**10**
1:30 PM	0	14	1	1	0	0	0	0	0	0	0	0	0	**16**
1:45 PM	0	14	0	0	1	0	0	0	0	0	0	0	0	**15**
2:00 PM	0	21	2	2	1	0	0	0	0	0	0	0	0	**26**
2:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
2:30 PM	0	14	1	2	0	0	0	0	0	0	0	0	0	**17**
2:45 PM	0	11	0	0	0	1	0	0	0	0	0	0	0	**12**
3:00 PM	0	8	2	1	0	0	0	0	0	0	0	0	0	**11**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
3:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	**16**
4:15 PM	0	7	2	2	0	0	0	0	0	0	0	0	0	**11**
4:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
4:45 PM	0	12	3	1	1	0	0	0	0	0	0	0	0	**17**
5:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
5:15 PM	0	13	5	0	0	0	0	0	0	0	0	0	0	**18**
5:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
6:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
7:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
7:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
8:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Palmisano Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PALMISANO BLVD SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr- Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
7:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
8:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:15 AM	0	17	2	1	1	0	0	0	0	0	0	0	0	**21**
8:30 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	**13**
8:45 AM	0	5	2	0	1	1	0	0	0	0	0	0	0	**9**
9:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**
10:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:30 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	**6**
10:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	4	0	3	0	1	0	0	0	0	0	0	0	**8**
11:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:15 PM	0	5	2	1	1	0	0	0	0	0	0	0	0	**9**
12:30 PM	0	9	0	0	0	1	0	0	0	0	0	0	0	**10**
12:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:00 PM	0	7	1	0	0	1	0	0	0	0	0	0	0	**9**
1:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
2:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
3:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
3:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
3:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:45 PM	0	8	0	2	0	0	0	0	0	0	0	0	0	**10**
4:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
4:15 PM	0	6	3	1	0	0	0	0	0	0	0	0	0	**10**
4:30 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
4:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
5:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
5:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
5:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
6:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Campagna Dr- Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	14	1	0	0	0	0	0	1	0	0	0	0	**16**
12:15 AM	0	21	0	0	0	0	0	0	1	0	0	0	0	**22**
12:30 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
12:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
1:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
2:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
3:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:45 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
4:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
4:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
4:30 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
4:45 AM	0	29	3	0	2	2	0	0	0	0	0	0	0	**36**
5:00 AM	0	39	3	0	0	0	0	0	1	0	0	0	0	**43**
5:15 AM	0	46	5	0	0	0	0	0	0	0	0	0	0	**51**
5:30 AM	0	47	8	0	0	0	0	0	0	0	0	0	0	**55**
5:45 AM	0	68	8	0	1	0	0	1	0	0	0	0	0	**78**
6:00 AM	0	54	10	1	0	0	0	0	0	0	0	0	0	**65**
6:15 AM	0	96	17	1	2	0	0	0	1	0	0	0	0	**117**
6:30 AM	0	64	13	2	3	1	0	0	0	0	0	0	0	**83**
6:45 AM	0	116	16	1	0	0	1	0	0	0	0	0	0	**134**
7:00 AM	0	119	16	8	0	1	0	3	0	0	0	0	0	**147**
7:15 AM	0	167	20	5	2	0	1	1	0	0	0	0	0	**196**
7:30 AM	0	157	19	3	0	0	0	0	1	0	0	0	0	**180**
7:45 AM	0	147	20	1	1	0	0	0	3	0	0	0	0	**172**
8:00 AM	0	137	13	1	1	1	0	0	2	2	0	0	0	**157**
8:15 AM	0	161	19	5	1	1	0	0	1	0	0	0	0	**188**
8:30 AM	0	123	28	2	6	2	0	1	0	1	0	0	0	**163**
8:45 AM	0	104	19	0	3	2	0	1	2	0	0	0	0	**131**
9:00 AM	0	93	20	0	3	0	1	0	0	0	0	0	0	**117**
9:15 AM	0	124	28	1	0	1	0	0	0	0	0	0	0	**154**
9:30 AM	0	105	17	1	1	0	1	0	0	1	0	0	0	**126**
9:45 AM	0	129	9	1	2	0	0	0	1	0	0	0	0	**142**
10:00 AM	0	115	10	0	1	1	1	1	1	0	0	0	0	**130**
10:15 AM	0	106	19	1	1	0	1	0	0	0	0	0	0	**128**
10:30 AM	0	134	12	0	7	0	0	1	1	0	0	0	0	**155**
10:45 AM	0	133	19	0	4	0	0	0	0	0	0	0	0	**156**
11:00 AM	0	158	14	0	2	1	0	0	0	1	0	0	0	**176**
11:15 AM	0	184	16	0	2	0	0	0	0	0	0	0	0	**202**
11:30 AM	0	158	17	2	0	0	0	0	3	0	0	0	0	**180**
11:45 AM	0	183	20	0	2	1	0	0	1	0	0	0	0	**207**
12:00 PM	0	166	19	0	2	0	1	0	1	2	0	0	0	**191**
12:15 PM	1	200	20	2	0	0	0	0	2	0	0	0	0	**225**
12:30 PM	0	169	11	1	1	1	0	0	0	0	0	0	0	**183**
12:45 PM	0	159	14	0	5	1	0	0	0	0	0	0	0	**179**
1:00 PM	0	175	10	0	3	1	0	0	1	0	0	0	0	**190**
1:15 PM	0	172	16	0	0	1	0	0	2	0	0	0	0	**191**
1:30 PM	0	171	12	0	1	1	0	1	0	1	0	0	0	**187**
1:45 PM	0	217	10	1	1	0	0	0	0	0	0	0	0	**229**
2:00 PM	0	169	12	1	3	0	0	1	1	1	0	0	0	**188**
2:15 PM	0	214	24	1	1	0	0	0	0	0	0	0	0	**240**
2:30 PM	0	226	19	15	1	1	0	1	0	0	0	0	0	**263**
2:45 PM	0	224	15	0	2	0	0	0	0	0	0	0	0	**241**
3:00 PM	0	236	16	0	3	0	0	0	1	1	0	0	0	**257**
3:15 PM	0	261	21	4	1	0	0	0	1	0	0	0	0	**288**
3:30 PM	1	260	18	3	2	0	0	0	0	0	0	0	0	**284**
3:45 PM	1	267	15	0	0	0	0	0	0	0	0	0	0	**283**
4:00 PM	0	274	24	0	4	0	0	0	0	1	0	0	0	**303**
4:15 PM	0	296	17	1	2	0	0	0	1	1	0	0	0	**318**
4:30 PM	0	278	27	3	3	0	0	0	0	0	0	0	0	**311**
4:45 PM	0	302	27	0	1	0	0	1	2	0	0	0	0	**333**
5:00 PM	0	286	21	1	1	0	0	0	0	0	0	0	0	**309**
5:15 PM	2	336	22	0	0	0	0	0	0	0	0	0	0	**360**
5:30 PM	1	288	19	0	1	0	0	0	1	0	0	0	0	**310**
5:45 PM	0	244	20	0	1	0	0	0	1	0	0	0	0	**266**
6:00 PM	0	281	30	0	2	0	0	0	0	0	0	0	0	**313**
6:15 PM	0	223	34	0	0	0	0	0	0	0	0	0	0	**257**
6:30 PM	0	238	19	1	1	0	0	0	0	0	0	0	0	**259**
6:45 PM	0	193	20	0	0	0	0	0	1	0	0	0	0	**214**
7:00 PM	0	198	23	0	0	0	0	0	0	0	0	0	0	**221**
7:15 PM	0	231	28	0	0	0	0	0	1	0	0	0	0	**260**
7:30 PM	0	196	15	0	0	0	0	0	0	0	0	0	0	**211**
7:45 PM	0	206	10	0	1	0	0	0	0	0	0	0	0	**217**
8:00 PM	0	167	13	0	0	0	0	0	0	0	0	0	0	**180**
8:15 PM	0	161	13	0	0	0	0	0	0	0	0	0	0	**174**
8:30 PM	0	138	10	0	1	0	0	0	0	0	0	0	0	**149**
8:45 PM	1	129	13	0	1	0	0	0	0	0	0	0	0	**144**
9:00 PM	1	120	8	0	0	0	0	0	0	0	0	0	0	**129**
9:15 PM	0	111	3	0	1	0	0	0	0	0	0	0	0	**115**
9:30 PM	0	126	4	0	1	0	0	0	0	0	0	0	0	**131**
9:45 PM	0	95	4	0	0	0	0	0	0	0	0	0	0	**99**
10:00 PM	0	72	2	0	0	0	0	0	0	0	0	0	0	**74**
10:15 PM	0	55	2	0	0	0	0	0	0	0	0	0	0	**57**
10:30 PM	0	55	3	0	0	0	0	0	1	0	0	0	0	**59**
10:45 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	**46**
11:00 PM	0	51	6	0	0	0	0	0	0	0	0	0	0	**57**
11:15 PM	0	34	6	0	0	0	0	0	0	0	0	0	0	**40**
11:30 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**
11:45 PM	0	35	1	0	0	0	0	0	1	0	0	0	0	**37**

E Judge Perez Dr at Campagna Dr- Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
12:45 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
2:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
4:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
5:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
6:00 PM	1	4	2	0	0	0	0	0	0	0	0	0	0	**7**
6:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
6:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	1	2	1	0	0	0	0	0	0	0	0	0	0	**4**
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr- Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
8:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
11:15 AM	0	11	0	1	0	0	0	0	0	0	0	0	0	**12**
11:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	7	1	0	0	0	0	0	2	0	0	0	0	**10**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:45 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:15 PM	0	8	0	0	2	0	0	0	0	0	0	0	0	**10**
1:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
2:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
2:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
3:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
3:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
3:45 PM	0	8	1	0	0	1	0	0	0	0	0	0	0	**10**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Campagna Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	2	0	0	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	**0**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
12:30 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
2:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
3:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
3:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
3:45 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
4:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
4:15 AM	0	27	2	0	0	1	0	0	0	0	0	0	0	**30**
4:30 AM	0	31	4	0	1	0	0	0	0	0	0	0	0	**36**
4:45 AM	0	53	3	0	1	0	0	0	0	0	0	0	0	**57**
5:00 AM	0	59	7	0	1	0	0	0	0	0	0	0	0	**67**
5:15 AM	1	77	5	0	0	1	0	0	1	0	0	0	0	**85**
5:30 AM	0	103	4	0	0	1	0	0	0	0	0	0	0	**108**
5:45 AM	0	100	7	0	0	0	0	1	1	0	0	0	0	**109**
6:00 AM	1	142	6	0	0	0	0	0	0	0	0	0	0	**149**
6:15 AM	0	174	12	0	1	0	0	0	0	0	0	0	0	**187**
6:30 AM	0	189	12	0	0	0	0	0	0	0	0	0	0	**201**
6:45 AM	0	217	9	4	1	0	0	0	0	0	0	0	0	**231**
7:00 AM	0	284	22	10	3	0	0	0	0	0	0	0	0	**319**
7:15 AM	0	287	9	3	2	1	0	0	0	1	0	0	0	**303**
7:30 AM	0	224	8	1	2	0	1	1	0	0	0	0	0	**237**
7:45 AM	0	245	15	0	1	0	0	0	0	0	0	0	0	**261**
8:00 AM	0	226	14	1	0	2	0	0	1	0	0	0	0	**244**
8:15 AM	0	235	12	3	3	0	0	0	1	0	0	0	0	**254**
8:30 AM	0	222	8	2	1	0	0	0	0	0	0	0	0	**233**
8:45 AM	0	216	15	1	1	4	0	1	1	0	0	0	0	**239**
9:00 AM	0	130	5	2	2	0	0	0	3	1	0	0	0	**143**
9:15 AM	0	146	11	2	5	0	0	1	1	2	0	0	0	**168**
9:30 AM	0	145	11	0	2	0	2	1	1	0	0	0	0	**162**
9:45 AM	0	157	16	1	2	0	1	1	1	0	0	0	0	**179**
10:00 AM	1	119	11	0	1	1	0	0	3	0	0	0	0	**136**
10:15 AM	0	149	9	0	3	1	0	0	0	1	0	0	0	**163**
10:30 AM	0	140	9	0	0	0	0	0	0	0	1	0	0	**150**
10:45 AM	0	150	10	1	1	1	0	0	0	1	0	0	0	**164**
11:00 AM	0	138	9	1	3	0	1	0	0	0	0	0	0	**152**
11:15 AM	0	144	14	1	0	0	0	0	1	1	0	0	0	**161**
11:30 AM	0	148	14	1	3	0	0	0	0	0	0	0	0	**166**
11:45 AM	0	143	15	0	1	1	0	0	1	0	0	0	0	**161**
12:00 PM	0	165	10	0	2	0	0	0	1	0	0	0	0	**178**
12:15 PM	0	154	14	0	4	2	0	0	0	0	0	0	0	**174**
12:30 PM	0	149	12	0	1	0	0	1	1	0	0	0	0	**164**
12:45 PM	0	160	6	0	3	0	0	0	0	0	0	0	0	**169**
1:00 PM	0	155	16	1	1	0	0	0	0	1	0	0	0	**174**
1:15 PM	0	159	5	1	0	1	0	0	2	0	0	0	0	**168**
1:30 PM	0	148	7	3	1	0	0	0	1	1	0	0	0	**161**
1:45 PM	0	157	14	3	1	1	0	0	2	0	0	0	0	**178**
2:00 PM	0	180	7	3	0	1	0	1	0	0	0	0	0	**192**
2:15 PM	0	167	12	3	2	1	0	2	0	1	0	0	0	**188**
2:30 PM	0	138	8	0	3	2	0	1	2	0	0	0	0	**154**
2:45 PM	0	167	8	0	3	1	0	0	1	0	0	0	0	**180**
3:00 PM	1	148	11	1	2	0	0	1	0	0	0	0	0	**164**
3:15 PM	0	177	13	2	1	0	0	1	0	2	0	0	0	**196**
3:30 PM	1	263	10	0	1	0	0	0	0	0	0	0	0	**275**
3:45 PM	0	198	10	1	0	0	0	1	1	0	0	0	0	**211**
4:00 PM	0	207	7	1	5	0	1	0	0	1	0	0	0	**222**
4:15 PM	1	188	11	1	1	0	0	0	0	0	0	0	0	**202**
4:30 PM	0	246	19	0	0	0	0	0	1	0	0	0	0	**266**
4:45 PM	0	191	8	1	0	1	0	1	0	0	0	0	0	**202**
5:00 PM	0	192	4	0	1	0	0	0	0	0	0	0	0	**197**
5:15 PM	0	215	5	1	1	1	0	1	0	1	0	0	0	**225**
5:30 PM	0	191	6	0	1	0	0	0	0	1	0	0	0	**199**
5:45 PM	0	195	7	0	3	0	0	0	0	0	0	0	0	**205**
6:00 PM	0	186	4	0	0	0	0	0	0	0	0	0	0	**190**
6:15 PM	0	167	10	0	1	0	0	0	0	0	0	0	0	**178**
6:30 PM	1	164	8	0	2	0	0	0	0	0	0	0	0	**175**
6:45 PM	0	113	6	0	0	0	0	0	1	0	0	0	0	**120**
7:00 PM	0	149	6	0	0	0	0	0	0	0	0	0	0	**155**
7:15 PM	0	145	8	0	1	0	0	0	0	0	0	0	0	**154**
7:30 PM	0	129	4	0	1	0	0	0	1	0	0	0	0	**135**
7:45 PM	0	130	7	0	0	0	0	0	1	0	0	0	0	**138**
8:00 PM	0	103	5	0	1	0	0	1	1	0	0	0	0	**111**
8:15 PM	0	83	7	0	0	0	0	0	0	0	0	0	0	**90**
8:30 PM	0	73	6	0	0	0	0	0	0	0	0	0	0	**79**
8:45 PM	1	78	8	0	1	0	0	0	0	0	0	0	0	**88**
9:00 PM	0	82	6	0	0	0	0	0	0	0	0	0	0	**88**
9:15 PM	1	75	5	0	0	0	0	0	1	0	0	0	0	**82**
9:30 PM	0	59	0	0	0	0	0	0	0	0	0	0	0	**59**
9:45 PM	0	70	1	0	0	0	0	0	0	0	0	0	0	**71**
10:00 PM	0	58	0	0	0	0	0	0	0	0	0	0	0	**58**
10:15 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
10:30 PM	0	35	2	0	0	0	0	0	0	0	0	0	0	**37**
10:45 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	**34**
11:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
11:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
11:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:45 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**

E Judge Perez Dr at Campagna Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

CAMPAGNA DR NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
3:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:15 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
6:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	1	3	1	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

CAMPAGNA DR NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Campagna Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

CAMPAGNA DR NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr- Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

CAMPAGNA DR SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
2:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
4:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Campagna Dr- Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

CAMPAGNA DR SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	0	2	1	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	2	0	0	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	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Campagna Dr- Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

CAMPAGNA DR SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
7:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
7:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
8:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
9:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
9:45 AM	0	8	0	0	0	1	0	0	0	0	0	0	0	**9**
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
2:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	**11**
7:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Campagna Dr- Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

CAMPAGNA DR SOUTHBOUND U-TURN															
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
7:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	**4**
9:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:30 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
11:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
12:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
12:45 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	**9**
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
2:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	11	2	1	0	0	0	0	0	0	0	0	0	**14**
2:30 PM	0	20	1	1	0	0	0	0	0	0	0	0	0	**22**
2:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
3:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
3:15 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	**21**
3:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
3:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
4:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
4:30 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
4:45 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
5:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
5:15 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
5:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
5:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
6:00 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**
6:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
6:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
6:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
7:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
7:15 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
8:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
8:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
9:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
9:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

E Judge Perez Dr at Archbishop Hannan Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	15	0	0	0	0	0	0	1	0	0	0	0	**16**
12:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
12:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
12:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
3:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
4:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
4:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:45 AM	0	21	0	0	2	0	0	0	0	0	0	0	0	**23**
5:00 AM	0	37	2	0	0	0	0	0	0	0	0	0	0	**39**
5:15 AM	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**
5:30 AM	0	41	0	0	0	0	0	0	0	0	0	0	0	**41**
5:45 AM	0	43	0	0	0	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	43	0	1	0	0	0	0	1	0	0	0	0	**45**
6:15 AM	0	70	0	1	1	0	0	0	1	0	0	0	0	**73**
6:30 AM	0	38	1	1	2	0	0	0	0	0	0	0	0	**42**
6:45 AM	0	63	2	2	0	0	1	0	0	0	0	0	0	**68**
7:00 AM	0	92	9	2	0	1	0	0	1	0	0	0	0	**105**
7:15 AM	0	113	5	4	1	0	1	0	1	0	0	0	0	**125**
7:30 AM	0	131	4	0	0	0	0	0	0	0	0	0	0	**135**
7:45 AM	0	90	9	0	2	0	0	0	2	0	0	0	0	**103**
8:00 AM	0	85	7	3	2	0	0	0	4	0	0	0	0	**101**
8:15 AM	0	100	7	4	1	0	0	0	0	0	0	0	0	**112**
8:30 AM	0	111	6	2	3	1	0	1	1	1	0	0	0	**126**
8:45 AM	0	71	8	1	2	0	0	0	0	0	0	0	0	**82**
9:00 AM	0	77	5	0	3	0	1	0	0	0	0	0	0	**86**
9:15 AM	0	87	9	0	1	1	0	0	0	0	0	0	0	**98**
9:30 AM	0	71	5	1	1	0	0	0	0	1	0	0	0	**79**
9:45 AM	0	90	8	1	1	0	0	0	0	0	0	0	0	**100**
10:00 AM	0	73	4	0	1	1	0	0	2	0	0	0	0	**81**
10:15 AM	0	62	8	0	1	0	0	0	0	0	0	0	0	**71**
10:30 AM	0	79	2	0	1	0	0	0	0	0	0	0	0	**82**
10:45 AM	0	81	3	0	4	0	0	0	0	0	0	0	0	**88**
11:00 AM	0	91	4	0	3	0	0	0	1	0	0	0	0	**99**
11:15 AM	0	106	3	1	1	0	0	0	0	0	0	0	0	**111**
11:30 AM	0	92	2	1	0	0	0	0	1	0	0	0	0	**96**
11:45 AM	0	121	0	0	1	0	1	0	1	0	0	0	0	**124**
12:00 PM	0	105	0	0	2	1	0	0	1	2	0	0	0	**111**
12:15 PM	0	126	0	0	2	0	0	0	2	0	0	0	0	**130**
12:30 PM	0	104	1	2	1	0	0	0	0	0	0	0	0	**108**
12:45 PM	0	123	2	0	5	0	0	0	0	0	0	0	0	**130**
1:00 PM	0	118	2	0	2	0	0	0	1	0	0	0	0	**123**
1:15 PM	0	112	1	0	0	0	0	0	2	0	0	0	0	**115**
1:30 PM	0	106	1	0	1	0	0	1	0	0	0	0	0	**109**
1:45 PM	0	121	3	0	0	0	0	0	1	0	0	0	0	**125**
2:00 PM	0	126	3	1	3	0	0	0	1	1	0	0	0	**135**
2:15 PM	0	144	4	0	0	0	0	0	0	0	0	0	0	**148**
2:30 PM	0	137	3	8	2	0	0	0	1	0	0	0	0	**151**
2:45 PM	0	164	5	4	0	1	0	0	0	0	0	0	0	**174**
3:00 PM	0	156	4	0	2	0	0	0	2	0	0	0	0	**164**
3:15 PM	0	193	2	0	2	0	0	0	0	0	0	0	0	**197**
3:30 PM	0	199	5	4	1	0	0	0	1	0	0	0	0	**210**
3:45 PM	1	171	4	1	0	0	0	0	0	0	0	0	0	**177**
4:00 PM	0	202	6	1	3	0	0	0	1	0	0	0	0	**213**
4:15 PM	0	200	3	1	0	0	0	0	2	0	0	0	0	**206**
4:30 PM	0	185	4	1	0	0	0	0	1	0	0	0	0	**191**
4:45 PM	0	190	8	0	0	0	0	0	1	0	0	0	0	**199**
5:00 PM	0	218	3	1	2	0	0	0	0	0	0	0	0	**224**
5:15 PM	1	222	8	0	0	0	0	0	0	0	0	0	0	**231**
5:30 PM	0	192	2	0	0	0	0	0	1	0	0	0	0	**195**
5:45 PM	0	187	4	0	1	0	0	0	0	0	0	0	0	**192**
6:00 PM	0	199	3	0	1	0	0	0	0	0	0	0	0	**203**
6:15 PM	0	170	4	0	0	0	0	0	0	0	0	0	0	**174**
6:30 PM	1	160	8	0	0	0	0	0	0	0	0	0	0	**169**
6:45 PM	0	137	6	0	0	0	0	0	0	0	0	0	0	**143**
7:00 PM	0	147	5	0	0	0	0	1	0	1	0	0	0	**154**
7:15 PM	0	154	8	0	0	0	0	0	0	0	0	0	0	**162**
7:30 PM	0	116	5	0	0	0	0	0	0	0	0	0	0	**121**
7:45 PM	0	149	3	0	1	0	0	0	0	0	0	0	0	**153**
8:00 PM	0	117	3	0	0	0	0	0	0	0	0	0	0	**120**
8:15 PM	0	120	0	0	0	0	0	0	0	0	0	0	0	**120**
8:30 PM	0	110	2	0	0	0	0	0	0	0	0	0	0	**112**
8:45 PM	1	111	3	0	0	0	0	0	0	0	0	0	0	**115**
9:00 PM	0	96	3	0	0	0	0	0	0	0	0	0	0	**99**
9:15 PM	0	82	1	0	1	0	0	0	0	0	0	0	0	**84**
9:30 PM	0	84	1	0	0	0	0	0	0	0	0	0	0	**85**
9:45 PM	0	70	1	0	0	0	0	0	0	0	0	0	0	**71**
10:00 PM	0	53	0	0	0	0	0	0	0	0	0	0	0	**53**
10:15 PM	0	51	0	0	0	0	0	0	0	0	0	0	0	**51**
10:30 PM	0	32	0	0	0	0	0	0	1	0	0	0	0	**33**
10:45 PM	0	45	0	0	0	0	0	0	0	0	0	0	0	**45**
11:00 PM	0	45	0	0	0	0	0	0	0	0	0	0	0	**45**
11:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
11:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
11:45 PM	0	29	0	0	0	0	0	0	1	0	0	0	0	**30**

E Judge Perez Dr at Archbishop Hannan Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	10	0	0	1	0	0	1	0	0	0	0	0	**12**
6:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
6:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
7:00 AM	0	11	1	0	0	0	0	0	1	0	0	0	0	**13**
7:15 AM	0	17	1	2	0	0	0	0	0	0	0	0	0	**20**
7:30 AM	0	25	1	5	0	0	0	0	1	0	0	0	0	**32**
7:45 AM	0	30	3	1	0	0	0	0	0	0	0	0	0	**34**
8:00 AM	0	16	1	2	0	0	0	0	0	0	0	0	0	**19**
8:15 AM	0	16	0	0	0	0	0	0	1	0	0	0	0	**17**
8:30 AM	0	12	0	1	1	0	0	0	0	0	0	0	0	**14**
8:45 AM	0	13	1	0	1	0	0	0	1	0	0	0	0	**16**
9:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
9:15 AM	0	24	1	0	1	0	0	0	0	0	0	0	0	**26**
9:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:45 AM	0	18	0	0	1	0	0	0	0	0	0	0	0	**19**
10:00 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
10:15 AM	0	21	0	0	0	0	0	0	1	0	0	0	0	**22**
10:30 AM	0	22	1	1	0	0	0	0	1	0	0	0	0	**25**
10:45 AM	0	29	0	0	1	0	0	0	0	0	0	0	0	**30**
11:00 AM	0	26	1	0	0	1	0	0	0	0	0	0	0	**28**
11:15 AM	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**
11:30 AM	0	27	0	0	0	0	0	0	2	1	0	0	0	**30**
11:45 AM	0	27	0	1	1	0	0	0	0	0	0	0	0	**29**
12:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
12:15 PM	0	25	1	1	0	0	0	0	0	0	0	0	0	**27**
12:30 PM	0	33	0	0	1	0	0	0	0	0	0	0	0	**34**
12:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
1:00 PM	0	30	1	0	2	0	0	0	0	0	0	0	0	**33**
1:15 PM	0	23	1	0	0	0	0	0	1	0	0	0	0	**25**
1:30 PM	0	30	0	0	2	0	0	0	0	0	0	0	0	**32**
1:45 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**
2:00 PM	0	29	0	0	0	0	0	0	1	0	0	0	0	**30**
2:15 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
2:30 PM	0	34	1	2	0	0	0	0	0	0	0	0	0	**37**
2:45 PM	0	35	0	0	0	0	0	0	0	0	0	0	0	**35**
3:00 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**
3:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
3:30 PM	0	34	0	1	2	0	0	0	0	0	0	0	0	**37**
3:45 PM	0	41	1	0	0	0	0	0	0	0	0	0	0	**42**
4:00 PM	1	35	0	0	0	0	0	0	0	0	0	0	0	**36**
4:15 PM	0	46	0	0	0	0	0	0	0	0	0	0	0	**46**
4:30 PM	0	44	0	1	1	0	0	0	0	0	0	0	0	**46**
4:45 PM	0	51	0	0	0	0	0	1	2	0	0	0	0	**54**
5:00 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**
5:15 PM	0	43	0	0	0	0	0	0	0	0	0	0	0	**43**
5:30 PM	0	46	0	0	1	0	0	0	0	0	0	0	0	**47**
5:45 PM	0	53	0	0	0	0	0	0	1	0	0	0	0	**54**
6:00 PM	0	49	1	0	1	0	0	0	0	0	0	0	0	**51**
6:15 PM	1	46	0	0	0	0	0	0	0	0	0	0	0	**47**
6:30 PM	0	38	0	1	0	0	0	0	0	0	0	0	0	**39**
6:45 PM	0	35	0	0	0	0	0	0	0	0	0	0	0	**35**
7:00 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	**32**
7:15 PM	0	46	0	0	0	0	0	1	0	0	0	0	0	**47**
7:30 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**
7:45 PM	0	40	0	0	0	0	0	0	0	0	0	0	0	**40**
8:00 PM	0	26	0	0	0	0	0	1	0	0	0	0	0	**27**
8:15 PM	0	35	0	0	0	0	0	0	0	0	0	0	0	**35**
8:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
8:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
9:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR EASTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
11:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
7:15 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**
7:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
7:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
8:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
9:15 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**
9:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
9:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
10:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:30 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	**9**
10:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
11:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
11:45 AM	0	12	0	0	0	1	0	0	0	0	0	0	0	**13**
12:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
12:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
1:15 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	**9**
1:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:45 PM	0	22	0	1	0	0	0	0	0	0	0	0	0	**23**
3:00 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	**10**
3:15 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**
3:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
3:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
4:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
4:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
4:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
4:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
5:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:15 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	**14**
5:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
5:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
6:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
6:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
7:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
7:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
7:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
7:45 PM	0	14	1	0	1	0	0	0	0	0	0	0	0	**16**
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
3:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
3:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
4:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
4:15 AM	0	15	1	0	0	1	0	0	0	0	0	0	0	**17**
4:30 AM	0	38	3	0	0	0	0	0	0	0	0	0	0	**41**
4:45 AM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
5:00 AM	0	49	3	0	0	0	0	0	0	0	0	0	0	**52**
5:15 AM	1	52	4	0	0	1	0	0	0	0	0	0	0	**58**
5:30 AM	0	77	7	0	0	1	0	0	0	0	0	0	0	**85**
5:45 AM	0	86	3	0	0	0	0	0	0	0	0	0	0	**89**
6:00 AM	0	102	5	0	1	0	0	0	0	0	0	0	0	**108**
6:15 AM	0	145	10	0	1	0	0	0	0	0	0	0	0	**156**
6:30 AM	0	140	9	2	0	0	0	0	0	0	0	0	0	**151**
6:45 AM	0	204	6	7	1	0	0	0	0	0	0	0	0	**218**
7:00 AM	0	196	14	4	1	1	0	0	0	0	0	0	0	**216**
7:15 AM	0	175	6	0	1	1	0	0	0	1	0	0	0	**184**
7:30 AM	0	171	6	0	0	0	0	1	0	0	0	0	0	**178**
7:45 AM	0	181	7	1	1	0	0	0	0	0	0	0	0	**190**
8:00 AM	0	151	6	3	0	2	0	0	1	0	0	0	0	**163**
8:15 AM	0	165	4	0	0	0	0	0	0	0	0	0	0	**169**
8:30 AM	0	134	10	2	2	0	0	0	0	0	0	0	0	**148**
8:45 AM	0	126	5	0	2	2	0	0	1	2	0	0	0	**138**
9:00 AM	0	109	4	2	1	0	0	0	1	0	0	0	0	**117**
9:15 AM	0	86	8	0	2	1	0	1	0	0	0	0	0	**98**
9:30 AM	0	113	6	1	2	4	0	0	1	0	0	0	0	**127**
9:45 AM	0	104	5	0	1	0	0	0	0	0	0	0	0	**110**
10:00 AM	0	78	2	0	0	0	0	0	1	0	0	0	0	**81**
10:15 AM	0	87	2	0	1	0	0	0	0	0	0	0	0	**90**
10:30 AM	0	88	3	0	1	0	0	0	0	1	0	0	0	**93**
10:45 AM	0	87	2	1	1	1	0	0	1	0	0	0	0	**93**
11:00 AM	0	78	6	1	2	0	1	0	0	0	0	0	0	**88**
11:15 AM	0	82	3	0	1	0	0	0	1	0	0	0	0	**87**
11:30 AM	0	111	6	1	2	0	0	0	1	0	0	0	0	**121**
11:45 AM	0	95	3	1	1	2	0	0	0	0	0	0	0	**102**
12:00 PM	0	85	5	0	1	0	0	0	1	0	0	0	0	**92**
12:15 PM	0	82	3	0	3	0	0	0	0	0	0	0	0	**88**
12:30 PM	0	98	2	0	3	0	0	0	1	0	0	0	0	**104**
12:45 PM	0	109	5	0	2	1	0	0	0	1	0	0	0	**118**
1:00 PM	0	107	4	0	3	0	0	0	1	0	0	0	0	**115**
1:15 PM	0	98	3	0	3	0	0	0	2	0	0	0	0	**106**
1:30 PM	0	103	3	2	4	1	0	0	1	0	0	0	0	**114**
1:45 PM	0	96	1	3	1	1	0	1	1	0	0	0	0	**104**
2:00 PM	0	130	4	4	0	1	0	1	0	0	0	0	0	**140**
2:15 PM	0	77	3	0	2	3	0	1	2	0	0	0	0	**88**
2:30 PM	0	93	1	0	2	1	0	0	0	0	0	0	0	**97**
2:45 PM	0	122	6	1	4	1	0	0	1	0	0	0	0	**135**
3:00 PM	0	122	2	0	3	1	0	2	0	0	0	0	0	**130**
3:15 PM	0	133	6	3	1	0	0	0	1	0	0	0	0	**144**
3:30 PM	1	131	3	0	1	0	0	0	0	0	0	0	0	**136**
3:45 PM	0	126	2	2	1	0	0	0	2	0	0	0	0	**133**
4:00 PM	0	130	6	0	4	0	0	0	1	0	0	0	0	**141**
4:15 PM	1	119	3	0	0	0	0	0	0	0	0	0	0	**123**
4:30 PM	1	139	5	0	1	0	1	0	1	0	0	0	0	**148**
4:45 PM	0	124	2	2	0	0	0	1	0	0	0	0	0	**129**
5:00 PM	0	117	2	1	1	0	0	0	0	0	0	0	0	**121**
5:15 PM	0	113	3	0	1	0	0	1	1	0	0	0	0	**119**
5:30 PM	0	117	4	0	1	0	0	0	1	0	0	0	0	**123**
5:45 PM	0	117	4	0	1	0	0	0	0	0	0	0	0	**122**
6:00 PM	0	97	3	0	0	0	0	0	0	0	0	0	0	**100**
6:15 PM	0	105	4	0	1	0	0	0	0	0	0	0	0	**110**
6:30 PM	0	114	3	0	1	0	0	1	0	0	0	0	0	**119**
6:45 PM	0	83	5	0	0	0	0	0	0	0	0	0	0	**88**
7:00 PM	0	97	5	0	0	0	0	0	0	0	0	0	0	**102**
7:15 PM	0	88	5	0	1	0	0	0	0	0	0	0	0	**94**
7:30 PM	0	91	1	0	0	0	0	0	0	0	0	0	0	**92**
7:45 PM	0	95	3	0	0	0	0	0	1	0	0	0	0	**99**
8:00 PM	0	53	4	0	1	0	0	0	1	0	0	0	0	**59**
8:15 PM	0	61	2	0	0	0	0	0	0	0	0	0	0	**63**
8:30 PM	0	61	6	0	0	0	0	0	0	0	0	0	0	**67**
8:45 PM	1	44	2	0	0	1	0	0	0	0	0	0	0	**48**
9:00 PM	0	53	4	0	0	0	0	0	0	0	0	0	0	**57**
9:15 PM	1	39	2	0	0	0	0	0	1	0	0	0	0	**43**
9:30 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	**40**
9:45 PM	0	44	3	0	0	0	0	0	0	0	0	0	0	**47**
10:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
10:15 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**
10:30 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
10:45 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
11:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
11:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**

E Judge Perez Dr at Archbishop Hannan Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	3	1	0	2	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:15 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
6:45 PM	1	6	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR WESTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
12:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
5:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

ARCHBISHOP HANNAN BLVD NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	3	0	0	1	0	0	0	1	0	0	0	0	**5**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:45 AM	0	1	0	0	0	0	0	1	1	0	0	0	0	**3**
6:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
6:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:45 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	**12**
7:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:15 AM	0	5	1	1	2	0	0	0	0	0	0	0	0	**9**
7:30 AM	0	18	3	3	0	0	0	0	0	0	0	0	0	**24**
7:45 AM	0	34	5	1	0	0	0	0	0	0	0	0	0	**40**
8:00 AM	0	27	5	1	0	0	0	0	0	0	0	0	0	**33**
8:15 AM	0	17	0	0	2	0	0	0	1	0	0	0	0	**20**
8:30 AM	0	20	2	1	0	0	0	0	0	0	0	0	0	**23**
8:45 AM	0	10	2	0	0	0	0	0	2	0	0	0	0	**14**
9:00 AM	0	14	1	2	1	0	0	0	2	0	0	0	0	**20**
9:15 AM	0	14	0	1	2	0	0	0	0	0	0	0	0	**17**
9:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
9:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
10:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
10:15 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
10:30 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	**18**
10:45 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
11:00 AM	0	19	2	0	0	0	0	0	1	0	0	0	0	**22**
11:15 AM	0	14	2	1	0	0	0	0	0	0	0	0	0	**17**
11:30 AM	0	29	4	0	0	0	0	0	0	0	0	0	0	**33**
11:45 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
12:00 PM	0	23	4	0	1	0	0	0	0	0	0	0	0	**28**
12:15 PM	0	29	1	0	0	0	0	0	1	0	0	0	0	**31**
12:30 PM	0	15	4	1	1	0	0	0	0	0	0	0	0	**21**
12:45 PM	0	20	0	1	0	0	0	0	0	0	0	0	0	**21**
1:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
1:15 PM	0	16	4	1	0	0	0	0	0	0	0	0	0	**21**
1:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
1:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
2:00 PM	0	19	0	0	1	0	0	0	0	0	0	0	0	**20**
2:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	**20**
2:30 PM	0	17	1	0	0	0	0	0	1	0	0	0	0	**19**
2:45 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**
3:00 PM	0	41	7	3	0	0	0	0	1	0	0	0	0	**52**
3:15 PM	0	24	7	2	0	0	0	0	1	0	0	0	0	**34**
3:30 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	**33**
3:45 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**
4:00 PM	0	29	6	0	0	0	0	0	0	0	0	0	0	**35**
4:15 PM	0	36	12	0	0	0	0	0	0	0	0	0	0	**48**
4:30 PM	0	28	10	0	0	0	0	0	0	0	0	0	0	**38**
4:45 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	**16**
5:00 PM	0	33	5	0	0	0	0	0	0	0	0	0	0	**38**
5:15 PM	0	26	3	1	0	0	0	0	0	0	0	0	0	**30**
5:30 PM	0	31	4	0	0	0	0	0	0	0	0	0	0	**35**
5:45 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**
6:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**
6:15 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
6:30 PM	0	24	2	0	0	0	0	0	1	0	0	0	0	**27**
6:45 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
7:00 PM	0	30	6	0	0	0	0	0	1	0	0	0	0	**37**
7:15 PM	0	51	7	0	0	0	0	0	0	0	0	0	0	**58**
7:30 PM	0	18	3	0	0	0	0	0	1	0	0	0	0	**22**
7:45 PM	0	14	3	0	0	0	0	0	1	0	0	0	0	**18**
8:00 PM	0	28	5	0	0	0	0	0	0	0	0	0	0	**33**
8:15 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
8:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
8:45 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
9:00 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**
9:15 PM	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**
9:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

ARCHBISHOP HANNAN BLVD NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
8:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
11:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
12:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
2:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
2:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
3:00 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
3:15 PM	0	6	5	1	0	0	0	0	0	0	0	0	0	**12**
3:30 PM	0	7	6	0	0	0	0	0	0	0	0	0	0	**13**
3:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
4:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
4:30 PM	0	8	8	0	0	0	0	0	0	0	0	0	0	**16**
4:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
5:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
5:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:30 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**
5:45 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	**16**
6:00 PM	0	12	7	0	0	0	0	0	0	0	0	0	0	**19**
6:15 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
6:45 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
7:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
7:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
7:30 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
7:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:00 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
8:15 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
9:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**

E Judge Perez Dr at Archbishop Hannan Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

ARCHBISHOP HANNAN BLVD NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
7:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:15 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
7:30 AM	0	16	0	2	0	0	0	0	0	0	0	0	0	**18**
7:45 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
8:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
8:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:30 AM	0	19	0	1	0	0	0	0	0	0	0	0	0	**20**
8:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
9:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:15 AM	0	8	0	1	1	0	0	0	0	0	0	0	0	**10**
9:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
9:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:15 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
10:30 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
10:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
11:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
11:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:30 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
11:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
12:00 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	**25**
12:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
12:30 PM	0	21	0	1	1	0	0	0	0	0	0	0	0	**23**
12:45 PM	0	17	0	0	1	0	0	0	0	0	0	0	0	**18**
1:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
1:15 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**
1:30 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
1:45 PM	0	22	0	0	0	1	0	0	0	0	0	0	0	**23**
2:00 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	**36**
2:15 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
2:30 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**
2:45 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	**19**
3:00 PM	0	38	0	2	0	0	0	0	0	0	0	0	0	**40**
3:15 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	**29**
3:30 PM	0	36	2	0	0	0	0	0	0	0	0	0	0	**38**
3:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
4:00 PM	0	49	3	0	0	0	0	0	0	0	0	0	0	**52**
4:15 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**
4:30 PM	0	38	4	1	0	0	0	0	0	0	0	0	0	**43**
4:45 PM	0	39	5	0	0	0	0	0	0	0	0	0	0	**44**
5:00 PM	0	48	1	0	0	0	0	0	0	0	0	0	0	**49**
5:15 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	**34**
5:30 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	**33**
5:45 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
6:00 PM	0	36	1	0	0	0	0	0	0	0	0	0	0	**37**
6:15 PM	0	41	3	0	0	0	0	0	0	0	0	0	0	**44**
6:30 PM	0	34	2	1	0	0	0	0	0	0	0	0	0	**37**
6:45 PM	0	25	0	0	1	0	0	0	0	0	0	0	0	**26**
7:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
7:15 PM	0	49	2	0	0	0	0	0	0	0	0	0	0	**51**
7:30 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	**27**
7:45 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**
8:00 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	**34**
8:15 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	**31**
8:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
8:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
9:00 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	**32**
9:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
9:30 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
9:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
10:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Archbishop Hannan Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

ARCHBISHOP HANNAN BLVD NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

DEBOUCHEL BLVD SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:00 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
3:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
4:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
5:15 PM	0	5	1	1	0	0	0	0	0	0	0	0	0	**7**
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
6:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

DEBOUCHEL BLVD SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
7:45 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
8:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
11:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	**8**
1:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
4:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
5:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
6:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Archbishop Hannan Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

DEBOUCHEL BLVD SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
5:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
5:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
6:00 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
6:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
6:30 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
6:45 AM	0	30	1	1	0	0	0	0	0	0	0	0	0	**32**
7:00 AM	0	32	3	1	0	0	0	0	0	0	0	0	0	**36**
7:15 AM	0	27	1	0	1	0	0	0	0	0	0	0	0	**29**
7:30 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	**35**
7:45 AM	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**
8:00 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	**16**
8:15 AM	0	31	2	0	0	0	0	0	0	0	0	0	0	**33**
8:30 AM	0	17	2	0	0	1	0	0	0	0	0	0	0	**20**
8:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
9:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
9:15 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	**14**
9:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
9:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
10:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
10:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
10:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
11:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
11:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
11:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**
12:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:30 PM	0	13	0	0	1	0	0	0	0	0	0	0	0	**14**
12:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
1:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
1:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1:30 PM	0	12	3	0	1	0	0	0	0	0	0	0	0	**16**
1:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
2:00 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
2:15 PM	0	14	0	1	1	0	0	0	0	0	0	0	0	**16**
2:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
2:45 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
3:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
3:15 PM	0	18	1	1	0	0	0	0	0	0	0	0	0	**20**
3:30 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	**19**
3:45 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
4:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
4:15 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
4:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
4:45 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
5:00 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
5:15 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
5:30 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
5:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
6:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
6:15 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
6:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
6:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
7:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
7:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 PM	0	18	0	0	1	0	0	0	0	0	0	0	0	**19**
7:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
8:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Archbishop Hannan Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

DEBOUCHEL BLVD SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Guerra Dr - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

GUERRA DR EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Guerra Dr - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

GUERRA DR EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	1	5	0	0	0	0	0	0	0	0	0	0	0	**6**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**

E Judge Perez Dr at Guerra Dr - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

GUERRA DR EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	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	**0**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Guerra Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

GUERRA DR WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
7:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
11:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
4:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Guerra Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

GUERRA DR WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Guerra Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

GUERRA DR WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
7:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	1	3	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
3:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Guerra Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
8:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:45 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
3:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

E Judge Perez Dr at Guerra Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:15 AM	0	10	2	0	0	1	0	0	0	0	0	0	0	**13**
4:30 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**
4:45 AM	0	23	4	0	0	0	0	0	0	0	0	0	0	**27**
5:00 AM	0	34	5	0	0	0	0	0	0	0	0	0	0	**39**
5:15 AM	0	31	2	0	0	0	0	2	0	0	0	0	0	**35**
5:30 AM	0	55	5	0	0	0	0	0	0	0	0	0	0	**60**
5:45 AM	0	64	2	0	0	0	0	0	0	0	0	0	0	**66**
6:00 AM	0	52	5	0	1	0	0	0	0	0	0	0	0	**58**
6:15 AM	0	80	6	0	1	0	0	0	0	0	0	0	0	**87**
6:30 AM	0	81	5	0	2	0	0	0	0	0	0	0	0	**88**
6:45 AM	0	135	8	5	1	0	0	0	0	0	0	0	0	**149**
7:00 AM	0	119	10	3	1	0	0	1	0	0	0	0	0	**134**
7:15 AM	0	128	6	2	1	0	1	0	0	1	0	0	0	**139**
7:30 AM	0	104	9	0	1	0	0	0	1	0	0	0	0	**115**
7:45 AM	0	112	16	0	1	0	0	1	0	0	0	0	0	**130**
8:00 AM	0	96	11	1	1	1	0	0	0	0	0	0	0	**110**
8:15 AM	0	121	5	0	0	0	0	0	0	0	0	0	0	**126**
8:30 AM	0	76	7	2	3	0	0	0	0	0	0	0	0	**88**
8:45 AM	0	85	6	0	1	1	0	0	1	2	0	0	0	**96**
9:00 AM	0	66	5	1	2	0	0	0	0	1	0	0	0	**75**
9:15 AM	0	51	4	1	1	1	0	0	0	0	0	0	0	**58**
9:30 AM	0	79	4	0	0	2	1	1	1	0	0	0	0	**88**
9:45 AM	0	60	5	0	1	0	0	0	0	0	0	0	0	**66**
10:00 AM	0	58	3	0	0	0	0	0	1	0	0	0	0	**62**
10:15 AM	0	54	5	0	1	0	0	0	0	0	0	0	0	**60**
10:30 AM	0	62	0	0	0	1	0	0	0	1	0	0	0	**64**
10:45 AM	0	51	7	1	2	1	0	0	0	1	0	0	0	**63**
11:00 AM	0	56	9	1	2	0	1	0	0	0	0	0	0	**69**
11:15 AM	0	62	3	0	1	0	0	0	0	1	0	0	0	**67**
11:30 AM	0	61	3	0	1	0	0	0	0	1	0	0	0	**66**
11:45 AM	0	60	8	1	1	2	0	0	0	0	0	0	0	**72**
12:00 PM	0	69	5	0	0	0	0	0	1	0	0	0	0	**75**
12:15 PM	0	60	2	0	6	0	0	0	0	0	0	0	0	**68**
12:30 PM	0	73	0	0	1	0	0	0	1	0	0	0	0	**75**
12:45 PM	0	69	4	1	2	1	0	0	1	1	0	0	0	**79**
1:00 PM	0	76	2	0	2	0	0	1	0	1	0	0	0	**82**
1:15 PM	0	63	0	1	1	0	0	0	1	1	0	0	0	**67**
1:30 PM	0	84	1	1	2	0	0	0	2	0	0	0	0	**90**
1:45 PM	0	73	1	3	1	0	0	0	0	0	0	0	0	**78**
2:00 PM	0	95	1	3	0	1	0	0	1	0	0	0	0	**101**
2:15 PM	0	57	1	0	1	2	0	0	1	0	0	0	0	**62**
2:30 PM	0	80	2	0	0	0	0	0	0	1	0	0	0	**83**
2:45 PM	0	89	2	2	4	1	0	0	2	0	0	0	0	**100**
3:00 PM	0	79	2	0	2	0	1	0	1	0	0	0	0	**85**
3:15 PM	0	98	1	1	1	0	0	0	1	0	0	0	0	**102**
3:30 PM	1	106	6	0	1	0	0	0	0	0	0	0	0	**114**
3:45 PM	0	108	3	1	1	0	0	0	0	0	0	0	0	**113**
4:00 PM	0	104	2	0	2	0	0	0	1	0	0	0	0	**109**
4:15 PM	0	95	2	0	0	1	0	0	1	0	0	0	0	**99**
4:30 PM	1	118	3	0	1	0	0	0	0	0	0	0	0	**123**
4:45 PM	0	84	4	2	0	0	0	0	0	0	0	0	0	**90**
5:00 PM	0	82	0	0	1	0	0	0	1	0	0	0	0	**84**
5:15 PM	0	107	2	1	2	0	0	0	0	0	0	0	0	**112**
5:30 PM	0	92	2	0	0	0	0	0	0	1	0	0	0	**95**
5:45 PM	0	82	2	0	0	0	0	0	0	0	0	0	0	**84**
6:00 PM	0	93	4	0	1	0	0	0	0	0	0	0	0	**98**
6:15 PM	0	93	7	0	1	0	0	0	0	0	0	0	0	**101**
6:30 PM	0	87	4	1	0	0	0	0	0	0	0	0	0	**92**
6:45 PM	0	65	7	0	0	0	0	0	0	0	0	0	0	**72**
7:00 PM	0	64	4	0	0	0	0	0	0	0	0	0	0	**68**
7:15 PM	0	77	1	0	1	0	0	0	0	0	0	0	0	**79**
7:30 PM	0	65	0	0	0	0	0	0	0	0	0	0	0	**65**
7:45 PM	0	93	3	0	0	0	0	0	1	0	0	0	0	**97**
8:00 PM	0	45	4	0	1	0	0	0	0	1	0	0	0	**51**
8:15 PM	0	50	2	0	1	0	0	0	0	0	0	0	0	**53**
8:30 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	**46**
8:45 PM	1	42	0	0	0	0	0	0	0	0	0	0	0	**43**
9:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
9:15 PM	0	36	2	0	0	0	0	0	1	0	0	0	0	**39**
9:30 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
9:45 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**
10:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
10:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
10:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
11:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Guerra Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	**4**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	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	0	**1**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	**4**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	3	1	1	1	0	0	0	0	0	0	0	0	**6**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**
4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Guerra Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
7:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	**5**
1:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	3	1	0	0	1	0	0	0	0	0	0	0	**5**
3:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Guerra Dr - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
10:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
12:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
12:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
1:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
1:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
1:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:45 PM	0	10	0	2	0	0	0	0	0	0	0	0	0	**12**
3:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
3:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
3:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
3:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
4:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
5:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
5:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
5:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
5:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
6:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
6:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
6:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
7:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
7:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
7:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
7:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
8:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
8:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
8:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
8:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
9:00 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	**13**
9:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**

E Judge Perez Dr at Guerra Dr - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
12:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
4:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:45 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
5:00 AM	0	31	0	0	1	0	0	0	0	0	0	0	0	**32**
5:15 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
5:30 AM	0	54	0	0	0	0	0	0	0	0	0	0	0	**54**
5:45 AM	0	37	0	0	0	0	0	0	0	0	0	0	0	**37**
6:00 AM	0	48	0	0	0	0	0	0	0	0	0	0	0	**48**
6:15 AM	0	69	0	0	2	0	0	0	0	0	0	0	0	**71**
6:30 AM	0	37	1	2	1	0	0	0	1	0	0	0	0	**42**
6:45 AM	0	36	6	2	0	0	1	0	0	0	0	0	0	**45**
7:00 AM	0	64	4	2	0	1	0	0	0	1	0	0	0	**72**
7:15 AM	0	58	5	3	0	0	0	0	1	0	0	0	0	**67**
7:30 AM	0	106	5	3	1	0	1	0	0	0	0	0	0	**116**
7:45 AM	0	95	3	0	0	0	0	0	0	0	0	0	0	**98**
8:00 AM	0	68	6	2	1	0	0	0	2	2	0	0	0	**81**
8:15 AM	0	58	9	4	1	0	0	0	0	0	0	0	0	**72**
8:30 AM	0	74	9	2	3	1	0	0	0	0	0	0	0	**89**
8:45 AM	0	48	9	1	2	0	0	1	0	0	0	0	0	**61**
9:00 AM	0	57	0	0	2	0	1	0	0	0	0	0	0	**60**
9:15 AM	0	54	8	0	1	1	0	0	0	0	0	0	0	**64**
9:30 AM	0	45	11	0	0	0	0	0	0	1	0	0	0	**57**
9:45 AM	0	59	8	0	0	0	0	0	1	1	0	0	0	**69**
10:00 AM	0	64	6	0	0	1	0	0	1	0	0	0	0	**72**
10:15 AM	0	50	9	0	1	0	1	0	0	0	0	0	0	**61**
10:30 AM	0	59	3	1	2	1	0	0	0	0	0	0	0	**66**
10:45 AM	0	58	2	0	3	0	0	0	0	0	0	0	0	**63**
11:00 AM	0	62	5	0	4	0	0	0	0	0	0	0	0	**71**
11:15 AM	0	72	7	0	2	0	0	0	0	1	0	0	0	**82**
11:30 AM	0	66	4	1	1	0	0	1	0	0	0	0	0	**73**
11:45 AM	0	85	2	1	0	0	0	0	1	0	0	0	0	**89**
12:00 PM	0	85	5	0	2	1	0	2	2	0	0	0	0	**97**
12:15 PM	0	93	0	0	1	0	0	0	2	0	0	0	0	**96**
12:30 PM	1	80	3	2	0	0	0	0	0	0	0	0	0	**86**
12:45 PM	0	80	0	0	4	0	0	0	0	0	0	0	0	**84**
1:00 PM	0	97	0	1	2	1	0	0	1	0	0	0	0	**102**
1:15 PM	0	91	0	0	0	0	0	0	0	0	0	0	0	**91**
1:30 PM	0	73	0	0	1	0	0	0	1	0	0	0	0	**75**
1:45 PM	0	86	0	0	1	1	0	0	0	1	0	0	0	**89**
2:00 PM	0	109	1	0	1	0	0	1	0	0	0	0	0	**112**
2:15 PM	0	115	4	0	0	0	0	1	0	0	0	0	0	**120**
2:30 PM	0	119	5	2	0	0	0	0	0	0	0	0	0	**126**
2:45 PM	0	117	6	6	0	1	0	0	0	0	0	0	0	**130**
3:00 PM	0	124	5	1	0	0	0	0	0	0	0	0	0	**130**
3:15 PM	0	121	3	1	2	0	0	0	0	0	0	0	0	**127**
3:30 PM	0	142	2	1	2	0	0	0	1	0	0	0	0	**148**
3:45 PM	0	141	8	1	0	0	0	0	0	0	0	0	0	**150**
4:00 PM	0	154	1	3	0	0	0	0	0	0	0	0	0	**158**
4:15 PM	0	146	3	1	3	0	0	0	2	0	0	0	0	**155**
4:30 PM	0	135	1	2	0	0	0	0	0	1	0	0	0	**139**
4:45 PM	0	143	2	1	0	0	0	0	0	0	0	0	0	**146**
5:00 PM	0	178	1	1	0	0	0	0	0	0	0	0	0	**180**
5:15 PM	0	168	0	1	0	0	0	0	0	0	0	0	0	**169**
5:30 PM	1	161	1	0	0	0	0	0	1	0	0	0	0	**164**
5:45 PM	0	169	2	0	1	0	0	0	0	0	0	0	0	**172**
6:00 PM	0	149	2	0	1	0	0	0	0	0	0	0	0	**152**
6:15 PM	0	164	0	0	0	0	0	0	0	0	0	0	0	**164**
6:30 PM	1	140	2	1	0	0	0	0	0	0	0	0	0	**144**
6:45 PM	0	106	9	0	2	0	0	0	0	0	0	0	0	**117**
7:00 PM	0	106	0	0	1	0	0	0	0	0	0	0	0	**107**
7:15 PM	0	98	1	0	0	0	0	0	0	0	0	0	0	**99**
7:30 PM	0	94	3	0	0	0	0	0	0	0	0	0	0	**97**
7:45 PM	0	105	0	0	1	0	0	0	0	0	0	0	0	**106**
8:00 PM	0	102	0	0	0	0	0	0	0	0	0	0	0	**102**
8:15 PM	0	80	0	0	0	0	0	0	0	0	0	0	0	**80**
8:30 PM	0	109	0	0	0	0	0	0	0	0	0	0	0	**109**
8:45 PM	0	66	0	0	0	0	0	0	0	0	0	0	0	**66**
9:00 PM	0	87	0	0	0	0	0	0	0	0	0	0	0	**87**
9:15 PM	0	63	0	0	0	0	0	0	0	0	0	0	0	**63**
9:30 PM	0	70	0	0	0	0	0	0	0	0	0	0	0	**70**
9:45 PM	0	58	0	0	0	0	0	0	0	0	0	0	0	**58**
10:00 PM	0	51	0	0	0	0	0	0	0	0	0	0	0	**51**
10:15 PM	0	35	0	0	0	0	0	0	0	0	0	0	0	**35**
10:30 PM	0	36	0	0	0	0	0	1	0	0	0	0	0	**37**
10:45 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**
11:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**
11:15 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**
11:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
11:45 PM	0	21	0	0	0	0	0	0	1	0	0	0	0	**22**

E Judge Perez Dr at Guerra Dr - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
5:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

E Judge Perez Dr at Guerra Dr - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
7:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
8:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
8:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
8:45 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
9:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
9:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:30 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	**7**
10:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
11:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
12:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
12:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
12:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**
1:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
1:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
1:30 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	**11**
1:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
2:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
2:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
3:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
3:30 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
3:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
4:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
4:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:30 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
4:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**
5:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
5:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
6:00 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
6:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
6:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
7:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
7:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
7:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
7:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
8:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
8:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
8:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
8:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
9:00 PM	1	10	0	0	0	0	0	0	0	0	0	0	0	**11**
9:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Colonial Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

COLONIAL BLVD EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:00 AM	0	14	1	0	0	1	0	0	0	0	0	0	0	**16**
6:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
6:30 AM	0	15	0	3	0	0	0	0	0	0	0	0	0	**18**
6:45 AM	0	14	2	4	0	0	0	0	0	0	0	0	0	**20**
7:00 AM	0	20	2	2	0	0	0	0	0	0	0	0	0	**24**
7:15 AM	0	17	1	3	0	0	0	0	0	0	0	0	0	**21**
7:30 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
7:45 AM	0	27	4	0	0	0	0	1	0	0	0	0	0	**32**
8:00 AM	0	20	3	0	1	0	0	0	0	0	0	0	0	**24**
8:15 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
8:30 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	**14**
8:45 AM	0	21	5	0	0	0	0	0	0	0	0	0	0	**26**
9:00 AM	0	14	1	1	1	0	0	0	0	0	0	0	0	**17**
9:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:30 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
9:45 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	**18**
10:00 AM	0	10	1	0	0	0	0	1	0	0	0	0	0	**12**
10:15 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	**17**
10:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:45 AM	0	11	4	1	0	0	0	0	0	0	0	0	0	**16**
11:00 AM	0	18	4	1	0	0	0	0	0	0	0	0	0	**23**
11:15 AM	0	22	1	0	0	1	0	0	0	0	0	0	0	**24**
11:30 AM	0	18	3	0	1	0	0	0	0	1	0	0	0	**23**
11:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
12:00 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	**22**
12:15 PM	0	15	0	0	2	0	0	0	0	0	0	0	0	**17**
12:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
12:45 PM	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
1:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
1:15 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	**15**
1:30 PM	0	20	0	0	0	0	0	0	1	0	0	0	0	**21**
1:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
2:00 PM	0	14	3	4	0	0	0	0	0	0	0	0	0	**21**
2:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:30 PM	0	19	0	2	0	0	0	0	0	0	0	0	0	**21**
2:45 PM	0	16	5	0	2	0	0	0	0	0	0	0	0	**23**
3:00 PM	0	23	0	2	2	0	0	0	1	0	0	0	0	**28**
3:15 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**
3:30 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	**29**
3:45 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
4:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
4:15 PM	0	28	2	1	1	0	0	0	0	0	0	0	0	**32**
4:30 PM	0	23	1	0	0	1	0	0	0	0	0	0	0	**25**
4:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
5:00 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	**30**
5:15 PM	0	31	1	1	0	0	0	0	0	0	0	0	0	**33**
5:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
5:45 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
6:00 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**
6:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
6:30 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**
6:45 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
7:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
7:15 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
7:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:45 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**
8:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
8:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
8:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
9:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**

E Judge Perez Dr at Colonial Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

COLONIAL BLVD EASTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
4:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
6:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Colonial Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

COLONIAL BLVD EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	**6**
7:30 AM	0	9	2	1	0	0	0	0	0	0	0	0	0	**12**
7:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
8:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	5	2	2	1	0	0	0	0	0	0	0	0	**10**
9:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	4	0	0	0	1	0	1	0	0	0	0	0	**6**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	2	1	0	1	0	0	0	0	0	0	0	**5**
12:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
12:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
1:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	1	1	0	2	1	0	0	0	0	0	0	0	**5**
1:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
2:15 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	**6**
2:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	6	5	2	0	0	0	0	0	0	0	0	0	**13**
3:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	5	2	0	0	0	0	0	1	0	0	0	0	**8**
3:45 PM	0	8	2	0	0	1	0	0	0	0	0	0	0	**11**
4:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
4:15 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	**7**
4:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
4:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
5:00 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**
5:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	**10**
5:45 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	**5**
6:00 PM	0	9	4	0	0	0	0	0	0	0	0	0	0	**13**
6:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
6:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
7:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Colonial Blvd - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

COLONIAL BLVD EASTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	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	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E Judge Perez Dr at Colonial Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

OAK RIDGE BLVD WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

OAK RIDGE BLVD WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

OAK RIDGE BLVD WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
3:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

OAK RIDGE BLVD WESTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:30 AM	0	10	5	0	0	0	0	0	0	0	0	0	0	**15**
4:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
5:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
5:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
5:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	**7**
5:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
6:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	1	0	1	0	0	0	0	1	0	0	0	0	**3**
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
8:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:30 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	**5**
11:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:00 PM	0	2	0	0	0	0	0	1	0	0	0	0	0	**3**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
4:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
6:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
6:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
4:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
4:45 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
5:00 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
5:15 AM	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
5:30 AM	0	33	1	0	0	0	0	0	0	0	0	0	0	**34**
5:45 AM	0	41	2	0	0	0	0	0	0	0	0	0	0	**43**
6:00 AM	0	29	1	0	1	0	0	0	0	0	0	0	0	**31**
6:15 AM	0	53	4	0	0	0	0	0	0	0	0	0	0	**57**
6:30 AM	0	46	3	2	0	0	0	0	0	0	0	0	0	**51**
6:45 AM	0	96	4	2	0	0	0	0	0	0	0	0	0	**102**
7:00 AM	0	81	4	1	2	0	0	0	0	0	0	0	0	**88**
7:15 AM	0	94	5	0	2	0	0	0	1	0	0	0	0	**102**
7:30 AM	0	65	5	0	0	0	0	0	0	0	0	0	0	**70**
7:45 AM	0	76	5	0	1	0	0	0	0	0	0	0	0	**82**
8:00 AM	0	72	4	1	0	0	0	0	0	0	0	0	0	**77**
8:15 AM	0	79	2	1	0	0	0	0	0	0	0	0	0	**82**
8:30 AM	0	53	3	1	2	0	0	0	0	0	0	0	0	**59**
8:45 AM	0	51	2	0	1	1	0	0	3	0	0	0	0	**58**
9:00 AM	0	45	2	1	1	0	0	0	1	0	0	0	0	**50**
9:15 AM	0	30	2	0	1	0	0	0	0	0	0	0	0	**33**
9:30 AM	0	55	2	0	3	0	0	1	1	0	0	0	0	**62**
9:45 AM	0	31	0	0	0	0	0	0	0	0	0	0	0	**31**
10:00 AM	0	40	1	0	0	0	0	0	0	0	0	0	0	**41**
10:15 AM	0	36	2	0	0	0	0	0	0	0	0	0	0	**38**
10:30 AM	0	35	1	0	1	0	0	0	1	0	0	0	0	**38**
10:45 AM	0	31	2	0	2	0	0	0	1	0	0	0	0	**36**
11:00 AM	0	43	4	0	2	0	0	0	0	0	0	0	0	**49**
11:15 AM	0	31	3	1	0	0	0	0	1	0	0	0	0	**36**
11:30 AM	0	30	1	0	1	0	0	0	0	0	0	0	0	**32**
11:45 AM	0	37	2	1	2	0	0	0	0	0	0	0	0	**42**
12:00 PM	0	54	4	0	0	0	0	0	1	0	0	0	0	**59**
12:15 PM	0	28	2	0	0	0	0	0	1	0	0	0	0	**31**
12:30 PM	0	34	2	0	0	0	0	0	1	0	0	0	0	**37**
12:45 PM	0	38	6	1	0	0	0	0	1	0	0	0	0	**46**
1:00 PM	0	42	4	0	2	0	0	0	1	0	0	0	0	**49**
1:15 PM	0	40	2	0	1	0	0	0	2	0	0	0	0	**45**
1:30 PM	0	51	4	1	2	0	0	0	1	0	0	0	0	**59**
1:45 PM	0	30	5	1	2	0	0	0	0	0	0	0	0	**38**
2:00 PM	0	54	4	0	0	0	0	0	1	0	0	0	0	**59**
2:15 PM	0	24	5	1	1	2	0	0	1	0	0	0	0	**34**
2:30 PM	0	46	4	0	1	0	0	0	1	1	0	0	0	**53**
2:45 PM	0	47	3	0	1	1	0	0	2	0	0	0	0	**54**
3:00 PM	0	51	4	1	0	1	0	0	0	0	0	0	0	**57**
3:15 PM	0	64	4	1	1	0	0	0	1	0	0	0	0	**71**
3:30 PM	1	73	7	0	0	0	0	0	0	0	0	0	0	**81**
3:45 PM	0	61	3	1	1	0	0	0	1	0	0	0	0	**67**
4:00 PM	0	55	5	0	1	0	0	0	0	0	0	0	0	**61**
4:15 PM	1	47	11	0	0	0	0	0	1	0	0	0	0	**60**
4:30 PM	0	70	7	0	1	0	0	0	0	0	0	0	0	**78**
4:45 PM	0	47	4	2	0	0	0	0	0	0	0	0	0	**53**
5:00 PM	0	41	2	0	1	0	0	0	1	0	0	0	0	**45**
5:15 PM	0	52	11	0	2	0	0	0	0	0	0	0	0	**65**
5:30 PM	0	53	7	0	0	0	0	0	1	0	0	0	0	**61**
5:45 PM	0	43	5	0	1	0	0	0	0	0	0	0	0	**49**
6:00 PM	0	43	6	0	0	0	0	0	0	0	0	0	0	**49**
6:15 PM	0	54	8	0	1	0	0	0	0	0	0	0	0	**63**
6:30 PM	0	43	3	0	1	0	0	0	0	0	0	0	0	**47**
6:45 PM	0	31	5	0	0	0	0	0	0	0	0	0	0	**36**
7:00 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	**34**
7:15 PM	0	45	4	0	1	0	0	0	0	0	0	0	0	**50**
7:30 PM	0	37	3	0	0	0	0	0	0	0	0	0	0	**40**
7:45 PM	0	32	5	0	0	1	0	0	1	0	0	0	0	**39**
8:00 PM	0	23	2	0	0	0	0	0	1	0	0	0	0	**26**
8:15 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**
8:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
8:45 PM	1	15	1	0	0	0	0	0	0	0	0	0	0	**17**
9:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
9:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
9:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
10:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E Judge Perez Dr at Colonial Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
4:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
4:45 AM	0	9	0	0	0	1	0	0	0	0	0	0	0	**10**
5:00 AM	0	19	3	0	0	1	0	0	0	0	0	0	0	**23**
5:15 AM	0	6	6	0	0	0	0	0	0	0	0	0	0	**12**
5:30 AM	0	27	3	0	0	0	0	0	0	0	0	0	0	**30**
5:45 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
6:00 AM	0	25	6	0	0	0	0	0	0	0	0	0	0	**31**
6:15 AM	0	37	3	0	1	0	0	0	0	0	0	0	0	**41**
6:30 AM	0	16	0	0	0	0	0	0	0	1	0	0	0	**17**
6:45 AM	0	23	5	1	0	0	1	0	0	0	0	0	0	**30**
7:00 AM	0	32	5	0	0	1	0	0	0	0	0	0	0	**38**
7:15 AM	0	40	1	1	0	1	0	1	0	0	0	0	0	**44**
7:30 AM	0	55	2	0	1	0	1	0	0	0	0	0	0	**59**
7:45 AM	0	57	7	0	0	0	0	1	0	0	0	0	0	**65**
8:00 AM	0	38	6	0	0	1	0	0	2	2	0	0	0	**49**
8:15 AM	0	34	3	1	1	0	0	0	0	0	0	0	0	**39**
8:30 AM	0	38	8	1	1	1	0	0	0	0	0	0	0	**49**
8:45 AM	0	23	4	0	0	0	0	1	0	0	0	0	0	**28**
9:00 AM	0	32	1	0	3	0	1	0	0	0	0	0	0	**37**
9:15 AM	0	27	6	0	1	1	0	0	0	0	0	0	0	**35**
9:30 AM	0	37	7	0	0	0	0	0	0	1	0	0	0	**45**
9:45 AM	0	35	5	0	0	0	0	0	1	0	0	0	0	**41**
10:00 AM	0	33	5	0	0	1	0	0	1	0	0	0	0	**40**
10:15 AM	0	27	4	0	0	1	0	0	0	0	0	0	0	**32**
10:30 AM	0	35	5	0	2	0	1	0	0	0	0	0	0	**43**
10:45 AM	0	36	1	0	1	0	0	0	0	0	0	0	0	**38**
11:00 AM	0	27	3	0	2	0	0	0	0	0	0	0	0	**32**
11:15 AM	0	33	6	0	1	0	0	0	0	1	0	0	0	**41**
11:30 AM	0	36	3	0	1	0	0	0	0	0	0	0	0	**40**
11:45 AM	0	41	8	1	0	0	0	0	1	0	0	0	0	**51**
12:00 PM	0	41	7	0	2	1	0	1	2	0	0	0	0	**54**
12:15 PM	0	45	4	0	1	0	0	0	0	0	0	0	0	**50**
12:30 PM	1	33	4	1	0	0	0	0	1	0	0	0	0	**40**
12:45 PM	0	38	5	0	2	1	0	0	0	0	0	0	0	**46**
1:00 PM	0	36	8	1	0	2	0	0	1	0	0	0	0	**48**
1:15 PM	0	44	4	0	0	0	0	0	0	0	0	0	0	**48**
1:30 PM	0	37	4	0	1	0	0	0	1	0	0	0	0	**43**
1:45 PM	0	44	4	0	0	1	0	0	0	1	0	0	0	**50**
2:00 PM	0	62	6	1	1	0	0	1	0	0	0	0	0	**71**
2:15 PM	0	60	7	0	1	0	0	0	0	1	0	0	0	**69**
2:30 PM	0	60	6	0	1	0	0	0	0	0	0	0	0	**67**
2:45 PM	0	70	5	4	0	1	0	0	0	0	0	0	0	**80**
3:00 PM	0	62	7	0	0	0	0	0	0	0	0	0	0	**69**
3:15 PM	0	61	5	2	3	0	0	0	0	0	0	0	0	**71**
3:30 PM	0	73	8	1	2	0	0	0	1	0	0	0	0	**85**
3:45 PM	0	67	7	1	0	0	0	0	0	0	0	0	0	**75**
4:00 PM	0	82	5	1	0	0	0	0	0	0	0	0	0	**88**
4:15 PM	1	68	14	0	1	0	0	0	1	1	0	0	0	**86**
4:30 PM	0	68	20	2	0	0	0	0	0	1	0	0	0	**91**
4:45 PM	0	71	20	0	0	0	0	0	0	0	0	0	0	**91**
5:00 PM	0	78	22	1	0	0	0	0	0	0	0	0	0	**101**
5:15 PM	0	83	13	0	0	0	0	0	0	0	0	0	0	**96**
5:30 PM	0	82	14	0	0	0	0	0	1	0	0	0	0	**97**
5:45 PM	0	58	17	0	1	0	0	0	0	0	0	0	0	**76**
6:00 PM	0	73	11	0	0	0	0	0	0	0	0	0	0	**84**
6:15 PM	0	85	16	0	0	0	0	0	0	0	0	0	0	**101**
6:30 PM	1	67	15	0	0	0	0	0	0	0	0	0	0	**83**
6:45 PM	0	54	15	0	2	0	0	0	0	0	0	0	0	**71**
7:00 PM	0	52	4	0	0	0	0	0	0	0	0	0	0	**56**
7:15 PM	0	52	3	0	0	0	0	0	0	0	0	0	0	**55**
7:30 PM	0	48	9	0	0	0	0	0	0	0	0	0	0	**57**
7:45 PM	0	45	2	0	0	0	0	0	0	0	0	0	0	**47**
8:00 PM	0	43	5	0	0	0	0	0	0	0	0	0	0	**48**
8:15 PM	0	38	7	0	0	0	0	0	0	0	0	0	0	**45**
8:30 PM	0	51	2	0	0	0	0	0	0	0	0	0	0	**53**
8:45 PM	1	31	0	0	0	0	0	0	0	0	0	0	0	**32**
9:00 PM	0	58	2	0	0	0	0	0	0	0	0	0	0	**60**
9:15 PM	0	25	6	0	0	0	0	0	0	0	0	0	0	**31**
9:30 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	**38**
9:45 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
10:00 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
10:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
10:30 PM	0	14	0	0	0	0	0	0	1	0	0	0	0	**15**
10:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
11:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
11:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
11:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:45 PM	0	12	0	0	0	0	0	0	1	0	0	0	0	**13**

E Judge Perez Dr at Colonial Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 AM	0	27	0	0	1	0	0	0	0	0	0	0	0	**28**
5:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
6:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
6:15 AM	0	25	0	0	1	0	0	0	0	0	0	0	0	**26**
6:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
6:45 AM	0	15	0	1	0	0	0	0	0	0	0	0	0	**16**
7:00 AM	0	31	0	3	0	0	0	0	0	0	0	0	0	**34**
7:15 AM	0	25	0	3	0	0	0	0	0	0	0	0	0	**28**
7:30 AM	0	48	2	3	0	0	0	0	0	0	0	0	0	**53**
7:45 AM	0	36	0	0	0	0	0	0	0	0	0	0	0	**36**
8:00 AM	0	25	2	2	0	0	0	0	0	0	0	0	0	**29**
8:15 AM	0	21	1	3	0	0	0	0	0	0	0	0	0	**25**
8:30 AM	0	27	0	2	1	0	0	0	0	0	0	0	0	**30**
8:45 AM	0	22	0	1	2	0	0	0	0	0	0	0	0	**25**
9:00 AM	1	23	1	0	0	0	0	0	0	0	0	0	0	**25**
9:15 AM	0	16	0	0	1	0	0	0	0	0	0	0	0	**17**
9:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
9:45 AM	0	24	0	0	0	0	0	0	1	0	0	0	0	**25**
10:00 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	**31**
10:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
10:30 AM	0	19	1	1	0	0	0	0	0	0	0	0	0	**21**
10:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
11:00 AM	0	29	1	0	1	0	0	0	0	0	0	0	0	**31**
11:15 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	**29**
11:30 AM	0	21	0	1	0	0	0	0	0	0	0	0	0	**22**
11:45 AM	0	24	0	0	0	0	0	1	0	0	0	0	0	**25**
12:00 PM	0	22	0	0	1	0	0	0	0	0	0	0	0	**23**
12:15 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
12:30 PM	0	40	0	1	0	0	0	1	0	0	0	0	0	**42**
12:45 PM	0	27	0	0	1	0	0	0	0	0	0	0	0	**28**
1:00 PM	0	36	0	0	0	0	0	0	0	0	0	0	0	**36**
1:15 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	**31**
1:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
1:45 PM	0	24	0	0	1	0	0	0	0	0	0	0	0	**25**
2:00 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**
2:15 PM	0	27	0	1	0	0	0	0	0	0	0	0	0	**28**
2:30 PM	0	42	0	2	0	0	0	0	0	0	0	0	0	**44**
2:45 PM	0	33	1	1	0	0	0	0	0	0	0	0	0	**35**
3:00 PM	0	35	0	1	0	0	0	0	0	0	0	0	0	**36**
3:15 PM	0	48	0	0	1	0	0	0	0	0	0	0	0	**49**
3:30 PM	0	41	0	0	1	0	0	0	0	0	0	0	0	**42**
3:45 PM	0	59	0	0	0	0	0	0	0	0	0	0	0	**59**
4:00 PM	0	48	0	2	0	0	0	0	0	0	0	0	0	**50**
4:15 PM	0	48	0	1	0	0	0	0	0	0	0	0	0	**49**
4:30 PM	0	34	0	1	1	0	0	0	0	0	0	0	0	**36**
4:45 PM	0	32	0	1	0	0	0	0	0	0	0	0	0	**33**
5:00 PM	0	48	0	0	0	0	0	0	0	0	0	0	0	**48**
5:15 PM	0	45	0	1	0	0	0	0	0	0	0	0	0	**46**
5:30 PM	1	44	0	0	0	0	0	0	0	0	0	0	0	**45**
5:45 PM	0	66	0	0	0	0	0	0	0	0	0	0	0	**66**
6:00 PM	0	47	0	0	0	0	0	0	0	0	0	0	0	**47**
6:15 PM	0	46	0	0	0	0	0	0	0	0	0	0	0	**46**
6:30 PM	0	42	0	1	0	0	0	0	0	0	0	0	0	**43**
6:45 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**
7:00 PM	1	33	0	0	1	0	0	0	0	0	0	0	0	**35**
7:15 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**
7:30 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**
7:45 PM	0	40	0	0	0	0	0	0	0	0	0	0	0	**40**
8:00 PM	0	37	0	0	0	0	0	0	0	0	0	0	0	**37**
8:15 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
8:30 PM	0	34	0	0	0	0	0	0	0	0	0	0	0	**34**
8:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
9:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
9:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
9:30 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
9:45 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	**22**
10:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
11:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
11:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**

E Judge Perez Dr at Colonial Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E JUDGE PEREZ DR SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Colonial Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

COLONIAL BLVD WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	**7**
5:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
5:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
5:45 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**
6:00 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
6:15 AM	0	18	4	1	0	0	0	0	0	0	0	0	0	**23**
6:30 AM	0	12	4	1	0	0	0	0	0	0	0	0	0	**17**
6:45 AM	0	16	3	1	0	0	0	0	0	0	0	0	0	**20**
7:00 AM	0	22	1	5	1	0	0	0	0	0	0	0	0	**29**
7:15 AM	0	19	2	3	0	1	0	0	0	0	0	0	0	**25**
7:30 AM	0	48	3	3	0	1	0	0	0	0	0	0	0	**55**
7:45 AM	0	28	6	0	0	0	0	0	0	0	0	0	0	**34**
8:00 AM	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
8:15 AM	0	19	4	4	0	0	0	0	0	0	0	0	0	**27**
8:30 AM	0	17	1	2	1	0	0	0	0	0	0	0	0	**21**
8:45 AM	0	11	4	0	2	0	0	0	0	0	0	0	0	**17**
9:00 AM	1	13	4	1	1	0	0	0	0	0	0	0	0	**20**
9:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
9:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
9:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	1	17	2	0	0	0	0	0	0	0	0	0	0	**20**
10:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
10:30 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
10:45 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
11:00 AM	0	20	4	0	2	0	0	0	0	0	0	0	0	**26**
11:15 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	**21**
11:30 AM	0	14	3	1	0	0	0	0	0	0	0	0	0	**18**
11:45 AM	0	12	3	0	0	0	0	0	1	0	0	0	0	**16**
12:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
12:15 PM	0	17	3	0	0	0	1	0	0	0	0	0	0	**21**
12:30 PM	0	21	3	1	0	0	0	0	0	0	0	0	0	**25**
12:45 PM	0	19	3	0	1	0	0	0	0	0	0	0	0	**23**
1:00 PM	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**
1:15 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
1:30 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	**29**
1:45 PM	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
2:00 PM	0	24	0	1	0	0	0	0	0	0	0	0	0	**25**
2:15 PM	0	21	2	1	0	0	0	0	0	0	0	0	0	**24**
2:30 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**
2:45 PM	0	21	2	1	0	0	0	0	0	0	0	0	0	**24**
3:00 PM	0	20	4	1	0	0	0	0	0	0	0	0	0	**25**
3:15 PM	0	36	2	0	0	0	0	0	0	0	0	0	0	**38**
3:30 PM	0	25	1	0	0	1	0	0	0	0	0	0	0	**27**
3:45 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	**32**
4:00 PM	0	29	2	1	0	0	0	0	0	0	0	0	0	**32**
4:15 PM	0	29	2	1	0	0	0	0	0	0	0	0	0	**32**
4:30 PM	0	15	3	1	0	0	0	0	0	0	0	0	0	**19**
4:45 PM	0	26	2	1	0	0	0	0	0	0	0	0	0	**29**
5:00 PM	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**
5:15 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	**29**
5:30 PM	0	30	2	1	0	0	0	0	0	0	0	0	0	**33**
5:45 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	**31**
6:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
6:15 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
6:30 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**
6:45 PM	0	23	1	1	0	0	0	0	0	0	0	0	0	**25**
7:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
7:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
7:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
7:45 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	**28**
8:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
8:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
8:45 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
9:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
9:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
9:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
11:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**

E St Bernard Hwy at Colonial Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

COLONIAL BLVD WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:45 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**
5:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
5:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
5:30 AM	0	12	0	0	1	1	0	0	0	0	0	0	0	**14**
5:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
6:00 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	**29**
6:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
6:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
6:45 AM	0	20	0	1	0	0	0	1	0	0	0	0	0	**22**
7:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
7:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
7:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	**17**
7:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:00 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	**17**
8:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
8:30 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**
8:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
9:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
9:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
10:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
10:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
11:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
11:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
11:30 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	**13**
11:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
12:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
12:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
12:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**
1:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
1:15 PM	1	22	0	0	0	0	0	0	0	0	0	0	0	**23**
1:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
1:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
2:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:15 PM	0	12	0	0	0	0	0	1	0	0	0	0	0	**13**
2:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
2:45 PM	0	8	2	1	0	0	0	0	0	0	0	0	0	**11**
3:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
3:15 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
3:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
3:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
4:15 PM	0	15	0	1	0	0	0	0	0	0	0	0	0	**16**
4:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
4:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
5:00 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	**21**
5:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
5:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
5:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
6:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
6:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	**22**
6:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
6:45 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	**10**
7:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
7:15 PM	0	8	0	0	0	1	0	0	0	0	0	0	0	**9**
7:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
7:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
8:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**

E St Bernard Hwy at Colonial Blvd - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

COLONIAL BLVD WESTBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Colonial Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	**4**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
4:00 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
4:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
4:30 AM	0	23	3	0	0	0	0	0	4	0	0	0	0	**30**
4:45 AM	0	19	1	0	0	1	0	0	0	0	0	0	0	**21**
5:00 AM	0	33	2	0	0	0	0	0	0	0	0	0	0	**35**
5:15 AM	0	33	5	0	1	2	0	0	1	0	0	0	0	**42**
5:30 AM	0	41	2	0	0	1	0	0	0	0	0	0	0	**44**
5:45 AM	0	47	3	0	0	0	0	0	0	0	0	0	0	**50**
6:00 AM	0	68	5	0	1	0	0	0	1	0	0	0	0	**75**
6:15 AM	0	54	5	0	0	0	0	0	0	0	0	0	0	**59**
6:30 AM	0	60	3	4	0	2	0	0	0	0	0	0	0	**69**
6:45 AM	0	82	6	4	0	0	0	0	1	0	0	0	0	**93**
7:00 AM	0	95	7	3	1	0	0	0	1	0	0	0	0	**107**
7:15 AM	0	120	6	4	3	2	0	1	1	0	0	0	0	**137**
7:30 AM	1	71	2	1	0	0	0	0	0	0	0	0	0	**75**
7:45 AM	0	100	9	0	0	2	0	0	0	0	0	0	0	**111**
8:00 AM	0	106	7	0	1	0	0	0	1	0	0	0	0	**115**
8:15 AM	0	76	4	0	0	0	0	0	0	0	0	0	0	**80**
8:30 AM	1	72	4	2	1	0	0	0	0	0	0	0	0	**80**
8:45 AM	0	56	2	1	0	0	0	0	1	0	0	0	0	**60**
9:00 AM	0	85	2	1	2	0	0	0	1	0	0	0	0	**91**
9:15 AM	0	42	4	0	2	1	0	0	2	0	0	0	0	**51**
9:30 AM	0	52	3	0	2	0	0	1	1	0	0	0	0	**59**
9:45 AM	0	44	3	0	2	0	0	0	0	0	0	0	0	**49**
10:00 AM	1	56	4	0	1	1	0	0	1	0	0	0	0	**64**
10:15 AM	0	52	3	0	0	0	0	0	0	0	0	0	0	**55**
10:30 AM	0	46	1	1	0	1	0	0	0	0	0	0	0	**49**
10:45 AM	0	53	4	0	2	1	0	0	0	0	0	0	0	**60**
11:00 AM	0	64	3	0	1	0	0	0	0	1	0	0	0	**69**
11:15 AM	0	58	7	1	3	0	0	0	2	0	0	0	0	**71**
11:30 AM	0	44	1	0	0	0	0	0	1	0	0	0	0	**46**
11:45 AM	0	53	4	0	3	0	0	0	1	0	0	0	0	**61**
12:00 PM	0	68	1	0	1	0	0	0	1	0	0	0	0	**71**
12:15 PM	1	74	1	0	1	0	0	0	1	0	0	0	0	**78**
12:30 PM	0	61	1	1	2	0	0	0	0	0	0	0	0	**65**
12:45 PM	0	57	2	1	0	0	0	1	0	0	0	0	0	**61**
1:00 PM	0	60	2	0	5	0	0	0	3	0	0	0	0	**70**
1:15 PM	0	51	1	1	1	1	0	0	0	0	0	0	0	**55**
1:30 PM	0	78	2	2	1	0	0	0	1	0	0	0	0	**84**
1:45 PM	0	76	1	2	3	0	0	0	0	0	0	0	0	**82**
2:00 PM	0	80	0	3	3	0	0	1	0	0	0	0	0	**87**
2:15 PM	0	69	2	1	2	0	0	0	0	0	0	0	0	**74**
2:30 PM	0	83	1	5	1	1	0	0	1	0	0	0	0	**92**
2:45 PM	0	57	2	1	0	0	0	0	0	0	0	0	0	**60**
3:00 PM	0	58	2	1	0	0	0	0	1	0	0	0	0	**62**
3:15 PM	0	78	4	0	1	0	0	0	0	0	0	0	0	**83**
3:30 PM	1	103	6	0	0	0	0	0	2	0	0	0	0	**112**
3:45 PM	0	79	4	0	0	0	0	0	1	0	0	0	0	**84**
4:00 PM	0	70	3	0	0	0	0	0	1	0	0	0	0	**74**
4:15 PM	0	92	3	0	2	0	0	1	0	0	0	0	0	**98**
4:30 PM	0	78	4	0	2	1	0	0	1	0	0	0	0	**86**
4:45 PM	0	68	0	0	1	0	0	0	0	0	0	0	0	**69**
5:00 PM	1	68	6	0	1	0	0	0	2	0	0	0	0	**78**
5:15 PM	0	80	5	0	1	0	0	0	0	0	0	0	0	**86**
5:30 PM	0	66	6	0	0	0	0	0	0	0	0	0	0	**72**
5:45 PM	0	56	4	0	0	0	0	0	0	0	0	0	0	**60**
6:00 PM	0	72	6	0	0	0	0	0	0	0	0	0	0	**78**
6:15 PM	1	48	3	0	0	1	0	0	1	0	0	0	0	**54**
6:30 PM	0	81	1	0	0	0	0	0	0	0	0	0	0	**82**
6:45 PM	0	55	1	1	1	0	0	0	0	0	0	0	0	**58**
7:00 PM	0	70	3	0	0	0	0	0	0	0	0	0	0	**73**
7:15 PM	0	50	2	0	0	0	0	0	0	0	0	0	0	**52**
7:30 PM	0	55	4	0	1	0	0	0	0	0	0	0	0	**60**
7:45 PM	0	73	1	0	0	0	0	0	0	0	0	0	0	**74**
8:00 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	**39**
8:15 PM	0	36	2	0	0	0	0	0	0	0	0	0	0	**38**
8:30 PM	0	40	0	0	0	0	0	0	0	0	0	0	0	**40**
8:45 PM	0	26	2	0	1	0	0	0	0	0	0	0	0	**29**
9:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**
9:15 PM	0	21	0	0	0	0	0	0	2	0	0	0	0	**23**
9:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
9:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
10:15 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	**12**
10:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
10:45 PM	0	12	2	0	0	0	0	0	1	0	0	0	0	**15**
11:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	**26**
11:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**

E St Bernard Hwy at Colonial Blvd - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

	E ST BERNARD HWY NORTHBOUND RIGHT													
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:00 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	**8**
6:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
6:30 AM	0	9	0	4	0	0	0	0	0	0	0	0	0	**13**
6:45 AM	0	11	3	5	0	0	0	0	0	0	0	0	0	**19**
7:00 AM	0	5	4	4	0	0	0	0	0	0	0	0	0	**13**
7:15 AM	0	12	1	2	0	1	0	0	0	0	0	0	0	**16**
7:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
7:45 AM	0	21	5	0	0	1	0	1	0	0	0	0	0	**28**
8:00 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	**24**
8:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
8:30 AM	0	8	1	1	1	0	0	0	0	0	0	0	0	**11**
8:45 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**
9:00 AM	0	11	0	1	1	0	0	0	0	0	0	0	0	**13**
9:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
9:30 AM	0	13	5	1	1	0	0	0	0	0	0	0	0	**20**
9:45 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	**17**
10:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
10:15 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
10:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
10:45 AM	0	8	3	1	0	0	0	0	0	0	0	0	0	**12**
11:00 AM	0	15	2	1	0	0	0	0	0	0	0	0	0	**18**
11:15 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
11:30 AM	0	12	2	0	1	0	0	0	0	1	0	0	0	**16**
11:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
12:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
12:15 PM	0	7	0	0	5	0	0	0	0	0	0	0	0	**12**
12:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
12:45 PM	0	9	5	0	0	0	0	0	0	0	0	0	0	**14**
1:00 PM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
1:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
1:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
1:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
2:00 PM	0	11	3	4	0	0	0	0	0	0	0	0	0	**18**
2:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
2:30 PM	0	23	0	4	0	0	0	0	0	0	0	0	0	**27**
2:45 PM	0	11	2	1	2	0	0	0	0	0	0	0	0	**16**
3:00 PM	0	14	0	1	0	0	0	1	0	0	0	0	0	**16**
3:15 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	**28**
3:30 PM	1	19	2	0	0	0	0	0	0	0	0	0	0	**22**
3:45 PM	0	21	0	0	0	1	0	0	0	0	0	0	0	**22**
4:00 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
4:15 PM	0	19	3	3	0	1	0	0	0	0	0	0	0	**26**
4:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
4:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
5:00 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**
5:15 PM	0	19	2	1	0	0	0	0	0	0	0	0	0	**22**
5:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
5:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
6:00 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	**25**
6:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**
6:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**
6:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
7:00 PM	0	10	2	0	0	1	0	0	0	0	0	0	0	**13**
7:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**
7:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
7:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
8:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
8:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Colonial Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	**1**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
6:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	**2**
7:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:15 AM	0	8	1	0	0	0	0	0	1	0	0	0	0	**10**
7:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
7:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
9:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
9:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**
10:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
10:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
10:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
11:00 AM	0	7	1	0	1	1	0	1	0	0	0	0	0	**11**
11:15 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	**5**
11:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:45 AM	0	7	3	1	0	0	0	0	0	0	0	0	0	**11**
12:00 PM	0	10	4	1	0	1	0	0	0	0	0	0	0	**16**
12:15 PM	1	6	2	0	0	0	0	0	0	0	0	0	0	**9**
12:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
1:15 PM	0	7	1	0	1	1	0	0	0	0	0	0	0	**10**
1:30 PM	0	8	0	0	0	0	0	0	1	0	0	0	0	**9**
1:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
2:00 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	**10**
2:15 PM	0	7	3	0	0	1	0	0	0	0	0	0	0	**11**
2:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**
2:45 PM	0	10	6	0	2	0	0	0	0	0	0	0	0	**18**
3:00 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
3:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
3:30 PM	0	13	7	0	0	0	1	0	1	0	0	0	0	**22**
3:45 PM	0	8	5	0	0	0	0	0	0	0	0	0	0	**13**
4:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
4:15 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	**24**
4:30 PM	0	20	3	0	0	0	1	0	0	0	0	0	0	**24**
4:45 PM	0	23	3	0	0	0	1	0	0	0	0	0	0	**27**
5:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	**21**
5:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
5:30 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
5:45 PM	0	14	2	1	0	0	0	0	0	0	0	0	0	**17**
6:00 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
6:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**
7:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
7:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**
7:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
8:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
8:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
8:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
9:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
9:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
9:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E St Bernard Hwy at Colonial Blvd - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	**1**
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	**5**
3:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:45 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	**8**
5:00 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	**12**
5:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
5:30 AM	1	27	0	0	0	0	0	0	0	0	0	0	0	**28**
5:45 AM	0	34	0	0	1	0	0	0	0	0	0	0	0	**35**
6:00 AM	0	27	1	0	0	0	1	0	1	0	0	0	0	**30**
6:15 AM	0	26	0	1	0	0	0	0	1	0	0	0	0	**28**
6:30 AM	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**
6:45 AM	0	35	2	0	2	0	0	0	0	0	0	0	0	**39**
7:00 AM	0	35	0	4	1	0	0	1	0	0	0	0	0	**41**
7:15 AM	0	34	3	0	0	0	0	0	0	0	0	0	0	**37**
7:30 AM	0	56	2	1	1	0	0	0	0	0	0	0	0	**60**
7:45 AM	0	64	1	1	0	0	0	0	0	0	0	0	0	**66**
8:00 AM	0	40	1	0	1	0	0	0	1	0	0	0	0	**43**
8:15 AM	0	36	2	2	0	0	0	0	1	0	0	0	0	**41**
8:30 AM	0	32	4	1	0	0	0	0	0	1	0	0	0	**38**
8:45 AM	0	38	1	3	2	0	0	0	0	0	0	0	0	**44**
9:00 AM	0	36	2	1	1	0	0	0	1	0	0	0	0	**41**
9:15 AM	0	34	0	2	3	0	0	1	1	0	0	0	0	**41**
9:30 AM	0	43	5	0	0	0	0	0	2	0	0	0	0	**50**
9:45 AM	1	38	2	1	1	1	0	0	3	0	0	0	0	**47**
10:00 AM	0	31	3	0	2	1	1	0	1	0	0	0	0	**39**
10:15 AM	0	37	2	0	2	0	0	0	1	1	0	0	0	**43**
10:30 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	**28**
10:45 AM	0	32	3	0	1	1	0	1	0	0	0	0	0	**38**
11:00 AM	0	33	3	1	1	0	0	0	1	1	0	0	0	**40**
11:15 AM	0	30	2	0	0	1	1	1	1	0	0	0	0	**36**
11:30 AM	0	44	3	0	1	0	0	0	0	0	0	0	0	**48**
11:45 AM	0	52	3	0	1	0	0	0	0	0	0	0	0	**56**
12:00 PM	0	45	1	0	3	1	0	0	2	0	0	0	0	**52**
12:15 PM	0	36	2	0	0	0	0	0	2	0	0	0	0	**40**
12:30 PM	0	38	3	0	0	0	0	0	3	0	0	0	0	**44**
12:45 PM	0	46	3	0	3	1	0	0	0	0	0	0	0	**53**
1:00 PM	0	55	3	0	0	0	0	0	0	0	0	0	0	**58**
1:15 PM	0	51	1	0	2	1	0	0	1	0	0	0	0	**56**
1:30 PM	0	52	3	1	0	0	0	0	5	0	0	0	0	**61**
1:45 PM	0	51	2	2	1	1	0	0	0	0	0	0	0	**57**
2:00 PM	0	68	3	2	0	0	0	0	0	0	0	0	0	**73**
2:15 PM	0	66	2	4	1	0	0	0	0	0	0	0	0	**73**
2:30 PM	0	56	1	0	1	0	0	0	0	0	0	0	0	**58**
2:45 PM	0	59	1	2	1	0	0	0	2	0	0	0	0	**65**
3:00 PM	0	56	2	0	1	1	0	0	2	0	0	0	0	**62**
3:15 PM	0	68	5	0	4	1	0	0	1	0	0	0	0	**79**
3:30 PM	0	73	5	0	3	0	0	0	1	0	0	0	0	**82**
3:45 PM	0	73	4	2	0	0	0	0	2	0	0	0	0	**81**
4:00 PM	0	58	6	1	0	0	1	0	0	0	0	0	0	**66**
4:15 PM	0	99	7	4	2	1	0	0	1	0	0	0	0	**114**
4:30 PM	0	98	4	2	1	1	0	0	0	0	0	0	0	**106**
4:45 PM	0	89	5	0	0	1	0	0	0	0	0	0	0	**95**
5:00 PM	0	87	3	0	1	0	0	0	0	0	0	0	0	**91**
5:15 PM	0	88	3	0	0	0	0	0	1	0	0	0	0	**92**
5:30 PM	0	90	3	0	0	0	0	0	0	0	0	0	0	**93**
5:45 PM	0	81	3	0	1	0	0	0	0	0	0	0	0	**85**
6:00 PM	0	82	1	0	0	1	0	0	0	0	0	0	0	**84**
6:15 PM	0	54	1	0	0	0	0	0	0	0	0	0	0	**55**
6:30 PM	0	59	0	0	0	0	0	0	0	0	0	0	0	**59**
6:45 PM	0	57	2	0	1	0	0	0	1	0	0	0	0	**61**
7:00 PM	0	53	1	0	1	0	0	0	1	0	0	0	0	**56**
7:15 PM	0	57	1	0	0	0	0	0	0	0	0	0	0	**58**
7:30 PM	0	44	2	1	1	0	0	0	0	0	0	0	0	**48**
7:45 PM	0	45	0	0	0	0	0	0	0	0	0	0	0	**45**
8:00 PM	0	47	0	0	0	0	0	0	0	0	0	0	0	**47**
8:15 PM	0	38	0	0	0	0	0	0	1	0	0	0	0	**39**
8:30 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**
8:45 PM	0	38	1	0	0	0	0	0	1	0	0	0	0	**40**
9:00 PM	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**
9:15 PM	0	38	0	0	0	0	0	0	1	0	0	0	0	**39**
9:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
9:45 PM	0	27	0	0	0	0	0	0	1	0	0	0	0	**28**
10:00 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
10:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
10:30 PM	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**
10:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	**23**
11:00 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**

E St Bernard Hwy at W Smith Dwy 1 - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W SMITH DWY 1 WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	8	0	7	1	0	0	0	0	0	0	0	0	**16**
7:15 AM	0	17	2	2	0	0	0	0	0	0	0	0	0	**21**
7:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
7:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
2:30 PM	0	17	0	8	0	0	0	0	0	0	0	0	0	**25**
2:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
3:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	3	1	2	0	0	0	0	0	0	0	0	0	**6**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	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	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at W Smith Dwy 1 - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W SMITH DWY 1 WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Smith Dwy 1 - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
4:00 AM	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**
4:15 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**
4:30 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**
4:45 AM	0	16	2	0	0	1	0	0	0	0	0	0	0	**19**
5:00 AM	0	32	5	0	0	1	0	0	0	0	0	0	0	**38**
5:15 AM	0	35	5	0	1	1	1	0	1	0	0	0	0	**44**
5:30 AM	0	44	4	0	0	0	0	0	0	0	0	0	0	**48**
5:45 AM	0	48	8	0	0	0	0	0	0	0	0	0	0	**56**
6:00 AM	0	63	15	0	1	1	0	0	1	0	0	0	0	**81**
6:15 AM	0	50	7	0	0	0	0	0	0	0	0	0	0	**57**
6:30 AM	0	64	9	2	0	1	0	0	0	0	0	0	0	**76**
6:45 AM	0	91	11	3	0	0	0	0	1	0	0	0	0	**106**
7:00 AM	0	80	26	4	0	0	0	0	0	0	0	0	0	**110**
7:15 AM	0	85	33	0	1	5	0	0	2	0	0	0	0	**126**
7:30 AM	1	40	19	0	1	0	1	0	0	0	0	0	0	**62**
7:45 AM	0	95	37	0	1	1	0	0	1	0	0	0	0	**135**
8:00 AM	1	86	31	0	1	0	0	0	0	0	0	0	0	**119**
8:15 AM	0	63	17	2	2	0	0	0	0	0	0	0	0	**84**
8:30 AM	1	60	12	1	1	0	0	0	0	0	0	0	0	**75**
8:45 AM	0	46	22	0	0	0	0	0	1	0	0	0	0	**69**
9:00 AM	0	40	24	2	1	0	0	0	0	0	0	0	0	**67**
9:15 AM	0	44	13	0	2	0	0	0	1	0	0	0	0	**60**
9:30 AM	0	37	18	0	1	0	1	0	1	0	0	0	0	**58**
9:45 AM	1	36	15	0	2	0	0	0	0	0	0	0	0	**54**
10:00 AM	0	38	21	0	1	1	0	0	1	0	0	0	0	**62**
10:15 AM	0	29	23	0	0	1	0	0	0	0	0	0	0	**53**
10:30 AM	0	34	13	1	1	0	0	0	0	0	0	0	0	**49**
10:45 AM	0	34	23	0	0	1	0	0	0	0	0	0	0	**58**
11:00 AM	0	41	28	1	0	0	0	0	1	0	0	0	0	**71**
11:15 AM	0	49	23	1	0	0	0	0	2	0	0	0	0	**75**
11:30 AM	0	23	25	0	0	1	0	0	2	0	0	0	0	**51**
11:45 AM	0	52	7	0	0	0	0	0	1	0	0	0	0	**60**
12:00 PM	0	35	29	0	0	0	0	0	0	0	0	0	0	**64**
12:15 PM	1	41	38	0	4	0	0	0	1	0	0	0	0	**85**
12:30 PM	0	67	6	0	4	0	0	0	0	0	0	0	0	**77**
12:45 PM	0	58	10	0	1	1	0	1	1	0	0	0	0	**72**
1:00 PM	0	59	2	2	1	0	0	0	1	0	0	0	0	**65**
1:15 PM	0	57	1	1	1	0	0	1	0	0	0	0	0	**61**
1:30 PM	0	80	2	1	0	1	0	0	0	0	0	0	0	**84**
1:45 PM	0	76	3	2	3	0	0	1	0	0	0	0	0	**85**
2:00 PM	0	87	1	2	3	0	0	0	0	0	0	0	0	**93**
2:15 PM	0	57	3	0	1	0	0	0	0	0	0	0	0	**61**
2:30 PM	0	78	1	3	0	0	0	1	0	0	0	0	0	**83**
2:45 PM	0	51	0	1	1	0	0	0	0	0	0	0	0	**53**
3:00 PM	0	84	2	2	1	0	0	1	2	0	0	0	0	**92**
3:15 PM	0	104	3	0	0	0	0	1	0	0	0	0	0	**108**
3:30 PM	1	102	3	0	0	0	0	0	2	0	0	0	0	**108**
3:45 PM	0	78	2	1	1	0	0	0	2	0	0	0	0	**84**
4:00 PM	0	78	3	0	0	0	0	0	1	0	0	0	0	**82**
4:15 PM	0	101	5	1	2	0	1	0	1	0	0	0	0	**111**
4:30 PM	0	59	11	0	0	1	1	0	1	0	0	0	0	**73**
4:45 PM	0	68	7	0	2	0	0	0	0	0	0	0	0	**77**
5:00 PM	0	80	16	1	0	0	0	0	2	0	0	0	0	**99**
5:15 PM	0	88	9	0	0	1	0	0	2	0	0	0	0	**100**
5:30 PM	0	65	9	0	0	0	0	0	0	0	0	0	0	**74**
5:45 PM	0	67	5	0	0	0	0	0	0	0	0	0	0	**72**
6:00 PM	0	79	8	0	0	1	0	0	0	0	0	0	0	**88**
6:15 PM	0	54	7	0	0	0	0	0	1	0	0	0	0	**62**
6:30 PM	0	72	3	0	0	0	0	0	0	0	0	0	0	**75**
6:45 PM	0	48	5	1	0	1	0	0	0	0	0	0	0	**55**
7:00 PM	0	66	11	0	0	1	0	0	0	0	0	0	0	**78**
7:15 PM	0	60	3	0	0	0	0	0	0	0	0	0	0	**63**
7:30 PM	1	64	9	0	1	0	0	0	0	0	0	0	0	**75**
7:45 PM	0	67	7	0	0	0	0	0	0	0	0	0	0	**74**
8:00 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	**41**
8:15 PM	1	37	1	0	0	0	0	0	0	0	0	0	0	**39**
8:30 PM	0	28	2	0	1	0	0	0	0	0	0	0	0	**31**
8:45 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	**32**
9:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
9:15 PM	0	18	4	0	0	0	0	0	1	0	0	0	0	**23**
9:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**
9:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
10:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
10:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
10:45 PM	0	16	1	0	0	0	0	0	1	0	0	0	0	**18**
11:00 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
11:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**

E St Bernard Hwy at Smith Dwy 1 - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at W Smith Dwy **1** - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	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	0	**1**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at W Smith Dwy **1** - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

	E ST BERNARD HWY SOUTBOUND THRU													
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:30 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	**7**
3:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
4:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
4:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
4:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	**7**
5:00 AM	0	10	4	0	1	1	0	0	0	0	0	0	0	**16**
5:15 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	**23**
5:30 AM	0	26	4	0	0	0	0	0	0	0	0	0	0	**30**
5:45 AM	0	37	7	0	1	0	0	0	0	0	0	0	0	**45**
6:00 AM	0	24	6	1	0	0	1	0	1	0	0	0	0	**33**
6:15 AM	0	35	9	2	0	0	0	0	1	0	0	0	0	**47**
6:30 AM	0	32	4	2	0	0	0	0	1	0	0	0	0	**39**
6:45 AM	0	37	4	1	2	0	0	0	0	0	0	0	0	**44**
7:00 AM	0	42	7	9	0	1	0	0	0	0	0	0	0	**59**
7:15 AM	1	49	10	3	0	1	0	0	0	0	0	0	0	**64**
7:30 AM	0	89	13	3	1	0	0	0	0	0	0	0	0	**106**
7:45 AM	0	67	19	1	0	0	0	0	0	0	0	0	0	**87**
8:00 AM	0	51	11	0	1	0	0	0	0	1	0	0	0	**64**
8:15 AM	0	51	8	0	0	1	0	0	0	0	0	0	0	**60**
8:30 AM	0	45	5	1	1	0	0	0	0	10	0	0	0	**62**
8:45 AM	0	39	6	1	4	0	0	0	0	0	0	0	0	**50**
9:00 AM	1	43	6	1	1	0	0	0	0	0	0	0	0	**52**
9:15 AM	0	29	7	0	4	0	0	1	0	0	0	0	0	**41**
9:30 AM	0	36	6	1	0	0	0	0	2	0	0	0	0	**45**
9:45 AM	1	43	4	0	0	2	0	0	2	0	0	0	0	**52**
10:00 AM	0	44	7	0	0	1	1	0	0	1	0	0	0	**54**
10:15 AM	0	48	6	0	2	0	0	0	1	1	0	0	0	**58**
10:30 AM	0	36	7	1	0	0	0	0	0	0	0	0	0	**44**
10:45 AM	0	33	8	0	0	1	0	1	0	0	0	0	0	**43**
11:00 AM	0	39	9	0	2	0	0	0	1	1	0	0	0	**52**
11:15 AM	0	37	6	1	0	1	1	1	0	0	0	0	0	**47**
11:30 AM	0	42	18	1	0	0	0	0	0	0	0	0	0	**61**
11:45 AM	0	44	11	1	1	0	0	1	0	0	0	0	0	**58**
12:00 PM	0	57	2	0	1	0	0	0	2	0	0	0	0	**62**
12:15 PM	0	52	1	0	0	1	0	0	1	0	0	0	0	**55**
12:30 PM	2	52	2	1	0	0	0	0	2	0	0	0	0	**59**
12:45 PM	0	71	0	0	2	0	0	0	0	0	0	0	0	**73**
1:00 PM	0	60	2	0	0	0	0	0	1	0	0	0	0	**63**
1:15 PM	0	65	3	1	1	1	0	0	0	0	0	0	0	**71**
1:30 PM	0	70	2	0	0	0	0	0	4	0	0	0	0	**76**
1:45 PM	0	57	6	2	1	0	0	0	0	0	0	0	0	**66**
2:00 PM	0	82	4	4	0	0	0	0	0	0	0	0	0	**90**
2:15 PM	0	76	4	7	0	0	0	0	0	0	0	0	0	**87**
2:30 PM	0	79	1	1	1	0	0	0	0	0	0	0	0	**82**
2:45 PM	1	73	4	5	1	0	0	0	2	0	0	0	0	**86**
3:00 PM	0	68	5	0	1	0	0	0	2	0	0	0	0	**76**
3:15 PM	1	99	4	0	2	0	0	0	1	0	0	0	0	**107**
3:30 PM	0	92	4	0	3	0	0	0	1	0	0	0	0	**100**
3:45 PM	0	78	19	0	0	0	0	0	1	0	0	0	0	**98**
4:00 PM	1	68	16	0	0	0	1	0	0	0	0	0	0	**86**
4:15 PM	0	99	22	0	1	2	0	0	1	0	0	0	0	**125**
4:30 PM	0	107	5	0	2	0	0	0	0	0	0	0	0	**114**
4:45 PM	0	90	17	0	0	0	0	0	0	0	0	0	0	**107**
5:00 PM	0	108	2	0	1	0	0	0	0	0	0	0	0	**111**
5:15 PM	1	104	3	0	1	0	0	0	0	0	0	0	0	**109**
5:30 PM	0	104	4	0	1	0	0	0	0	0	0	0	0	**109**
5:45 PM	0	101	8	1	0	0	0	0	0	0	0	0	0	**110**
6:00 PM	0	96	5	0	0	0	0	0	0	0	0	0	0	**101**
6:15 PM	0	70	3	0	0	0	0	0	0	0	0	0	0	**73**
6:30 PM	0	66	3	0	0	0	0	0	0	0	0	0	0	**69**
6:45 PM	0	64	1	0	0	0	0	0	1	0	0	0	0	**66**
7:00 PM	0	66	1	0	0	0	0	0	1	0	0	0	0	**68**
7:15 PM	0	63	1	0	0	0	0	0	0	0	0	0	0	**64**
7:30 PM	0	57	2	0	0	0	0	0	0	0	0	0	0	**59**
7:45 PM	1	57	5	0	1	0	0	0	0	0	0	0	0	**64**
8:00 PM	0	62	4	0	0	0	0	0	0	0	0	0	0	**66**
8:15 PM	0	36	3	0	0	0	0	0	1	0	0	0	0	**40**
8:30 PM	0	44	6	0	0	0	0	0	0	0	0	0	0	**50**
8:45 PM	0	41	6	0	1	0	0	0	0	0	0	0	0	**48**
9:00 PM	0	33	6	0	0	0	0	0	0	0	0	0	0	**39**
9:15 PM	0	36	3	0	0	0	0	0	1	0	0	0	0	**40**
9:30 PM	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**
9:45 PM	0	29	1	0	0	0	0	0	1	0	0	0	0	**31**
10:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
10:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:30 PM	0	23	0	0	0	0	0	0	1	0	0	0	0	**24**
10:45 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
11:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
11:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
11:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**

E St Bernard Hwy at W Smith Dwy 2 - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W SMITH DWY 2 WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at W Smith Dwy 2 - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

W SMITH DWY 2 WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
9:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Smith Dwy 2 - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
4:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**
4:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
4:30 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
4:45 AM	0	18	0	0	1	0	0	0	0	0	0	0	0	**19**
5:00 AM	0	35	2	0	0	1	0	0	0	0	0	0	0	**38**
5:15 AM	0	38	2	0	1	1	0	0	1	0	0	0	0	**43**
5:30 AM	0	49	0	0	0	0	0	0	0	0	0	0	0	**49**
5:45 AM	0	57	0	0	0	0	0	0	0	0	0	0	0	**57**
6:00 AM	0	78	1	0	0	1	0	0	1	0	0	0	0	**81**
6:15 AM	0	55	2	0	0	0	0	0	0	0	0	0	0	**57**
6:30 AM	0	68	3	2	0	1	0	0	0	0	0	0	0	**74**
6:45 AM	0	102	3	3	1	0	0	0	1	0	0	0	0	**110**
7:00 AM	0	95	2	3	0	0	0	0	0	0	0	0	0	**100**
7:15 AM	0	103	0	0	3	2	0	1	1	0	0	0	0	**110**
7:30 AM	1	66	1	1	1	0	0	0	0	0	0	0	0	**70**
7:45 AM	0	129	3	0	0	1	0	0	1	0	0	0	0	**134**
8:00 AM	0	119	2	0	1	0	0	0	0	0	0	0	0	**122**
8:15 AM	0	73	3	2	0	0	0	0	0	0	0	0	0	**78**
8:30 AM	1	70	0	1	2	0	0	0	0	0	0	0	0	**74**
8:45 AM	0	66	1	0	0	0	0	0	1	0	0	0	0	**68**
9:00 AM	0	57	3	1	3	0	0	0	1	0	0	0	0	**65**
9:15 AM	0	48	2	0	3	0	0	0	1	0	0	0	0	**54**
9:30 AM	0	49	3	0	1	0	0	1	1	0	0	0	0	**55**
9:45 AM	1	46	3	0	2	0	0	0	0	0	0	0	0	**52**
10:00 AM	0	57	2	0	1	1	0	0	0	0	0	0	0	**61**
10:15 AM	0	53	0	0	1	1	0	0	0	0	0	0	0	**55**
10:30 AM	0	44	2	1	1	0	0	0	0	0	0	0	0	**48**
10:45 AM	0	54	2	0	1	1	0	0	0	0	0	0	0	**58**
11:00 AM	0	67	1	1	1	0	0	0	1	0	0	0	0	**71**
11:15 AM	0	63	4	1	3	0	0	0	2	0	0	0	0	**73**
11:30 AM	0	45	2	0	1	1	0	0	1	1	0	0	0	**51**
11:45 AM	0	57	2	0	0	0	0	0	1	0	0	0	0	**60**
12:00 PM	0	63	0	0	1	0	0	0	0	0	0	0	0	**64**
12:15 PM	1	73	5	0	3	0	1	0	1	0	0	0	0	**84**
12:30 PM	0	70	3	1	2	0	0	0	1	0	0	0	0	**77**
12:45 PM	0	65	2	0	2	1	0	0	2	0	0	0	0	**72**
1:00 PM	0	55	3	2	0	2	0	0	1	0	0	0	0	**63**
1:15 PM	0	57	2	1	0	1	0	0	0	1	0	0	0	**62**
1:30 PM	0	73	2	0	1	3	0	0	0	0	0	0	0	**79**
1:45 PM	0	76	1	2	3	1	0	1	0	0	0	0	0	**84**
2:00 PM	0	80	2	1	3	0	0	0	0	0	0	0	0	**86**
2:15 PM	0	57	0	1	1	0	0	0	1	0	0	0	0	**60**
2:30 PM	0	76	2	1	0	0	0	0	0	0	0	0	0	**79**
2:45 PM	0	50	0	1	1	0	0	0	0	0	0	0	0	**52**
3:00 PM	0	82	1	2	1	0	0	0	2	0	0	0	0	**88**
3:15 PM	1	102	3	0	0	0	0	0	0	0	0	0	0	**106**
3:30 PM	1	101	0	0	0	0	0	0	2	0	0	0	0	**104**
3:45 PM	0	78	0	1	1	0	0	0	1	0	0	0	0	**81**
4:00 PM	0	83	2	0	0	1	0	0	0	0	0	0	0	**86**
4:15 PM	0	100	2	1	1	1	0	1	0	0	0	0	0	**106**
4:30 PM	0	72	0	0	0	1	1	0	1	0	0	0	0	**75**
4:45 PM	0	74	0	0	2	0	0	0	0	0	0	0	0	**76**
5:00 PM	0	83	2	1	0	0	0	0	2	0	0	0	0	**88**
5:15 PM	0	93	2	0	0	1	0	0	0	0	0	0	0	**96**
5:30 PM	0	75	1	0	0	0	0	0	0	0	0	0	0	**76**
5:45 PM	0	71	0	0	0	0	0	0	0	0	0	0	0	**71**
6:00 PM	0	85	0	0	0	1	0	0	0	0	0	0	0	**86**
6:15 PM	0	61	0	0	0	0	0	0	1	0	0	0	0	**62**
6:30 PM	1	76	0	0	0	0	0	0	0	0	0	0	0	**77**
6:45 PM	0	54	0	1	1	0	0	0	0	0	0	0	0	**56**
7:00 PM	0	75	1	0	0	1	0	0	0	0	0	0	0	**77**
7:15 PM	0	63	0	0	0	0	0	0	0	0	0	0	0	**63**
7:30 PM	1	74	0	0	1	0	0	0	0	0	0	0	0	**76**
7:45 PM	0	73	1	0	0	0	0	0	0	0	0	0	0	**74**
8:00 PM	0	39	0	0	0	0	0	0	0	0	0	0	0	**39**
8:15 PM	0	36	0	0	0	0	0	0	0	0	0	0	0	**36**
8:30 PM	0	28	0	0	1	0	0	0	0	0	0	0	0	**29**
8:45 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	**33**
9:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	**18**
9:15 PM	0	21	0	0	0	0	0	0	1	0	0	0	0	**22**
9:30 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	**21**
9:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
10:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
10:15 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	**11**
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:45 PM	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**
11:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	**26**
11:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
11:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**

E St Bernard Hwy at Smith Dwy 2 - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	**2**
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	**1**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Smith Dwy 2 - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	**Total**
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at W Smith Dwy 2 - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	**6**
7:00 AM	0	20	1	8	0	0	0	0	0	0	0	0	0	**29**
7:15 AM	0	22	2	2	0	0	0	0	0	0	0	0	0	**26**
7:30 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	**24**
7:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:45 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	**6**
9:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	**8**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:45 PM	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
2:00 PM	0	2	1	3	0	0	0	0	0	0	0	0	0	**6**
2:15 PM	0	8	0	3	0	0	0	0	0	0	0	0	0	**11**
2:30 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
2:45 PM	0	1	1	1	0	0	0	0	0	0	0	0	0	**3**
3:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at W Smith Dwy 2 - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7
3:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
4:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
4:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
5:00 AM	0	14	3	0	1	1	0	0	0	0	0	0	0	19
5:15 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
5:30 AM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
5:45 AM	0	41	2	0	1	0	0	0	0	0	0	0	0	44
6:00 AM	0	26	6	1	0	0	0	0	1	0	0	0	0	34
6:15 AM	0	35	3	2	0	0	0	0	1	0	0	0	0	41
6:30 AM	0	30	4	2	0	0	0	0	1	0	0	0	0	37
6:45 AM	0	34	3	0	2	0	0	1	0	0	0	0	0	40
7:00 AM	0	26	2	1	1	0	0	0	0	0	0	0	0	30
7:15 AM	1	35	6	2	0	1	0	0	0	0	0	0	0	45
7:30 AM	0	65	15	3	1	0	0	0	0	0	0	0	0	84
7:45 AM	0	64	20	1	0	0	0	0	0	0	0	0	0	85
8:00 AM	0	37	19	0	1	0	0	0	1	0	0	0	0	58
8:15 AM	0	39	17	0	0	1	0	0	0	0	0	0	0	57
8:30 AM	0	35	12	1	1	0	0	0	0	1	0	0	0	50
8:45 AM	0	28	11	0	4	0	0	0	0	0	0	0	0	43
9:00 AM	1	28	17	0	1	0	0	0	1	0	0	0	0	48
9:15 AM	0	22	10	0	3	0	0	1	0	0	0	0	0	36
9:30 AM	0	26	17	1	0	0	0	0	2	0	0	0	0	46
9:45 AM	1	32	10	0	0	2	0	0	2	0	0	0	0	47
10:00 AM	0	35	17	0	1	1	1	0	0	1	0	0	0	56
10:15 AM	0	38	13	0	2	0	0	0	1	1	0	0	0	55
10:30 AM	0	34	9	1	0	0	0	0	0	0	0	0	0	44
10:45 AM	0	31	11	0	1	2	0	0	0	0	0	0	0	45
11:00 AM	0	22	22	0	2	0	0	0	1	1	0	0	0	48
11:15 AM	0	30	11	1	1	1	0	1	0	0	0	0	0	45
11:30 AM	0	41	19	1	0	0	0	0	0	0	0	0	0	61
11:45 AM	0	45	11	0	2	0	0	1	0	0	0	0	0	59
12:00 PM	0	44	13	0	2	1	1	1	0	0	0	0	0	62
12:15 PM	0	39	12	0	1	1	0	1	0	0	0	0	0	54
12:30 PM	1	44	12	1	0	0	0	1	1	0	0	0	0	60
12:45 PM	0	54	10	0	3	0	0	0	0	0	0	0	0	67
1:00 PM	1	51	9	0	0	0	0	0	0	0	0	0	0	61
1:15 PM	0	48	16	0	2	0	0	0	0	1	0	0	0	67
1:30 PM	0	49	16	0	0	0	1	2	1	0	0	0	0	69
1:45 PM	0	40	20	1	2	0	0	0	0	0	0	0	0	63
2:00 PM	0	54	30	1	0	0	0	0	0	0	0	0	0	85
2:15 PM	0	60	13	4	1	0	0	0	0	0	0	0	0	78
2:30 PM	0	63	19	0	1	0	0	0	0	0	0	0	0	83
2:45 PM	1	54	24	4	0	1	1	1	0	0	0	0	0	86
3:00 PM	0	53	19	0	1	0	0	2	0	0	0	0	0	75
3:15 PM	1	77	24	0	1	2	0	0	1	0	0	0	0	106
3:30 PM	0	68	25	0	3	0	0	1	0	0	0	0	0	97
3:45 PM	0	60	36	1	0	0	0	0	0	1	0	0	0	98
4:00 PM	1	54	29	0	0	0	1	0	0	0	0	0	0	85
4:15 PM	0	81	41	0	1	2	0	0	1	0	0	0	0	126
4:30 PM	0	70	45	1	2	0	0	0	0	0	0	0	0	118
4:45 PM	0	70	37	1	0	1	0	0	0	0	0	0	0	109
5:00 PM	1	81	31	0	0	0	0	0	0	0	0	0	0	113
5:15 PM	1	70	36	0	0	1	0	0	0	0	0	0	0	108
5:30 PM	0	78	33	0	0	0	0	0	0	0	0	0	0	111
5:45 PM	0	71	41	0	1	0	0	0	0	0	0	0	0	113
6:00 PM	0	74	22	0	0	1	0	0	0	0	0	0	0	97
6:15 PM	0	51	23	0	0	0	0	0	0	0	0	0	0	74
6:30 PM	0	43	28	0	0	0	0	0	0	0	0	0	0	71
6:45 PM	0	55	17	1	0	0	0	1	0	0	0	0	0	74
7:00 PM	0	45	18	0	1	0	0	0	1	0	0	0	0	65
7:15 PM	0	43	22	0	0	0	0	0	0	0	0	0	0	65
7:30 PM	0	42	15	1	1	0	0	0	0	0	0	0	0	59
7:45 PM	0	54	12	0	0	0	0	0	0	0	0	0	0	66
8:00 PM	0	51	12	0	0	0	0	0	0	0	0	0	0	63
8:15 PM	0	37	3	0	1	0	0	0	1	0	0	0	0	42
8:30 PM	0	37	8	0	0	0	0	0	0	0	0	0	0	45
8:45 PM	0	39	7	0	0	0	0	0	0	0	0	0	0	46
9:00 PM	0	33	6	0	0	0	0	0	0	0	0	0	0	39
9:15 PM	0	35	4	0	0	0	0	0	1	0	0	0	0	40
9:30 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
9:45 PM	0	28	2	0	0	0	0	0	1	0	0	0	0	31
10:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	28
10:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
10:30 PM	0	20	2	0	0	0	0	0	1	0	0	0	0	23
10:45 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
11:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11

E St Bernard Hwy at W Smith Dwy 2 - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTHBOUND U-TURN														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axl Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PRIVATE RESIDENTIAL HWY EASTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Eastbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

PRIVATE RESIDENTIAL HWY EASTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

RIVERBEND DR WESTBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	**2**
11:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
5:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
6:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

RIVERBEND DR WESTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Westbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

RIVERBEND DR WESTBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 AM	1	6	1	0	0	0	0	0	0	0	0	0	0	**8**
6:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
6:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
7:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
7:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
7:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**
8:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
8:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
9:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
10:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
10:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
11:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
11:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
12:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
12:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
12:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
1:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
1:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
2:00 PM	0	1	3	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	**5**
2:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
2:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
3:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**
3:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
3:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
4:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**
4:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	**7**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
6:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
6:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
8:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
3:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
4:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
4:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
4:30 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	**21**
4:45 AM	0	16	1	0	0	0	1	0	0	0	0	0	0	**18**
5:00 AM	0	34	3	0	0	1	0	0	0	0	0	0	0	**38**
5:15 AM	0	33	5	0	1	2	0	0	1	0	0	0	0	**42**
5:30 AM	0	43	9	0	0	0	0	0	0	0	0	0	0	**52**
5:45 AM	0	39	6	0	0	0	0	0	0	0	0	0	0	**45**
6:00 AM	0	62	9	0	1	1	0	0	1	0	0	0	0	**74**
6:15 AM	0	50	5	0	0	0	0	0	0	0	0	0	0	**55**
6:30 AM	0	60	4	3	0	0	0	1	0	0	0	0	0	**68**
6:45 AM	0	88	12	3	1	0	0	0	1	0	0	0	0	**105**
7:00 AM	0	90	7	2	0	0	0	0	0	0	0	0	0	**99**
7:15 AM	0	93	3	0	4	1	0	0	1	0	0	0	0	**102**
7:30 AM	1	65	2	1	1	0	0	0	0	0	0	0	0	**70**
7:45 AM	0	121	3	0	0	1	0	0	0	0	0	0	0	**125**
8:00 AM	0	115	6	0	1	0	0	0	0	0	0	0	0	**122**
8:15 AM	0	66	3	2	0	0	0	0	0	0	0	0	0	**71**
8:30 AM	0	65	1	1	1	0	0	0	0	0	0	0	0	**68**
8:45 AM	0	62	2	0	2	0	0	0	0	0	0	0	0	**66**
9:00 AM	0	56	1	1	2	1	0	0	0	0	0	0	0	**61**
9:15 AM	0	46	2	0	1	1	0	0	0	0	0	0	0	**50**
9:30 AM	0	45	5	0	2	1	0	0	0	0	0	0	0	**53**
9:45 AM	0	48	2	0	1	0	0	0	0	0	0	0	0	**51**
10:00 AM	0	54	3	0	0	2	0	0	0	0	0	0	0	**59**
10:15 AM	0	48	3	0	1	1	0	0	0	0	0	0	0	**53**
10:30 AM	0	43	4	1	1	0	0	0	0	0	0	0	0	**49**
10:45 AM	0	47	3	0	0	0	0	0	0	0	0	0	0	**50**
11:00 AM	0	46	21	0	0	1	0	0	0	1	0	0	0	**69**
11:15 AM	0	53	11	1	2	0	0	0	2	0	0	0	0	**69**
11:30 AM	0	38	8	0	1	0	0	0	2	0	0	0	0	**49**
11:45 AM	0	30	18	0	1	0	0	0	1	0	0	0	0	**50**
12:00 PM	0	48	10	0	0	0	0	0	0	0	0	0	0	**58**
12:15 PM	1	61	14	0	3	1	0	0	0	1	0	0	0	**81**
12:30 PM	0	60	8	1	2	0	0	1	0	0	0	0	0	**72**
12:45 PM	0	53	9	1	1	1	0	0	2	0	0	0	0	**67**
1:00 PM	0	47	8	1	1	1	0	0	1	0	0	0	0	**59**
1:15 PM	0	49	5	2	1	0	0	0	1	0	0	0	0	**58**
1:30 PM	0	70	10	0	1	0	0	0	0	0	0	0	0	**81**
1:45 PM	0	68	8	2	2	0	0	1	0	0	0	0	0	**81**
2:00 PM	0	69	10	1	2	0	0	0	0	0	0	0	0	**82**
2:15 PM	0	48	9	2	0	0	0	0	1	0	0	0	0	**60**
2:30 PM	0	63	10	1	0	0	0	0	0	0	0	0	0	**74**
2:45 PM	0	45	6	1	1	0	0	0	0	0	0	0	0	**53**
3:00 PM	0	66	13	2	0	0	0	0	2	0	0	0	0	**83**
3:15 PM	1	92	16	0	0	0	0	0	0	0	0	0	0	**109**
3:30 PM	1	83	14	0	0	0	0	0	2	0	0	0	0	**100**
3:45 PM	0	62	10	3	0	0	0	0	1	0	0	0	0	**76**
4:00 PM	0	75	9	1	0	0	0	0	0	0	0	0	0	**85**
4:15 PM	0	90	8	1	3	0	0	0	1	0	0	0	0	**103**
4:30 PM	0	57	8	0	0	1	1	0	1	0	0	0	0	**68**
4:45 PM	0	64	10	0	1	0	0	0	0	0	0	0	0	**75**
5:00 PM	0	71	11	1	0	0	0	0	2	0	0	0	0	**85**
5:15 PM	0	74	10	0	1	0	0	0	0	0	0	0	0	**85**
5:30 PM	0	58	12	0	0	0	0	0	0	0	0	0	0	**70**
5:45 PM	0	59	8	0	0	0	0	0	0	0	0	0	0	**67**
6:00 PM	0	76	10	0	0	1	0	0	0	0	0	0	0	**87**
6:15 PM	0	50	6	0	0	0	0	0	1	0	0	0	0	**57**
6:30 PM	1	66	5	0	0	0	0	0	0	0	0	0	0	**72**
6:45 PM	0	47	5	1	1	0	0	0	0	0	0	0	0	**54**
7:00 PM	0	59	6	0	0	1	0	0	0	0	0	0	0	**66**
7:15 PM	0	52	4	0	0	0	0	0	0	0	0	0	0	**56**
7:30 PM	1	70	6	0	0	0	0	0	0	0	0	0	0	**77**
7:45 PM	0	59	3	0	1	0	0	0	0	0	0	0	0	**63**
8:00 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	**32**
8:15 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	**32**
8:30 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	**27**
8:45 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**
9:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
9:15 PM	0	22	0	0	0	0	0	0	1	0	0	0	0	**23**
9:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
9:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
10:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
10:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
10:45 PM	0	17	1	0	0	0	0	0	1	0	0	0	0	**19**
11:00 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**
11:15 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
11:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**

E St Bernard Hwy at Riverbend Dr - Northbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY NORTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	**2**
12:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
3:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
3:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
4:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
5:15 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
5:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
5:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
6:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
7:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	**2**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTHBOUND LEFT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	**2**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	**3**
7:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
7:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
8:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
8:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:30 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**
10:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
11:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
11:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	1	4	0	0	0	0	0	0	0	0	0	0	0	**5**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
1:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
2:15 PM	0	3	0	1	0	0	0	0	0	0	0	0	0	**4**
2:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
2:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
3:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
3:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
3:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**
3:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
4:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**
4:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
4:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
4:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
5:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
5:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
5:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
5:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
6:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**
6:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
6:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
7:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
7:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
7:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
7:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
8:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**
8:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
8:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
8:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
9:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
9:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

E St Bernard Hwy at Riverbend Dr - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTBOUND THRU														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**
3:30 AM	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**
3:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
4:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
4:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
4:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
4:45 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	**8**
5:00 AM	0	15	3	0	0	1	0	0	0	0	0	0	0	**19**
5:15 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	**28**
5:30 AM	0	30	0	0	0	0	0	0	0	0	0	0	0	**30**
5:45 AM	0	41	2	0	1	0	0	0	0	0	0	0	0	**44**
6:00 AM	0	24	3	0	0	0	0	0	1	0	0	0	0	**28**
6:15 AM	0	33	6	2	0	0	0	0	1	0	0	0	0	**42**
6:30 AM	0	30	2	1	0	0	0	0	1	0	0	0	0	**34**
6:45 AM	0	35	2	0	2	0	0	0	0	0	0	0	0	**39**
7:00 AM	0	26	1	0	0	1	0	1	0	0	0	0	0	**29**
7:15 AM	1	37	2	2	0	0	0	0	0	0	0	0	0	**42**
7:30 AM	0	65	3	2	1	0	0	0	0	0	0	0	0	**71**
7:45 AM	0	71	6	1	0	0	0	0	0	0	0	0	0	**78**
8:00 AM	0	61	1	0	1	0	0	0	1	0	0	0	0	**64**
8:15 AM	0	45	2	0	0	1	0	0	0	0	0	0	0	**48**
8:30 AM	0	48	2	0	1	0	0	0	0	1	0	0	0	**52**
8:45 AM	0	37	0	1	3	0	0	0	0	0	0	0	0	**41**
9:00 AM	0	41	1	1	2	0	0	0	1	0	0	0	0	**46**
9:15 AM	0	29	4	0	4	0	0	0	0	0	0	0	0	**37**
9:30 AM	0	39	1	1	0	0	0	0	0	0	0	0	0	**41**
9:45 AM	1	43	1	0	0	2	0	0	3	0	0	0	0	**50**
10:00 AM	0	46	2	0	2	1	1	0	0	1	0	0	0	**53**
10:15 AM	0	51	1	0	0	0	0	0	1	1	0	0	0	**54**
10:30 AM	0	39	0	1	0	0	0	0	0	0	0	0	0	**40**
10:45 AM	0	39	0	0	0	1	0	1	0	0	0	0	0	**41**
11:00 AM	0	41	1	0	2	0	0	0	1	1	0	0	0	**46**
11:15 AM	0	39	1	1	1	1	1	0	1	0	0	0	0	**45**
11:30 AM	0	49	3	0	0	0	0	0	0	0	0	0	0	**52**
11:45 AM	0	48	3	0	1	0	0	1	0	0	0	0	0	**53**
12:00 PM	0	55	2	0	2	0	1	0	2	0	0	0	0	**62**
12:15 PM	0	52	2	0	2	1	0	0	1	0	0	0	0	**58**
12:30 PM	0	48	1	1	0	0	0	0	2	0	0	0	0	**52**
12:45 PM	0	69	2	0	1	0	1	0	0	0	0	0	0	**73**
1:00 PM	0	51	3	0	0	0	0	0	0	0	0	0	0	**54**
1:15 PM	0	56	4	1	1	0	0	0	1	0	0	0	0	**63**
1:30 PM	0	67	3	1	0	0	0	0	4	0	0	0	0	**75**
1:45 PM	0	54	2	1	2	0	0	0	0	0	0	0	0	**59**
2:00 PM	0	75	2	0	0	0	0	0	0	0	0	0	0	**77**
2:15 PM	0	76	1	2	1	0	0	0	0	0	0	0	0	**80**
2:30 PM	0	70	2	1	0	0	0	0	0	0	0	0	0	**73**
2:45 PM	0	75	1	3	1	0	0	0	2	0	0	0	0	**82**
3:00 PM	0	66	2	0	1	0	0	0	2	0	0	0	0	**71**
3:15 PM	1	100	3	0	0	0	3	0	1	0	0	0	0	**108**
3:30 PM	0	86	2	0	0	0	1	0	1	0	0	0	0	**90**
3:45 PM	0	81	2	1	1	0	0	0	1	0	0	0	0	**86**
4:00 PM	1	75	2	0	0	0	0	0	0	0	0	0	0	**78**
4:15 PM	0	112	1	0	0	2	0	0	1	0	0	0	0	**116**
4:30 PM	0	98	6	1	2	0	0	0	0	0	0	0	0	**107**
4:45 PM	0	96	0	1	0	0	1	0	0	0	0	0	0	**98**
5:00 PM	1	105	5	0	0	0	0	0	0	0	0	0	0	**111**
5:15 PM	1	95	4	0	0	1	0	0	0	0	0	0	0	**101**
5:30 PM	0	107	0	0	0	0	0	0	0	0	0	0	0	**107**
5:45 PM	0	97	2	0	1	0	0	0	0	0	0	0	0	**100**
6:00 PM	0	93	5	0	0	0	0	0	0	0	0	0	0	**98**
6:15 PM	0	64	5	0	0	0	0	0	0	0	0	0	0	**69**
6:30 PM	0	67	6	0	0	0	0	0	0	0	0	0	0	**73**
6:45 PM	0	62	6	1	0	0	0	0	1	0	0	0	0	**70**
7:00 PM	0	55	2	0	0	0	0	0	1	0	0	0	0	**58**
7:15 PM	0	52	4	0	0	0	0	0	0	0	0	0	0	**56**
7:30 PM	0	55	1	0	1	0	0	0	0	0	0	0	0	**57**
7:45 PM	0	58	2	0	0	0	0	0	0	0	0	0	0	**60**
8:00 PM	0	57	1	0	0	0	0	0	0	0	0	0	0	**58**
8:15 PM	0	33	1	0	0	0	0	0	1	0	0	0	0	**35**
8:30 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	**44**
8:45 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	**39**
9:00 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	**41**
9:15 PM	0	35	0	0	0	0	0	0	1	0	0	0	0	**36**
9:30 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	**28**
9:45 PM	0	26	0	0	0	0	0	0	1	0	0	0	0	**27**
10:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	**24**
10:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
10:30 PM	0	21	0	0	0	0	0	0	1	0	0	0	0	**22**
10:45 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	**25**
11:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
11:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
11:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**

E St Bernard Hwy at Riverbend Dr - Southbound

Turning Movement Count With Vehicle Classes

3/21/2023

23-018 - LIT Terminal

E ST BERNARD HWY SOUTHBOUND RIGHT														
Time	Motorcycles	Cars & Trailers	Pickup	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	**1**
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**

Appendix C
Growth Rate

Appendix C.1 RPC Study Growth Rate Calculations..... C-2

URBAN SYSTEMS inc.

Appendix C
Growth Rate

Appendix C.1 RPC Study Growth Rate Calculations

URBAN SYSTEMS inc.

Background (No Port) Growth Rate Calculation Based on TransCAD Data

Location	Corridor	Segment	TransCAD ID		2015 Daily Volume			2030 Daily Volume (No Port)			2050 Daily Volume (No Port)		
			NB /WB	SB / EB	NB /WB	SB / EB	Combined Volume (ADT)	NB /WB	SB / EB	Combined Volume (ADT)	NB /WB	SB / EB	Combined Volume (ADT)
1	Paris Rd	North of Forty Arpent Canal	4507	4508	8714	8972	17686	9195	9486	18681	10483	10567	21050

Corridor	ADT			Growth Rate	
	2015	2030	2050	2030	2050
Paris Rd / EJP / ESB	17686	18681	21050	*0.37%*	*0.60%*

$I = (F/P)^{(1/n)} - 1$
I = Growth Rate
F = 2030 ADT
P = 2015 ADT
n = 2030 - 2015 = 15

Step 6: To calculate the growth rate, the equation of $F = P(1+i)^n$ is used. Solving for i, the equation becomes $i = (F/P)^{1/n} - 1$, and the calculated growth rate is rounded to 1.39.

$$i = (F/P)^{1/n} - 1$$

F = target year AADT
P = current year AADT,
i = growth rate
n = number of years between target and current years

Source: TEPR

Background (With Port) Growth Rate Calculation Based on TransCAD Data

Location	Corridor	Segment	TransCAD ID		2015 Daily Volume			2030 Daily Volume (With Port)			2050 Daily Volume (With Port)		
			NB /WB	SB / EB	NB /WB	SB / EB	Combined Volume (ADT)	NB /WB	SB / EB	Combined Volume (ADT)	NB /WB	SB / EB	Combined Volume (ADT)
1	Paris Rd	North of Forty Arpent Canal	4507	4508	8714	8972	17686	9606	9801	19407	12072	12317	24389

Corridor	ADT			Growth Rate	
	2015	2030	2050	2030	2050
Paris Rd / EJP / ESB	17686	19407	24389	*0.62%*	*1.15%*

$I = (F/P)^{(1/n)} - 1$
I = Growth Rate
F = 2030 ADT
P = 2015 ADT
n = 2030 - 2015 = 15

Step 6: To calculate the growth rate, the equation of $F = P(1+i)^n$ is used. Solving for i, the equation becomes $i = (F/P)^{1/n} - 1$, and the calculated growth rate is rounded to 1.39.

$$i = (F/P)^{1/n} - 1$$

F = target year AADT
P = current year AADT,
i = growth rate
n = number of years between target and current years

Source: TEPR

Appendix D
Existing Conditions

Appendix D.1 Traffic Signal Inventories..... D-2
Appendix D.2 Existing Conditions Capacity Analysis..... D-48

URBAN SYSTEMS inc.

Appendix D
Existing Conditions

Appendix D.1 Traffic Signal Inventories

URBAN SYSTEMS inc.

TRAFFIC SIGNAL INVENTORY (v3.1)

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 44-036

INTERSECTION:	LA 47 (Paris Rd) @ Old Paris Rd / 40 Arpent Canal Rd	**CTRL SEC:** 148-01	**LOGMILE:** 2.153
CITY: Chalmette	**PARISH:** St. Bernard	**LAT:** 29.958891	**LONG:** -89.955468
SIGNAL TYPE: Semi-Actuated Controller	**INTERCONNECT TYPE:** GPS	**REV. DATE:** 1/31/2018	**INSTALL DATE:** Propsed

SIGNAL WARRANTS: None	**MAINTAINED BY:** DOTD	**CONT. MANUF:** Trafficware	**SYS#:** n/a	**Controller IP:** n/a	
MASTER/ LOCAL: n/a	**MASTER AT TSI #:** n/a	**COORDINATED WITH TSI #'S:** n/a			
ATMS.now DROP:	**ATMS.now PORT:**	**ATMS.now OTHER INFO:**			

TRAFFIC SIGNAL COORDINATION PLANS (PHASING MAY VARY FROM FREE OPERATION)

Ring 1 / Ring 2 / OVERLAP

Int. Times

Phasing

Split	sec
Force Offs	sec
Yield Points	sec
Coord Φ:	
Sequence #:	
Corr. Short:	0%
Corr. Long:	17%
Action:	1

Signal Heads

Pattern/Split: 1

Offset = sec

Max:

Cycle Length: 0

Times of Operation: Mon. - Fri.: Sat.: Sun.:

Notes:

Ring 1 / Ring 2 / OVERLAP

Int. Times

Phasing

Split	sec
Force Offs	sec
Yield Points	sec
Coord Φ:	
Sequence #:	
Corr. Short:	0%
Corr. Long:	17%
Action:	2

Signal Heads

Pattern/Split: 2

Offset = sec

Max:

Cycle Length: 0

Times of Operation: Mon. - Fri.: Sat.: Sun.:

Notes:

Ring 1 / Ring 2 / OVERLAP

Int. Times

Phasing

Split	sec
Force Offs	sec
Yield Points	sec
Coord Φ:	
Sequence #:	
Corr. Short:	0%
Corr. Long:	17%
Action:	3

Signal Heads

Pattern/Split: 3

Offset = sec

Max:

Cycle Length: 0

Times of Operation: Mon. - Fri.: Sat.: Sun.:

TRAFFIC SIGNAL INVENTORY (v3.1)

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 44-036

Intersection: **LA 47 (Paris Rd) @ Old Paris Rd / 40 Arpent Canal Rd**

Phasing Parameters

Phase Mode STD8	**Force Off:** Fixed	Phase #:	1	2	3	4	5	6	7	8
PARAMETER		Movement:	←	↓				↑		→
		RANGE(sec)								
MIN GREEN (MIN I)		0 - 99	**5**	**15**				**15**		**8**
GAP, EXTENSION		0 - 10	**1.5**	**0**				**0**		**2**
MAX GREEN I (MAX I)		0 - 255	**20**	**65**				**65**		**25**
MAX GREEN II (MAX II)		0 - 255								
YELLOW CLEARANCE (YEL)		3 - 7	**5**	**5**				**5**		**5**
RED CLEARANCE (RED)		1 - 4	**1**	**1**				**1**		**1.5**
WALK (WALK)		0 - 100								
PED CLEARANCE (P CLR)		0 - 100								
ADDED INITIAL GREEN		0 - 10								
MAXIMUM INITIAL		0 - 255								
TIME BEFORE REDUCTION		0 - 255								
TIME TO REDUCE		0 - 255								
REDUCE BY		0 - 99								
MINIMUM GAP		0 - 10								
DYNAMIC MAX LIMIT		0 - 255								
DYNAMIC MAX STEP		0 - 25								
RECALL		MIN/MAX		**MAX**				**MAX**		
PEDESTRIAN CALL		ON/OFF								
LOCK CALLS		ON/OFF								
SOFT RECALLS		ON/OFF								
REST IN WALK		ON/OFF								
DUAL ENTRY		ON/OFF								

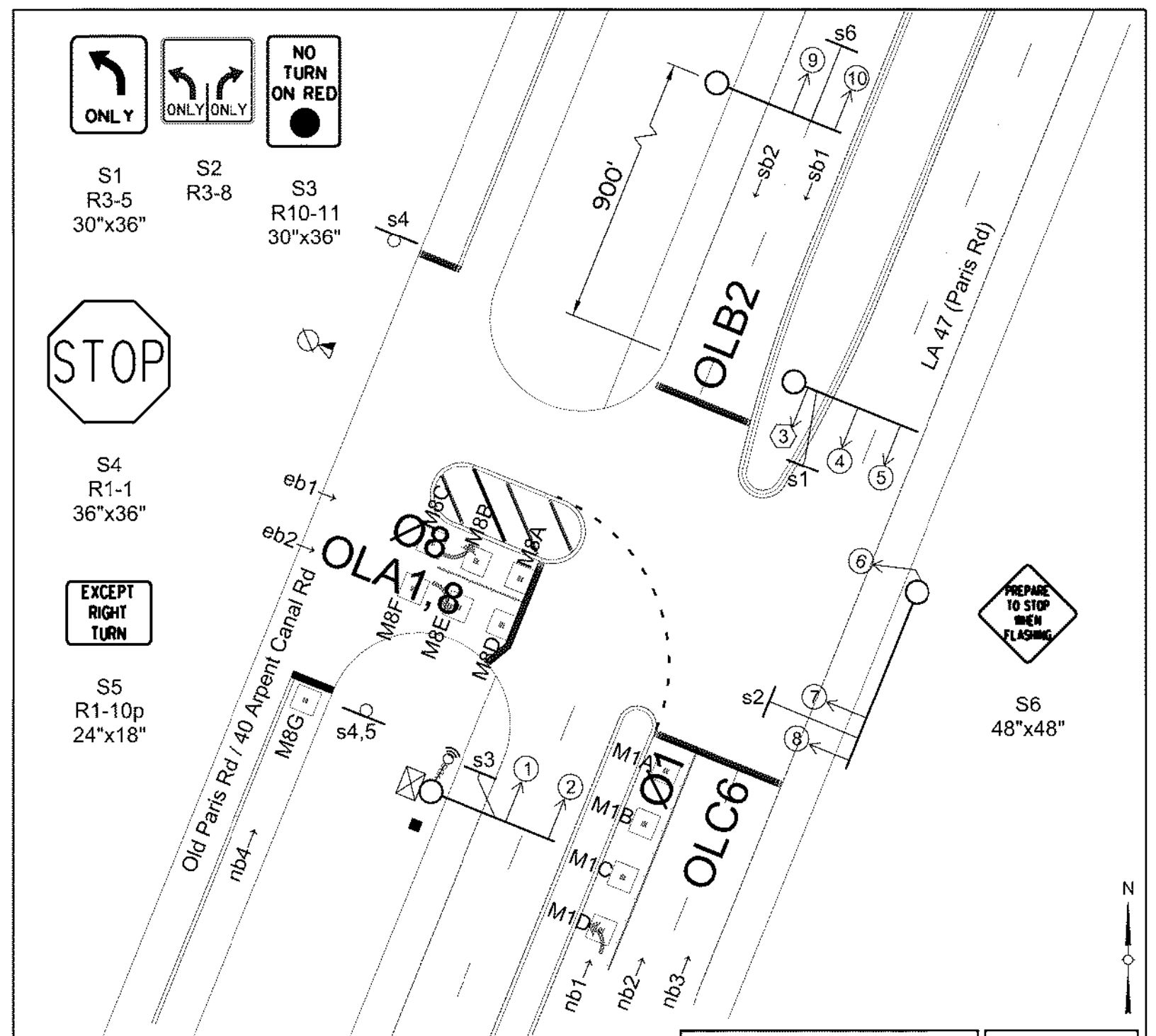
ADDITIONAL SIGNAL CONTROLLER SETTINGS

TRAFFIC SIGNAL FREE OPERATION PHASING WHEN ALL PHASES ARE CALLED

Ring 1	Φ1	Turn	<G	<Y	<R																3
	Φ2		FY	FY	FY		FY	FY	FY	FY	FY	FY									9,10
Ring 2	Φ8	Turn								G	Y	R									6,7,8
OVERLAP	1,8	OLA	G>	Y>	--					G/G>	Y/G>	R/G>									8
	Φ2	OLB				G	G	Y	R												1,2
	Φ6	OLC	G	G	G	G	G	Y	R												4,5
Phasing			Φ1 + Φ6			Φ2 + Φ6				Φ8											Signal Heads
Max: MAX 1																					Pattern/Split: 254
Sequence #: 1																					
Action: 10																					

Times of Operation: Mon. - Fri.: 24 HR Sat.: 24 HR Sun.: 24 HR

Notes: 9 SECOND TRAILING GREEN FOR OVERLAP B & C



BACKPLATES: YES [X] NO [ ]	SIGNAL HEAD HEIGHT: 19 FT	SKETCH OF INTERSECTION	NOT TO SCALE
INTERSECTION: LA 47 @ Old Paris Rd / 40 Arpent Canal Rd		TSI #: 44-036	PAGE 3 OF 8

GM — GROUND MOUNTED CABINET & CONTROLLER
PM — POLE MOUNTED CABINET & CONTROLLER
SIGNAL POWER PEDESTAL W/ DISCONNECT
S1 T — OVERHEAD SIGN & NO
S1 — GROUND MOUNT SIGN & NO
PARALLEL PARKING
POWER SOURCE
WOOD POLE
METAL POLE
UTILITY POLE
MAST ARM
SPAN WIRE
STOP BAR
2 — PEDESTAL MOUNT SIGNAL & NO.
2 — SIGNAL FACE & NO
2 — SIGNAL FACE WITH ARROWS & NO
2 — PEDESTRIAN SIGNAL & NO
PED BUTTON & SIGN
WIRELESS INTERCONNECT
PED CROSS WALK
D4 — LOOP DETECTOR & NO.
D4 — VIDEO DETECTION ZONE & NO
V1 — VIDEO DETECTION
VDS — WIRELESS VDS RECIEVER
M1A — WIRELESS VDS

EXISTING SPEED LIMITS
LA 47 - 55 MPH
40 Arpent Rd - Not Posted

SIGNAL FACES	1,2,4-7	0	3	0	0	0	0	8	0	9,10	0
TOTALS	9	0	1	0	0	0	0	1	0	2	0
	R Y G	R Y G	R Y G	R Y G	R Y G G	R Y G G	R Y Y G G	R Y Y G G	R SY Y G	Y	PED 88

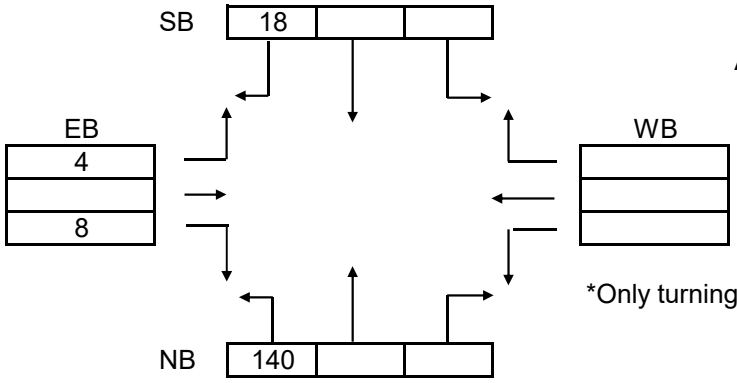
DK = DARK
R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
SY = STEADY YELLOW ARROW
Y = FLASHING YELLOW ARROW

8" = 8" DIA. LENS
12" = 12" DIA. LENS
OP = OPTICALLY PROGRAMED LENS

TRAFFIC SIGNAL INVENTORY (v3.1)	TSI NO. 44-036
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 4 OF 6

Intersection: LA 47 (Paris Rd) @ Old Paris Rd / 40 Arpent Canal Rd

TRAFFIC VOLUMES - VPH

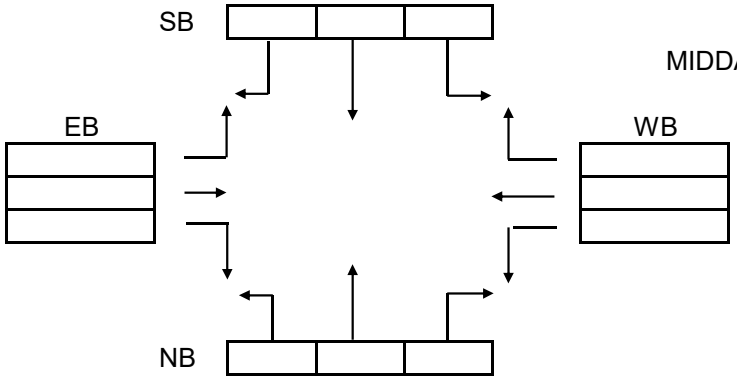


AM PEAK HOUR: 7:45:00 AM to 8:45:00 AM

Count Date: 9/17/2017

PHF:

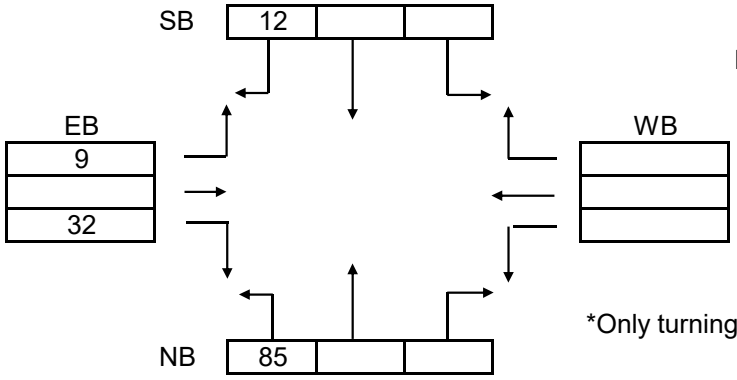
*Only turning movements were counted



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: 3:00:00 PM to 4:00:00 PM

Count Date: 9/17/2017

PHF: _____

*Only turning movements were counted

Comments:

TRAFFIC SIGNAL INVENTORY (v3.1)

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 44-036

PAGE: 5 OF 6

Intersection: **LA 47 (Paris Rd) @ Old Paris Rd / 40 Arpent Canal Rd**

Detection Parameters

Detector #	Eqpt	MFR	Type	Lane #	Phase	Channel	Delay	Extend	Queue	Call	Switch	Sourcing
					(Φ)	(#)	(SEC)	(SEC)	(#)	(Φ)	(Φ)	(#)
M1A	Magnetometer	Trafficware	Stopbar	NB1	Φ1	33						
M1B	Magnetometer	Trafficware	Stopbar	NB1	Φ1	33						
M1C	Magnetometer	Trafficware	Stopbar	NB1	Φ1	33						
M1D	Magnetometer	Trafficware	Stopbar	NB1	Φ1	33						
M8A	Magnetometer	Trafficware	Stopbar	EB1	Φ8	40						
M8B	Magnetometer	Trafficware	Stopbar	EB1	Φ8	40						
M8C	Magnetometer	Trafficware	Stopbar	EB1	Φ8	40						
M8D	Magnetometer	Trafficware	Stopbar	EB2	Φ1	41	10.0				8	
M8E	Magnetometer	Trafficware	Stopbar	EB2	Φ1	41	10.0				8	
M8F	Magnetometer	Trafficware	Stopbar	EB2	Φ1	41	10.0				8	
M8G **	Magnetometer	Trafficware	Setback	NB4	Φ8	42					1	

Notes: ** EXTEND ONLY

TRAFFIC SIGNAL INVENTORY (v3.1)				TSI NO. 44-036
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT				PAGE: 6 OF 6
INTERSECTION: LA 47 (Paris Rd) @ Old Paris Rd / 40 Arpent Canal Rd			**CTRL SEC:** 148-01	**LOGMILE:** 2.153
CITY: Chalmette	**PARISH:** St. Bernard		**LAT:** 29.958891	**LONG:** -89.955468
SIGNAL TYPE: Semi-Actuated Controller	**INTERCONNECT TYPE:** GPS		**REV. DATE:** 1/31/2018	**INSTALL DATE:** Propsed
SIGNAL WARRANTS:	MAINTAINED BY:	CONTROLLER MANUF: Trafficware		SYSTEM #:

Traffic Signal Notes Page

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TRAFFIC SIGNAL INVENTORY

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 44-028

PAGE: 1A OF 6

INTERSECTION: LA 47 (Paris Rd.) @ Virtue St. | **CTRL SEC:** 148-01 | **LOGMILE:**

CITY: Chalmette | **PARISH:** St. Bernard | **LAT:** 29.9552 | **INSTALLATION DATE:**

TYPE SIGNAL: Volume Density Time Based Coordination | **LONG:** -89.9576 | **LAST REVISION DATE:** 09/30/15

PHASES	Φ2 + Φ6			Φ2 + Φ5			Φ4 + Φ8			Φ1 + Φ6										
INTERVALS	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**FL**	
SIGNAL FACES 1	G	Y	R							G	G	G							Y	**Hours of Flashing Operation:** Emergency
2	G	Y	R							G	G	G							Y	
3	G	G	G	G	Y	R													Y	
4	G	G	G	G	Y	R													Y	
5										<G	<Y	R							<Y	
6				<G	<Y	R													<Y	
7							G	Y	R										R	
8							G	Y	R										R	
9							G	Y	R										R	
10							G	Y	R										R	
11							G	Y	R										R	
12							G	Y	R										R	
13																				
14																				
15																				
16																				

TIME	SEC	66.0	4.0	1.0	7.0	4.0	1.0	21.0	3.0	1.0	7.0	4.0	1.0							Offset = 59 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	83		83	83		12	25		25	12		83							

PLAN = 1 CYCLE LENGTH = 120 TIMES OF OPERATION = M-F 4AM-10AM

TIME	SEC	60.0	4.0	1.0	9.0	4.0	1.0	23.0	3.0	1.0	9.0	4.0	1.0							Offset = 74 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	79		79	79		14	27		27	14		79							

PLAN = 2 CYCLE LENGTH = 120 TIMES OF OPERATION = M-F 10AM-2PM

TIME	SEC	69.0	4.0	1.0	7.0	4.0	1.0	18.0	3.0	1.0	7.0	4.0	1.0							Offset = 81 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	86		86	86		12	22		22	12		86							

PLAN = 3 CYCLE LENGTH = 120 TIMES OF OPERATION = M-F 2PM-10PM

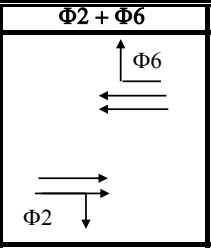
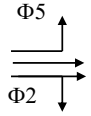
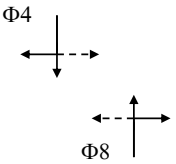
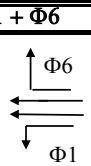
TIME	SEC	60.0	4.0	1.0	9.0	4.0	1.0	23.0	3.0	1.0	9.0	4.0	1.0							Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	79		79	79		14	27		27	14		79							74

PLAN = 4 CYCLE LENGTH = 120 TIMES OF OPERATION = SAT & SUN 6AM-10PM

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6	Φ2 + Φ5	Φ4 + Φ8	Φ1 + Φ6	0	0
					

SIGNAL WARRANTS:	MAINTAINED BY: LADOTD	CONTROLLER MANUF: NAZTEC	SYSTEM #:
MASTER/ SLAVE: LOCAL	MASTER AT TSI #:	COORDINATED WITH TSI #'S:	

TRAFFIC SIGNAL INVENTORY

TSI NO. 44-028

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

PAGE: 1B OF 6

INTERSECTION: LA 47 (Paris Rd.) @ Virtue St. | **CTRL SEC:** 148-01 | **LOGMILE:**

CITY: Chalmette | **PARISH:** St. Bernard | **LAT:** 29.9552 | **INSTALLATION DATE:**

TYPE SIGNAL: Volume Density Time Based Coordination | **LONG:** -89.9576 | **LAST REVISION DATE:** 09/30/15

PHASES	Φ2 + Φ6			Φ2 + Φ5			Φ4 + Φ8			Φ1 + Φ6										
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL	
SIGNAL FACES 1	G	Y	R							G	G	G							Y	Hours of Flashing Operation: Emergency
2	G	Y	R							G	G	G							Y	
3	G	G	G	G	Y	R													Y	
4	G	G	G	G	Y	R													Y	
5										<G	<Y	R							<Y	
6				<G	<Y	R													<Y	
7							G	Y	R										R	
8							G	Y	R										R	
9							G	Y	R										R	
10							G	Y	R										R	
11							G	Y	R										R	
12							G	Y	R										R	
13																				
14																				
15																				
16																				
TIME SEC		4.0	1.0		4.0	1.0		3.0	1.0		4.0	1.0							Offset = 0 sec	
FO SEC																				
YP SEC																				
SPLIT SEC																				

PLAN = 5 CYCLE LENGTH = FREE TIMES OF OPERATION = M-F 12AM-4AM, 10PM-12AM; SAT-SUN 12AM-6AM, 10PM-12AM

TIME SEC																			Offset = sec	
FO SEC																				
YP SEC																				
SPLIT SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME SEC																			Offset = sec	
FO SEC																				
YP SEC																				
SPLIT SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

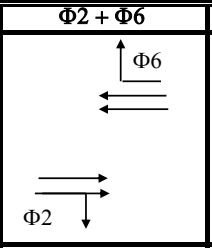
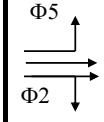
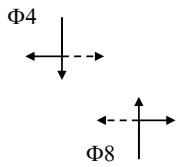
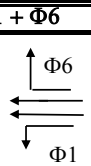
TIME SEC																			Offset = sec	
FO SEC																				
YP SEC																				
SPLIT SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME SEC																			Offset = sec	
FO SEC																				
YP SEC																				
SPLIT SEC																				

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6	Φ2 + Φ5	Φ4 + Φ8	Φ1 + Φ6	0	0
					

SIGNAL WARRANTS: | MAINTAINED BY: LADOTD | CONTROLLER MANUF: NAZTEC | SYSTEM #:

MASTER/ SLAVE: LOCAL | MASTER AT TSI #: | COORDINATED WITH TSI #'S:

TRAFFIC SIGNAL INVENTORY	TSI NO. 44-028
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 6

Intersection: LA 47 (Paris Rd.) @ Virtue St.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description								
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	4.0	4.0		4.0	4.0	4.0		4.0
PASSAGE TIME	0 - 9.9	1.0	4.0		4.0	1.0	4.0		4.0
MAX GREEN I (MAX I)	0 - 99.0	15.0	60.0		30.0	15.0	60.0		30.0
MAX GREEN II (MAX II)	0 - 99.0	15.0	60.0		30.0	15.0	60.0		30.0
YELLOW CLEARANCE (YEL)	3 - 9.9	3.0	4.0	3.5	3.0	3.0	4.0	3.5	3.0
RED CLEARANCE (RED)	0 - 9.9	1.0	1.0		1.0	1.0	1.0		1.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9		2.0				2.0		
TIME TO REDUCE	0 - 99.0		10.0		10.0		10.0		10.0
TIME BEFORE REDUCTION	0 - 99.0		10.0		10.0		10.0		10.0
MIN GAP	0 - 9.9		3.0		3.0		3.0		3.0
MAX INITIAL GREEN	0 - 99		23.0				23.0		
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MIN				MIN		
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

Note 2:

Note 3:

Note 4:

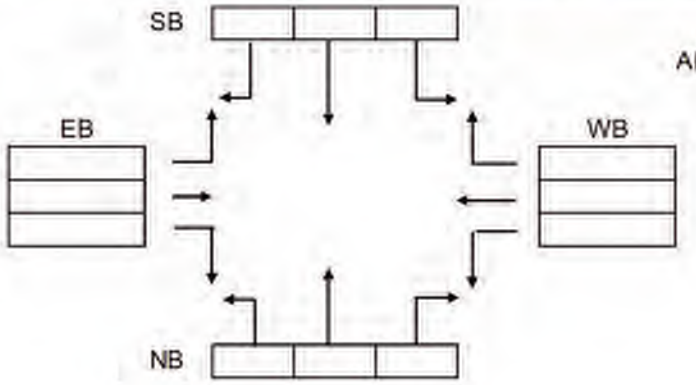
Note 5:

Note 6:



TRAFFIC SIGNAL INVENTORY	TSI NO. 44-028
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 5 OF 6

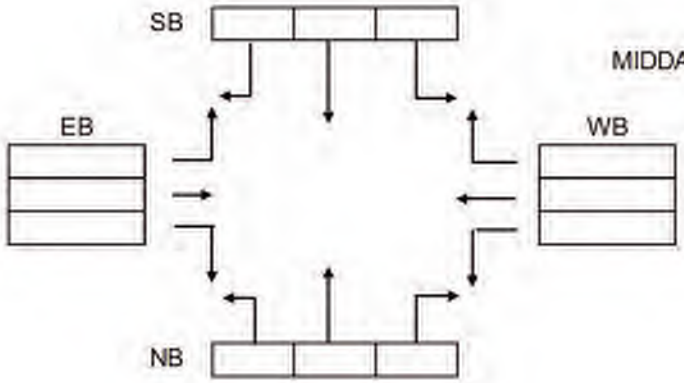
Intersection: LA 47 (Paris Rd.) @ Virtue St.



AM PEAK HOUR: _____ to _____

Count Date: _____

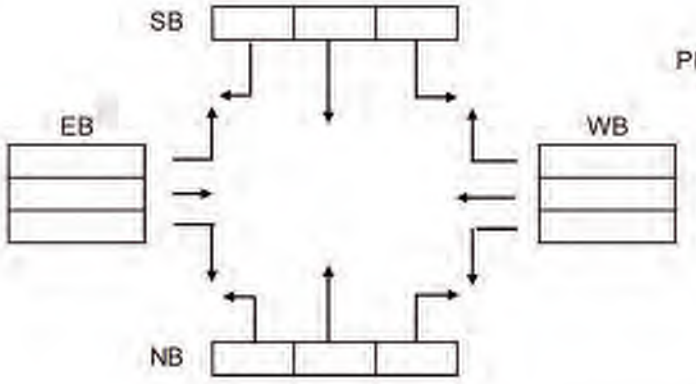
PHF: _____



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type
1	Φ1	Loop	SB1	6x6	4	Stopbar
2A & 2B	Φ2	Loop	NB2 & NB3	6x6	2	Stopbar
2C & 2D	Φ2	Loop	NB2 & NB3	6x6	2	Setback
4	Φ4	Loop	EB1	6x6	4	Stopbar
5	Φ5	Loop	NB1	6x6	4	Stopbar
6A & 6B	Φ6	Loop	SB2 & SB3	6x6	2	Stopbar
6C & 6D	Φ6	Loop	SB2 & SB3	6x6	2	Setback
8	Φ8	Loop	WB1	6x6	4	Stopbar

TRAFFIC SIGNAL INVENTORY

TSI NO. 44-013

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTERSECTION: LA 47 (Paris Rd.) @ Genie St.		**CTRL SEC:** 148-01	**LOGMILE:**
CITY: Chalmette	**PARISH:** St. Bernard	**LAT:** 29.9523	**INSTALLATION DATE:** 10/18/83
TYPE SIGNAL: Volume Density Time Based Coordination		**LONG:** -89.9590	**LAST REVISION DATE:** 10/06/15

PHASES		Φ2 + Φ6			Φ4 + Φ8 + PED				Φ1 + Φ5										
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES	1	G	Y	R																Y
	2	G	Y	R																Y
	3	G	Y	R																Y
	4	G	Y	R																Y
	5	G	Y	R																Y
	6	G	Y	R																Y
	7	G	Y	R																Y
	8	G	Y	R																Y
	9								<G	<Y	R									<Y
	10								<G	<Y	R									<Y
	11				G	G	Y	R												R
	12				G	G	Y	R												R
	13				G	G	Y	R												R
	14				G	G	Y	R												R
	*15	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
	*16	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
	*17	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
	*18	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
TIME	SEC	55.5	4.5	2.0	4.0	33.0	4.0	1.0	9.5	4.5	2.0									Offset = 102 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	62		62	42			42	16		16									

Hours of Flashing Operation: Emergency

PLAN = 1 CYCLE LENGTH = 120 TIMES OF OPERATION = M-F 4AM-10AM

TIME	SEC	55.5	4.5	2.0	4.0	33.0	4.0	1.0	9.5	4.5	2.0									Offset = 65 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	62		62	42			42	16		16									

PLAN = 2 CYCLE LENGTH = 120 TIMES OF OPERATION = M-F 10AM-2PM

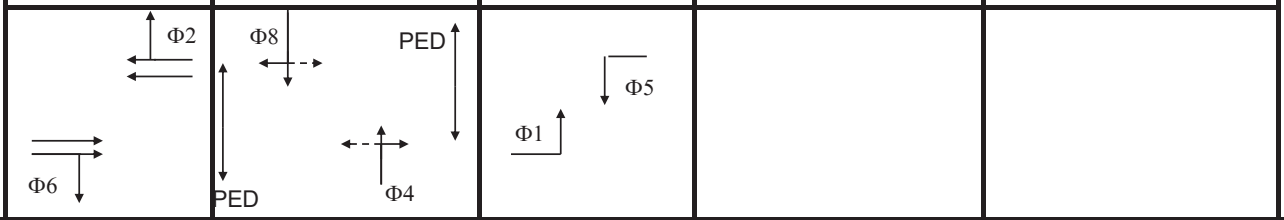
TIME	SEC	59.5	4.5	2.0	4.0	25.0	4.0	1.0	13.5	4.5	2.0									Offset = 52 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC	66		66	34			34	20		20									

PLAN = 3 CYCLE LENGTH = 120 TIMES OF OPERATION = M-F 2PM-10PM

TIME	SEC	55.5	4.5	2.0	4.0	33.0	4.0	1.0	9.5	4.5	2.0									Offset = 65 sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = 4 CYCLE LENGTH = 120 TIMES OF OPERATION = SAT-SUN 6AM-10PM

PHASING SEQUENCE



SIGNAL WARRANTS:	MAINTAINED BY: LADOTD	CONTROLLER MANUF: NAZTEC	SYSTEM #:
MASTER/ SLAVE: LOCAL	MASTER AT TSI #:	COORDINATED WITH TSI #'S:	

TRAFFIC SIGNAL INVENTORY

TSI NO. 44-013

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTERSECTION: LA 47 (Paris Rd.) @ Genie St. | **CTRL SEC:** 148-01 | **LOGMILE:**

CITY: Chalmette | **PARISH:** St. Bernard | **LAT:** 29.9523 | **INSTALLATION DATE:** 10/18/83

TYPE SIGNAL: Volume Density Time Based Coordination | **LONG:** -89.9590 | **LAST REVISION DATE:** 10/06/15

PHASES		Φ2 + Φ6			Φ4 + Φ8 + PED				Φ1 + Φ5											
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES	1	G	Y	R																Y
	2	G	Y	R																Y
	3	G	Y	R																Y
	4	G	Y	R																Y
	5	G	Y	R																Y
	6	G	Y	R																Y
	7	G	Y	R																Y
	8	G	Y	R																Y
	9								<G	<Y	R									<Y
	10								<G	<Y	R									<Y
	11				G	G	Y	R												R
	12				G	G	Y	R												R
	13				G	G	Y	R												R
	14				G	G	Y	R												R
	*15	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
	*16	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
	*17	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
	*18	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW									BLK
TIME	SEC		4.5	2.0	4.0		4.0	1.0		4.5	2.0									Offset = 0 sec
FO	SEC																			
YP	SEC																			
SPLIT																				

Hours of Flashing Operation: Emergency

PLAN = CYCLE LENGTH = FREE TIMES OF OPERATION = M-F 12AM-4AM, 10PM-12AM; SAT-SUN 12AM-6AM, 10PM-6AM

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

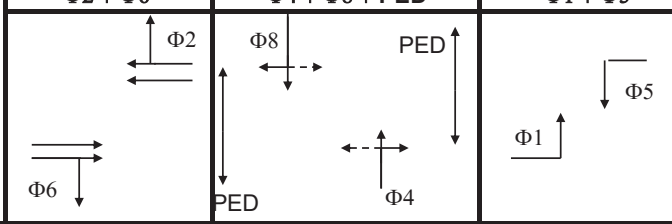
PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																			Offset = sec
FO	SEC																			
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6 | Φ4 + Φ8 + PED | Φ1 + Φ5



SIGNAL WARRANTS:	MAINTAINED BY: LADOTD	CONTROLLER MANUF: NAZTEC	SYSTEM #:
MASTER/ SLAVE: LOCAL	MASTER AT TSI #:	COORDINATED WITH TSI #'S:	

TRAFFIC SIGNAL INVENTORY	TSI NO. 44-013
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 6

Intersection: LA 47 (Paris Rd.) @ Genie St.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description								
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	4.0	15.0		7.0	4.0	15.0		7.0
PASSAGE TIME	0 - 9.9	1.0	1.0		4.0	1.0	1.0		4.0
MAX GREEN I (MAX I)	0 - 99.0	11.0	30.0		15.0	11.0	30.0		15.0
MAX GREEN II (MAX II)	0 - 99.0	15.0	60.0		30.0	15.0	60.0		30.0
YELLOW CLEARANCE (YEL)	3 - 9.9	4.5	4.5		4.0	4.5	4.5		4.0
RED CLEARANCE (RED)	0 - 9.9	2.0	2.0		1.0	2.0	2.0		1.0
WALK (WALK)	0 - 99.0				4.0				4.0
PED CLEARANCE (P CLR)	0 - 99.0				24.0				24.0
ADDED INITIAL GREEN	0 - 9.9		2.0				2.0		
TIME TO REDUCE	0 - 99.0		10.0		10.0		10.0		10.0
TIME BEFORE REDUCTION	0 - 99.0		10.0		10.0		10.0		10.0
MIN GAP	0 - 9.9		3.0		3.0		3.0		3.0
MAX INITIAL GREEN	0 - 99		23.0				23.0		
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES	MAX	MIN				MIN		MIN
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

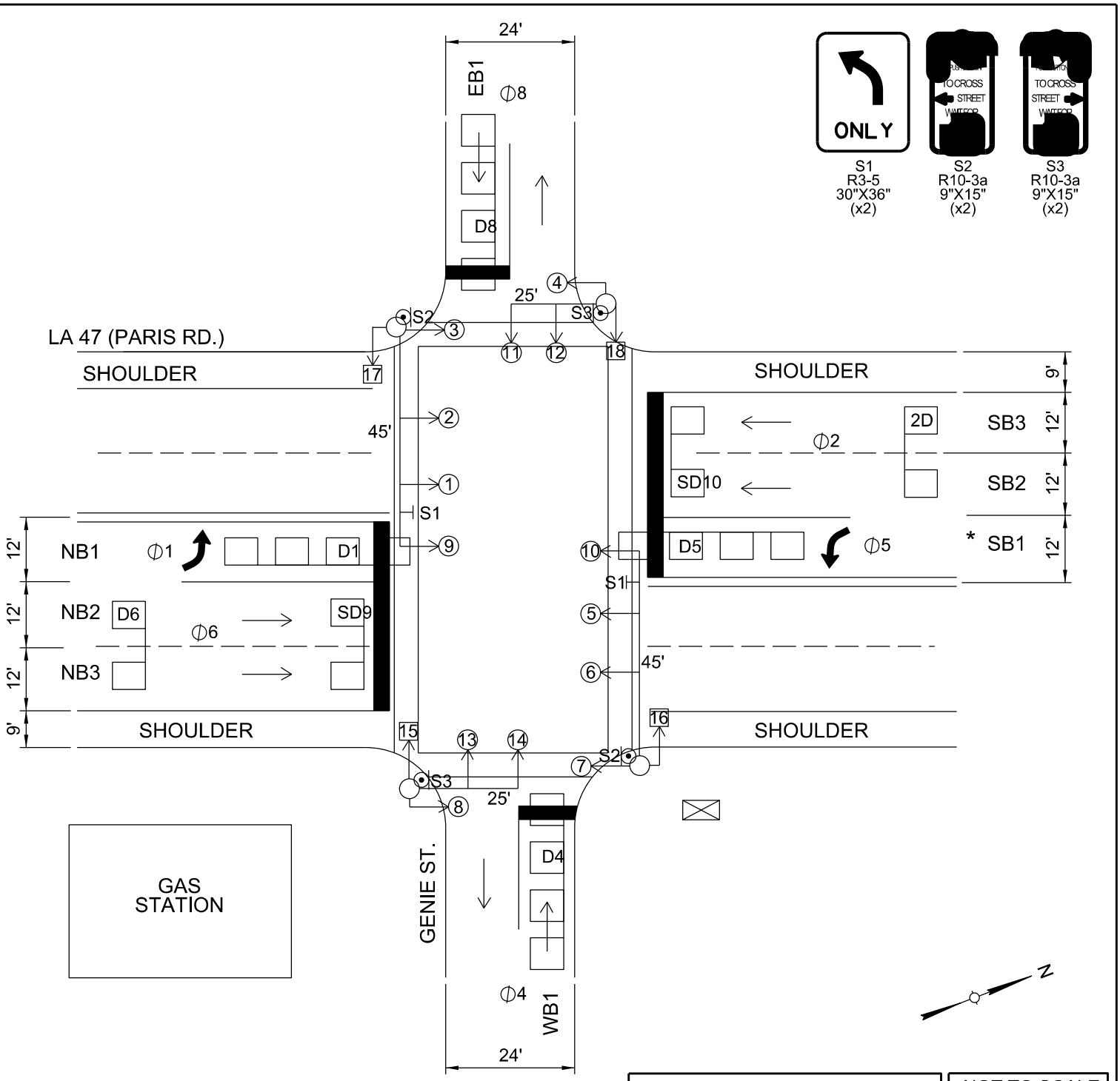
Note 2:

Note 3:

Note 4:

Note 5:

Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 47 (PARIS RD.) @ GENIE ST. | PAGE 3 OF 6

- WOOD POLE
- METAL POLE
- MAST ARM
- SPAN WIRE
- CONTROLLER
- SIGNAL POWER PEDESTAL W/ DISCONNECT
- STOP LINE
- PED CROSS WALK
- SPAN WIRE SIGN & NO.
- GROUND MOUNT SIGN & NO.
- #4 LOOP DETECTOR & NO.
- PEDESTAL MOUNT SIGNAL & NO.
- SIGNAL FACE & NO.
- PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING
- POWER SOURCE
- VIDEO DETECTION ZONE
- VIDEO DETECTION
- WIRELESS INTERCONNECT
- UTILITY POLE

EXISTING SPEED LIMITS

LA 47 - 40 MPH

GENIE ST. - 20 MPH

SIGNAL FACES	1-8,11-14	9,10	0	0	0	0	0	0	0	15-18
TOTALS	12	2	0	0	0	0	0	0	0	4

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

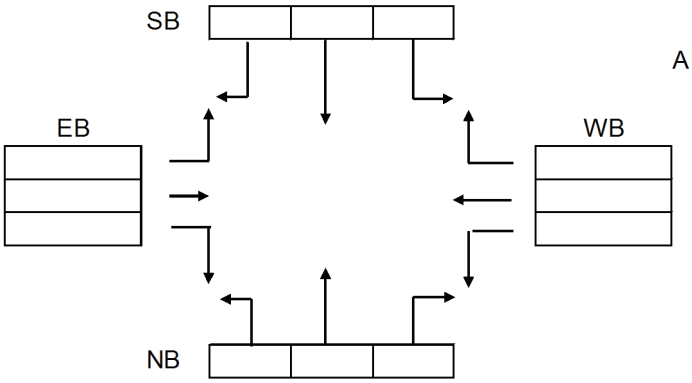
PED

TRAFFIC SIGNAL INVENTORY

TSI NO. 44-013

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

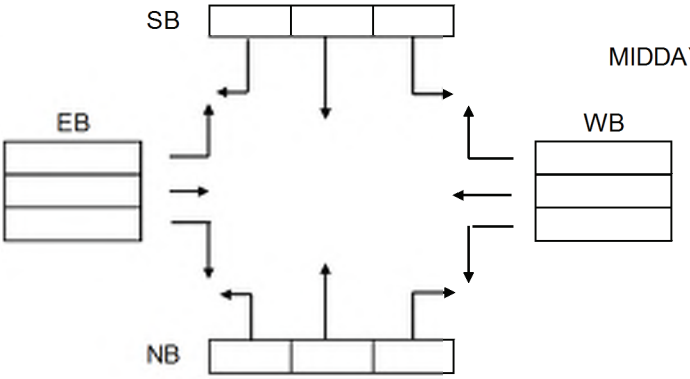
Intersection: LA 47 (Paris Rd.) @ Genie St.



AM PEAK HOUR: _____ to _____

Count Date: _____

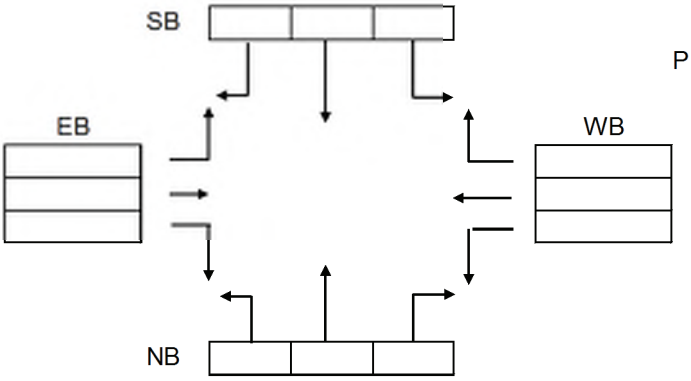
PHF: _____



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type
1	Φ1	Loop	NB1	6x6	4	Stopbar
2A & 2B	Φ2	Loop	SB2 & SB3	6x6	2	Stopbar
2C & 2D	Φ2	Loop	SB2 & SB3	6x6	2	Setback
4	Φ4	Loop	WB1	6x6	4	Stopbar
5	Φ5	Loop	SB1	6x6	4	Stopbar
6A & 6B	Φ6	Loop	NB2 & NB3	6x6	2	Stopbar
6C & 6D	Φ6	Loop	NB2 & NB3	6x6	2	Setback
8	Φ8	Loop	EB1	6x6	4	Stopbar

TRAFFIC SIGNAL INVENTORY (v3.2)

I IA A DE A E F A A I A DDE E E

TSI NO. 44-024

AGE 1 F 6

INTERSECTION:	LA 47 (PARIS RD) @ SOLIDELLE ST	**CTRL SEC:** 148-01	**LOGMILE:** 0
CITY: CHA E E	**PARISH:** . B	**LAT:** 29.949324	**LONG:** -89.960357
SIGNAL TYPE: D	**INTERCONNECT TYPE:** G	**REV. DATE:** 11 14 2022	**INSTALL DATE:** 1 0 1 00
SIGNAL WARRANTS:	**MAINTAINED BY:**	**CONT. MANUF:**	**SYS#:** **Controller IP:**
MAINTAINED BY: 0	**COORDINATED WITH TSI #'S:** 0		

TRAFFIC SIGNAL COORDINATION PLANS (PHASING MAY VARY FROM FREE OPERATION)

Ring 1	Φ1	Turn	<FY	<FY	<FY	<FY					<G	<G	<SY	<R											10
	Φ2	Thru	G	G	Y	R																			1 2 3 4
	Φ4	Thru					G	G	Y	R															11 12
PEDs 1	Φ4	PED(4)					WA	FDW	DW	DW															16 18
Ring 2	Φ5	Turn	<FY	<FY	<FY	<FY					<G	<G	<SY	<R											
	Φ6	Thru	G	G	Y	R																			6 7 8
	Φ8	Thru					G	G	Y	R															13 14
PEDs 2	Φ8	PED(8)					WA	FDW	DW	DW															1 17
OVERLAP																									
Int. Times			4	70	4	1	4	17	3	1	4	8	3	1											H
			Φ2 + Φ6				Φ4 + Φ8				Φ1 + Φ5														
			7			7	2			2	16			16											

C Φ Φ2

A I HIBI

1

A 1

PED4

PED8

116

C 120

. - F . 4 00-10 00 . .

F AD 3 -I - A AC I E D I G HA E4 A D8FD

Ring 1	Φ1	Turn	<FY	<FY	<FY	<FY					<G	<G	<G	<G	<G	<G	<SY	<R							10
	Φ2	Thru	G	G	Y	R																			1 2 3 4
	Φ4	Thru					G	G	Y	R															11 12
PEDs 1	Φ4	PED(4)					WA	FDW	DW	DW															16 18
Ring 2	Φ5	Turn	<FY	<FY	<FY	<FY					<G	<G	<SY	<R	<FY	<FY	<FY	<FY							
	Φ6	Thru	G	G	Y	R									G	G	G	G							6 7 8
	Φ8	Thru					G	G	Y	R															13 14
PEDs 2	Φ8	PED(8)					WA	FDW	DW	DW															1 17
OVERLAP																									
Int. Times			4	59	4	1	4	21	3	1	4	8	3	1	1	2	3	1							H
			Φ2 + Φ6				Φ4 + Φ8				Φ1 + Φ5				Φ1 + Φ6										
			68			7	2			2	23			16	23			7							

C Φ Φ2

A I HIBI

2

A 2

PED4

PED8

72

C 120

. - F . 10 00-14 00 . .

F AD 3 -I - A AC I E D I G HA E4 A D8FD

TRAFFIC SIGNAL INVENTORY (v3.2)

I IA A DE A E F A A I A DDE E E

TSI NO. 44-024

AGE 2 F 6

INTERSECTION:	LA 47 (PARIS RD) @ SOLIDELLE ST	**CTRL SEC:** 148-01	**LOGMILE:** 0
CITY: CHA E E	**PARISH:** . B	**LAT:** 29.949324	**LONG:** -89.960357
SIGNAL TYPE: D	**INTERCONNECT TYPE:** G	**REV. DATE:** 11 14 2022	**INSTALL DATE:** 1 0 1 00
SIGNAL WARRANTS:	**MAINTAINED BY:**	**CONT. MANUF:**	**SYS#:** **Controller IP:**
MAINTAINED BY: 0	**COORDINATED WITH TSI #'S:** 0		

TRAFFIC SIGNAL COORDINATION PLANS (PHASING MAY VARY FROM FREE OPERATION)

Ring 1	Φ1	Turn	<FY	<FY	<FY	<FY					<G	<G	<SY	<R											10
	Φ2	Thru	G	G	Y	R																			1 2 3 4
	Φ4	Thru					G	G	Y	R															11 12
PEDs 1	Φ4	PED(4)					WA	FDW	DW	DW															16 18
Ring 2	Φ5	Turn	<FY	<FY	<FY	<FY					<G	<G	<SY	<R											
	Φ6	Thru	G	G	Y	R																			6 7 8
	Φ8	Thru					G	G	Y	R															13 14
PEDs 2	Φ8	PED(8)					WA	FDW	DW	DW															1 17
OVERLAP																									
Int. Times			4	73	4	1	4	14	3	1	4	8	3	1											H
			Φ2 + Φ6				Φ4 + Φ8				Φ1 + Φ5														
			82			82	22			22	16			16											

C Φ Φ6

A I HIBI

3

A 3

PED4

PED8

48

C

120

. - F . 14 00-22 00 . .

F AD 3 -I - A AC I E D I G HA E4 A D8 FD

Ring 1	Φ1	Turn	<FY	<FY	<FY	<FY					<G	<G	<SY	<R											10
	Φ2	Thru	G	G	Y	R																			1 2 3 4
	Φ4	Thru					G	G	Y	R															11 12
PEDs 1	Φ4	PED(4)					WA	FDW	DW	DW															16 18
Ring 2	Φ5	Turn	<FY	<FY	<FY	<FY					<G	<G	<SY	<R											
	Φ6	Thru	G	G	Y	R																			6 7 8
	Φ8	Thru					G	G	Y	R															13 14
PEDs 2	Φ8	PED(8)					WA	FDW	DW	DW															1 17
OVERLAP																									
Int. Times			4	70	4	1	4	17	3	1	4	8	3	1											H
			Φ2 + Φ6				Φ4 + Φ8				Φ1 + Φ5														
			7			7	2			2	16			16											

C Φ Φ2

A I HIBI

4

A 4

PED4

PED8

72

C

120

. - F . . . 6 00-22 00

F AD 3 -I - A AC I E D I G HA E4 A D8 FD

TRAFFIC SIGNAL INVENTORY (v3.2) | TSI NO. 44-024

I IA ADE A E F A A I A DDE E E | AGE 3 F 6

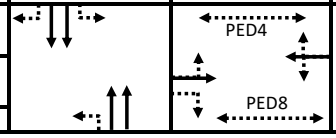
Intersection: LA 47 (PARIS RD) @ SOLIDELLE ST

Phasing Parameters

Phase Mode D8	Force Off: F		1	2	3	4		6	7	8
A A E E		A GE								
I G EE I I		0 -	4	4		4	4	4		4
GA E E I		0 - 10		4		4		4		4
A G EE I A I		0 - 2	15	60		30	15	60		30
A G EE II A II		0 - 2	15	60		30	15	60		30
E C EA A CE E		3 - 7	3	4		3	3	4		3
ED C EA A CE ED		1 - 4	1	1		1	1	1		1
A A		0 - 100				4				4
ED C EA A CE C		0 - 100				25				25
ADDED I I IA G EE		0 - 10		2				2		
A I I I IA		0 - 2		23				23		
I E BEF E ED C I		0 - 2		20				20		
I E ED CE		0 - 2		20				20		
ED CE B		0 -								
I I GA		0 - 10		3				3		
D A IC A I I		0 - 2								
D A IC A E		0 - 2								
ECA		I A		MIN				MIN		
EDE IA CA		FF								
C CA		FF								
F ECA		FF								
E I A		FF								
D A E		FF		ON		ON		ON		ON
ADDI I A IG A C E E I G										
E G		FF		ON		ON		ON		ON

TRAFFIC SIGNAL FREE OPERATION PHASING WHEN ALL PHASES ARE CALLED

Ring 1	Φ1	Turn	<FY	<FY	<FY				<G	<SY	<R										10
	Φ2	Thru	G	Y	R																1 2
	Φ4	Thru				G	Y	R													11 12
PEDs 1	Φ2	PED(2)	DW	DW	DW	DW	DW	DW	DW	DW	DW										3 4
	Φ4	PED(4)	DW	DW	DW	DW	DW	DW	DW	DW	DW										16 18
Ring 2	Φ5	Turn	<FY	<FY	<FY				<G	<SY	<R										
	Φ6	Thru	G	Y	R																6
	Φ8	Thru				G	Y	R													13 14
PEDs 2	Φ6	PED(6)	DW	DW	DW	DW	DW	DW	DW	DW	DW										1 8
	Φ8	PED(8)	DW	DW	DW	DW	DW	DW	DW	DW	DW										1 17
OVERLAP																					
			Φ2 + Φ6			Φ4 + Φ8			Φ1 + Φ5												H



A 1

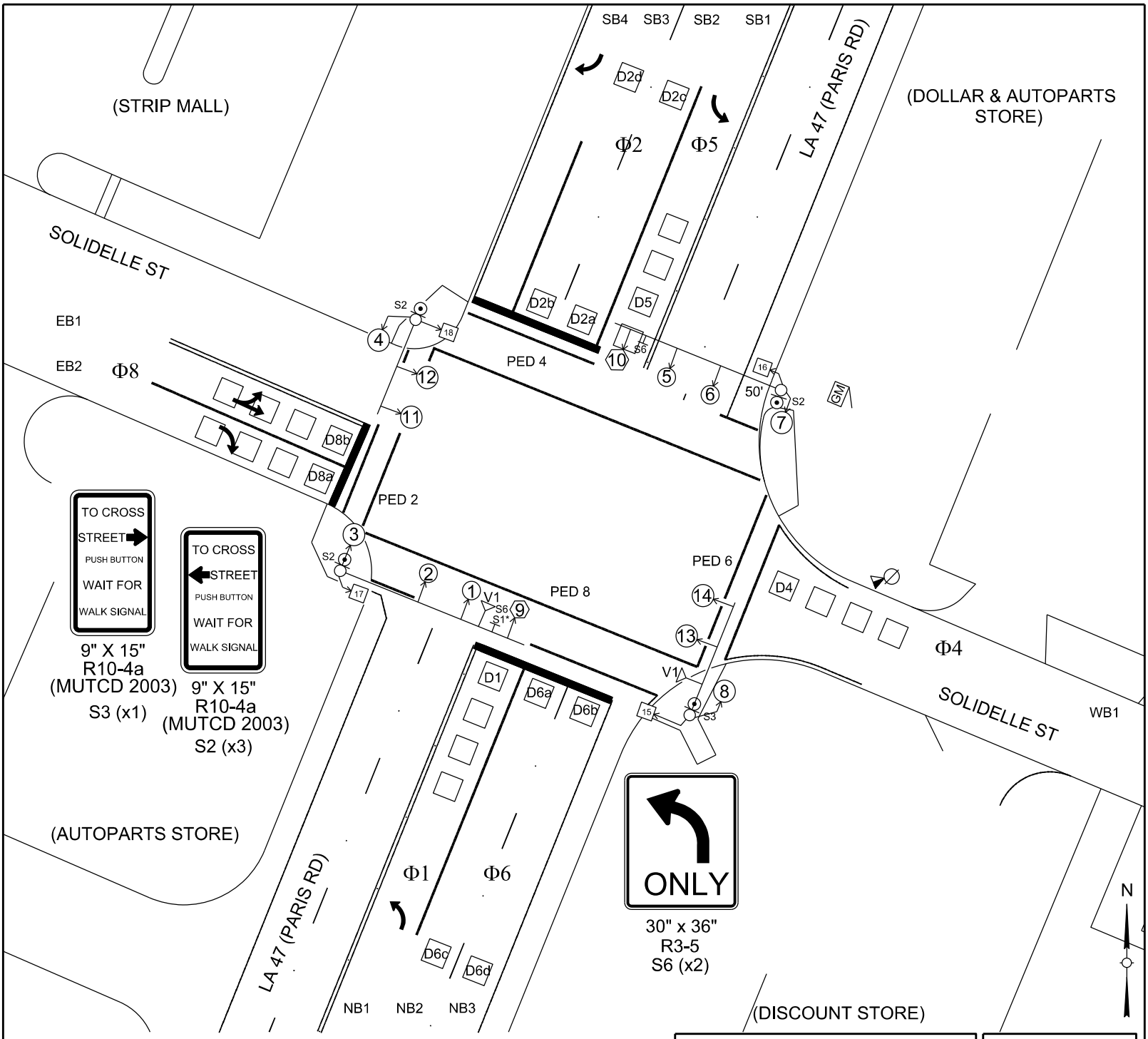
1

A 10

2 4

. - F . 0 00-4 00 22 00-0 00 . . 0 00-6 00 22 00-0 00

F A D 3



BACKPLATES: YES ☒ NO ☐

SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 47 (PARIS RD) @ SOLIDELLE ST | TSI #: 44-024 | PAGE 4 OF 6

GM GROUND MOUNTED CABINET & CONTROLLER
PM POLE MOUNTED CABINET & CONTROLLER
SIGNAL POWER PEDESTAL W/ DISCONNECT
S1 OVERHEAD SIGN & NO.
S1 GROUND MOUNT SIGN & NO.
PARALLEL PARKING
POWER SOURCE
WOOD POLE
METAL POLE
UTILITY POLE
MAST ARM
SPAN WIRE
STOP BAR
2 PEDESTAL MOUNT SIGNAL & NO.
2 SIGNAL FACE & NO.
2 SIGNAL FACE WITH ARROWS & NO.
2 PEDESTRIAN SIGNAL & NO.
PED BUTTON & SIGN
WIRELESS INTERCONNECT
PED CROSS WALK
D4 LOOP DETECTOR & NO.
D4 VIDEO DETECTION ZONE & NO.
V1 VIDEO DETECTION
VDS WIRELESS VDS RECIEVER
M1A WIRELESS VDS

EXISTING SPEED LIMITS

LA 47 - 40 MPH

SIGNAL FACES		1-8 11-14								9,10	15,16, 17,18
TOTALS		12								2	4

DK = DARK
R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
SY = STEADY YELLOW ARROW
FY = FLASHING YELLOW ARROW

8" = 8" DIA. LENS
12" = 12" DIA. LENS
OP = OPTICALLY PROGRAMED LENS

PED

TRAFFIC SIGNAL INVENTORY (v3.2)	TSI NO. 44-024
I IA A DE A E F A A I A D DE E E	AGE F 6

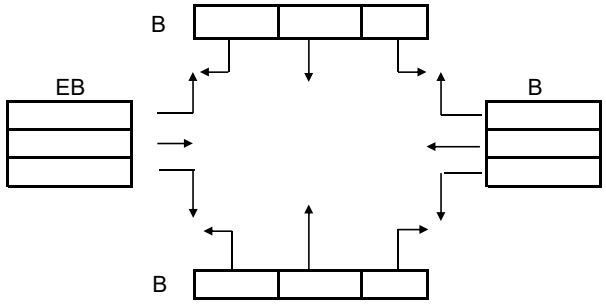
Intersection: A 47 A I D IDE E

AFFIC E - H

AM PEAK HOUR: _____ _____

C D _____

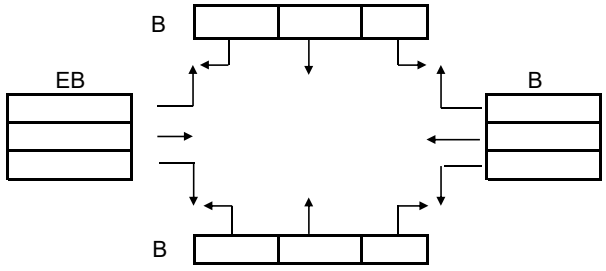
HF _____



MIDDAY PEAK HOUR: _____ _____

C D _____

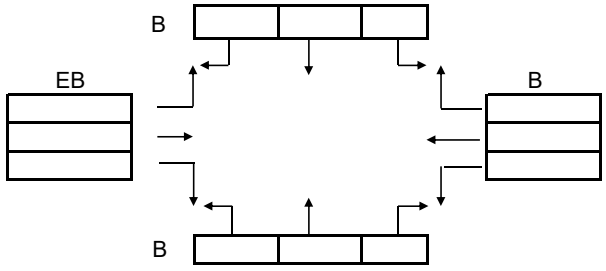
HF _____



PM PEAK HOUR: _____ _____

C D _____

HF _____



D	D	E		E			
D1			Φ1		B1	4-6 6	
D2			Φ2		B2	1-6 6	C
D2			Φ2		B3	1-6 6	C
D2			Φ2		B2	1-6 6	
D2			Φ2		B3	1-6 6	
D4			Φ4		B1	4-6 6	
D			Φ5		B1	4-6 6	
D6			Φ6		B2	1-6 6	C
D6			Φ6		B3	1-6 6	C
D6			Φ6		B2	1-6 6	
D6			Φ6		B3	1-6 6	
D8			Φ8		EB2	4-6 6	
D8			Φ8		EB1	4-6 6	

TRAFFIC SIGNAL INVENTORY (v3.2)				TSI NO. 44-024
I IA A DE A E F A A I A D DE E E				AGE 6 F 6
INTERSECTION: LA 47 (PARIS RD) @ SOLIDELLE ST		**CTRL SEC:** 148-01	**LOGMILE:** 0	
CITY: CHA E E	**PARISH:** . B	**LAT:** 29.949324	**LONG:** -89.960357	
SIGNAL TYPE: D	**INTERCONNECT TYPE:** G	**REV. DATE:** 11 14 2022	**INSTALL DATE:** 1 0 1 00	
IG A A A	AI AI ED B	C E A F	E	

1	11 14 22 - A F A
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TRAFFIC SIGNAL INVENTORY (v3.2)

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 44-011

| | | |

Intersection: LA 39 (Judge Perez Dr) @ LA 47 (Paris Rd)

Phasing Parameters

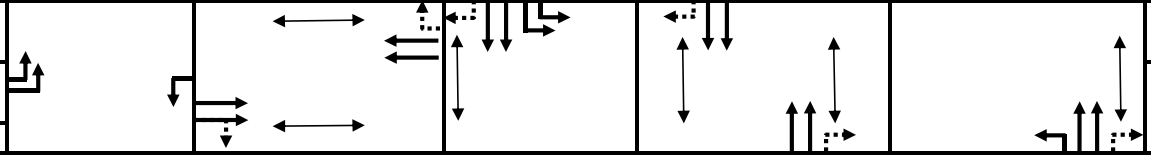
Phase Mode STD8	**Force Off:** Float	Phase #: / Movement:	1	2	3	4	5	6	7	8
PARAMETER		RANGE(sec)								
MIN GREEN (MIN I)		0 - 99	4	10	4	7	4	10	4	4
GAP, EXTENSION		0 - 10	2.5	4	2	4	2.5	4	2	4
MAX GREEN I (MAX I)		0 - 255	20	60	20	40	20	60	20	40
MAX GREEN II (MAX II)		0 - 255	35	60	35	50	35	60	35	50
YELLOW CLEARANCE (YEL)		3 - 7	5	5	5	5	5	5	5	5
RED CLEARANCE (RED)		1 - 4	1	1	1	1	1	1	1	1
WALK (WALK)		0 - 100		7		7		7		7
PED CLEARANCE (P CLR)		0 - 100		28		14		28		17
ADDED INITIAL GREEN		0 - 10		0		0		0		0
MAXIMUM INITIAL		0 - 255		0		0		0		0
TIME BEFORE REDUCTION		0 - 255		30		25		30		25
TIME TO REDUCE		0 - 255		10		10		10		10
REDUCE BY		0 - 99								
MINIMUM GAP		0 - 10		2		2		2		2
DYNAMIC MAX LIMIT		0 - 255								
DYNAMIC MAX STEP		0 - 25								
RECALL		MIN/MAX								
PEDESTRIAN CALL		ON/OFF								
LOCK CALLS		ON/OFF								
SOFT RECALLS		ON/OFF								
REST IN WALK		ON/OFF		ON				ON		
DUAL ENTRY		ON/OFF		ON		ON		ON		ON

ADDITIONAL SIGNAL CONTROLLER SETTINGS

Enable Simul Gap	ON/OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF

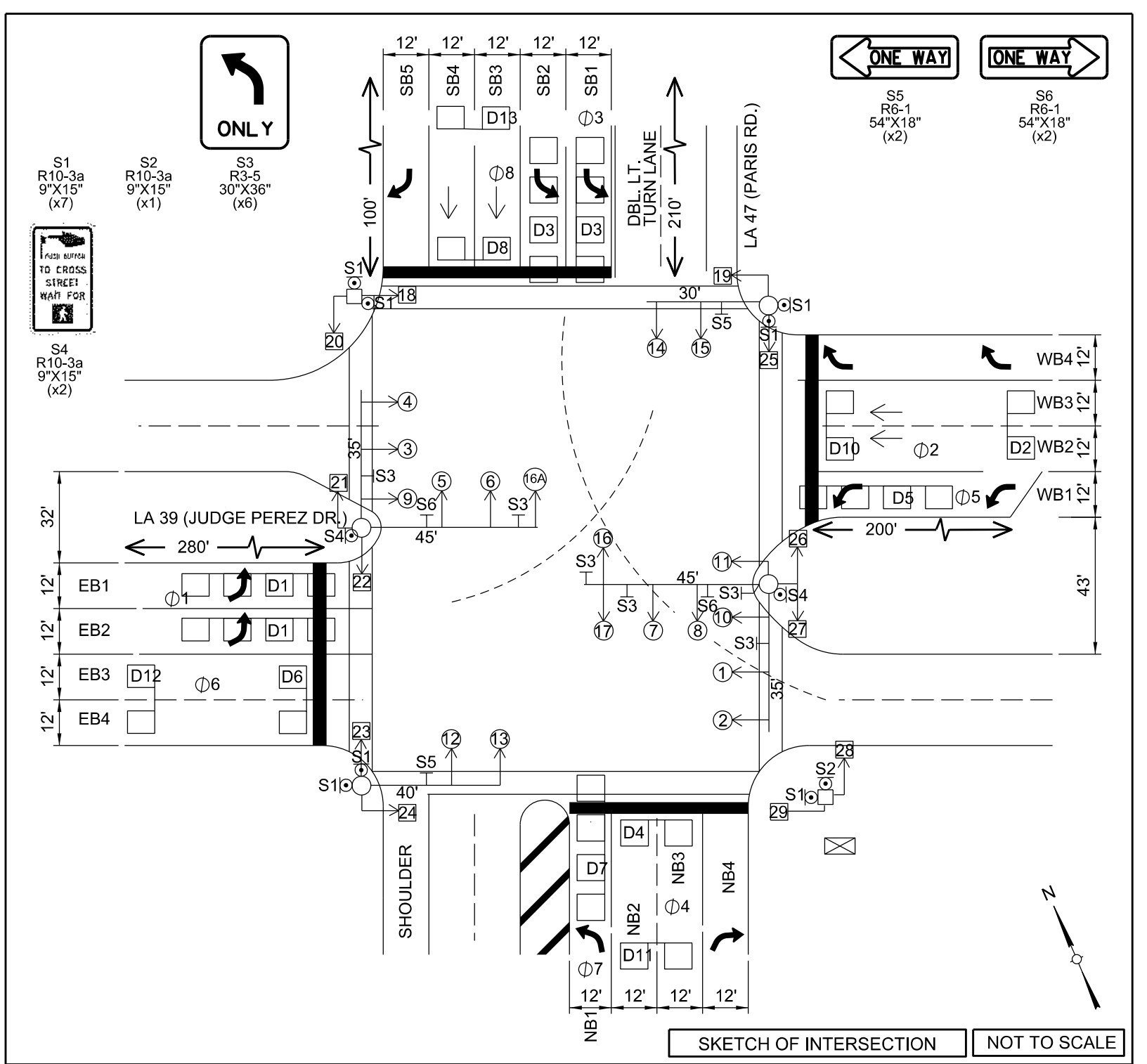
TRAFFIC SIGNAL FREE OPERATION PHASING WHEN ALL PHASES ARE CALLED

Ring 1	Φ1	Turn	<G	<Y	<R																10,11
	Φ2	Thru				G	G	Y	R												3,4
	Φ3	Turn								<G	<Y	<R									13,16
	Φ4	Thru											G	G	G	G	G	Y	R		7,8,14,15
PEDs 1	Φ2	PED(2)				WA	FDW	DW	DW												18,19
	Φ4	PED(4)											WA	FDW	DW	DW					25,26,27
Ring 2	Φ5	Turn	<G	<Y	<R																9
	Φ6	Thru				G	G	Y	R												1,2
	Φ7	Turn															<G	<Y	<R		17
	Φ8	Thru								G	G	G	G	G	Y	R					5,6,12,13
PEDs 2	Φ6	PED(6)																			24
	Φ8	PED(8)								WA	FDW	FDW	FDW	DW							20,21,22,23
OVERLAP																					

Phasing	Φ1 + Φ5	Φ2 + Φ6	Φ3 + Φ8	Φ4 + Φ8	Φ4 + Φ7	Signal Heads
Max: MAX 1						Pattern/Split: 254
Sequence #: 5						
Action: 10						

Times of Operation: Mon. - Fri.: 22:00-06:00 Sat.: 22:00-08:30 Sun.: 22:00-08:30

Notes:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 39 (JUDGE PEREZ DR.) @ LA 47 (PARIS RD.) | PAGE 3 OF 5

- WOOD POLE
- METAL POLE
- MAST ARM
- SPAN WIRE
- CONTROLLER
- SIGNAL POWER PEDESTAL W/ DISCONNECT
- STOP LINE
- PED CROSS WALK
- SPAN WIRE SIGN & NO.
- GROUND MOUNT SIGN & NO.
- #4 LOOP DETECTOR & NO.
- PEDESTAL MOUNT SIGNAL & NO.
- SIGNAL FACE & NO.
- PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING
- POWER SOURCE
- VIDEO DETECTION ZONE
- VIDEO DETECTION
- WIRELESS INTERCONNECT
- UTILITY POLE

EXISTING SPEED LIMITS

LA 47 - 35 MPH

LA 39 - 35 MPH

SIGNAL FACES	1-8,12-15	9-11,16, 16A,17	0	0	0	0	0	0	0	18-27
TOTALS	12	6	0	0	0	0	0	0	0	10

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

PED

D-27

TRAFFIC SIGNAL INVENTORY (v3.2)

TSI NO. 44-011

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

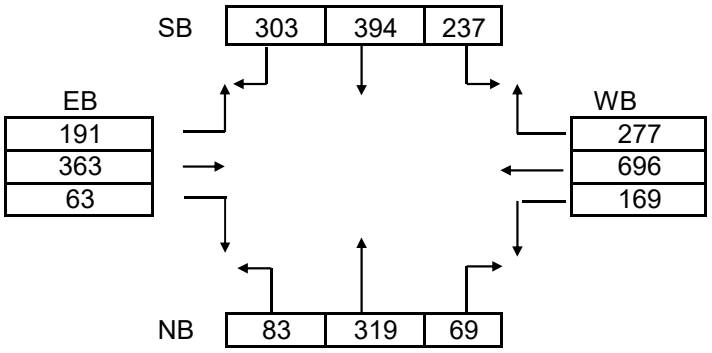
Intersection: LA 39 (Judge Perez Dr) @ LA 47 (Paris Rd)

TRAFFIC VOLUMES - VPH

AM PEAK HOUR: 7:15:00 AM to 8:15:00 AM

Count Date: 9/29/2015

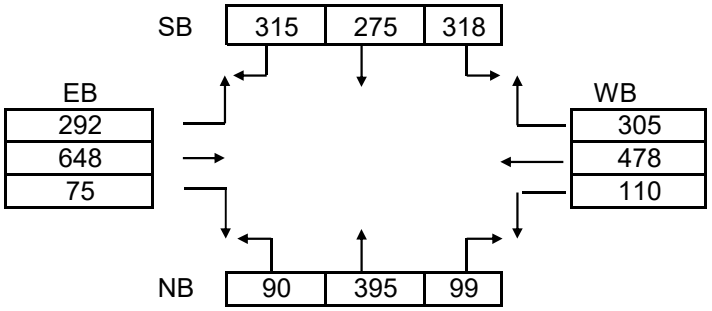
PHF: 0.94



MIDDAY PEAK HOUR: 2:30:00 PM to 3:30:00 PM

Count Date: 9/29/2015

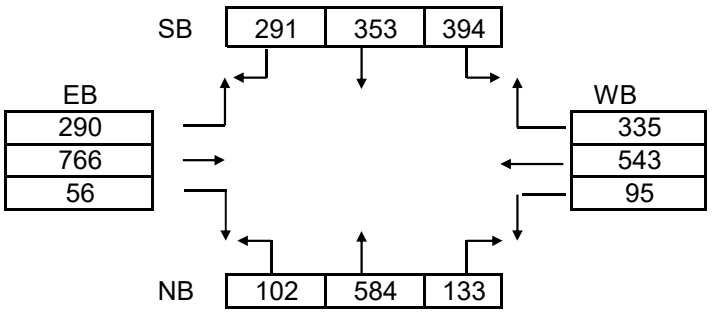
PHF: 0.92



PM PEAK HOUR: 4:30:00 PM to 5:30:00 PM

Count Date: 9/29/2015

PHF: 0.96



* DETECTOR TYPE=STOP_BAR_B

Detector #	Delay(s)	Extends(s)	Phase	Equipment	Lane #	Size	Type
D1			Φ1	Loop	EB1,2	2-6x50	Stopbar
D2			Φ2	Loop	WB2,3	2-6x6	Setback
D3			Φ3	Loop	SB1,2	2-6x50	Stopbar
D4*		3	Φ4	Loop	NB2,3	2-6x6	Stopbar
D5			Φ5	Loop	WB1	1-6x50	Stopbar
D6*		3	Φ6	Loop	EB3,2	2-6x6	Stopbar
D7			Φ7	Loop	NB1	1-6x50	Stopbar
D8*		3	Φ8	Loop	SB3,4	2-6x6	Stopbar
D10*		3	Φ2	Loop	WB2,3	2-6x6	Stopbar
D11			Φ4	Loop	NB2,3	2-6x6	Setback
D12			Φ6	Loop	EB3,4	2-6x6	Setback
D13			Φ8	Loop	SB3,4	2-6x50	Setback

TRAFFIC SIGNAL INVENTORY (v3.2)				TSI NO. 44-011
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT				PAGE: 5 OF 5
INTERSECTION: LA 39 (Judge Perez Dr) @ LA 47 (Paris Rd)		**CTRL SEC:** 046-32	**LOGMILE:** 2.87	
CITY: Chalmette	**PARISH:** St. Bernard	**LAT:** 29.9426	**LONG:** -89.9636	
SIGNAL TYPE: Volume Density	**INTERCONNECT TYPE:** GPS	**REV. DATE:** 3/15/2017	**INSTALL DATE:** 2/21/1985	
SIGNAL WARRANTS:	MAINTAINED BY:	CONTROLLER MANUF: Trafficware	SYSTEM #:	

Traffic Signal Notes Page

1	3/15/17 Retimed and coordinated corridor, changed sequence
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TRAFFIC SIGNAL INVENTORY (v3.2)

I IA A DE A E F A A I A D DE E E

TSI NO. 44-012

AGE 1 F

INTERSECTION:	LA 39 (Judge Perez Dr) @ LA 3238 (Plamisano Blvd)	**CTRL SEC:** 046-32	**LOGMILE:** 3.682
CITY: C	**PARISH:** . B	**LAT:** 29.9384	**LONG:** -89.9522
SIGNAL TYPE: D	**INTERCONNECT TYPE:** G	**REV. DATE:** 3 1 2017	**INSTALL DATE:** 3 17 1 77
SIGNAL WARRANTS:	**MAINTAINED BY:** DOTD	**CONT. MANUF:**	**SYS#:** **Controller IP:**
MAINTAINED BY: D D	**COORDINATED WITH TSI #'S:**	44-005,006,007,008,009,010,011,012,018,019,032,033,034,035	

TRAFFIC SIGNAL COORDINATION PLANS (PHASING MAY VARY FROM FREE OPERATION)

Ring 1	Φ1	Turn	<G	<Y	<R																				
	Φ2	Thru					G	G	G		G	Y	R												6 7 8
	Φ4	Thru													G	G	Y	R							11 12 13
	Φ4	Turn													<G/G	G	Y	R							14
PEDs 1	Φ4	PED(4)													WA	FDW	DW	DW							20 22 24 26
Ring 2	Φ5	Turn									<G	<Y	<R												10
	Φ6	Thru	G	G	G		G	Y	R																1 2 3 4
	Φ8	Thru																	G	G	Y	R			1 17 18
	Φ8	Turn																	<G/G	G	Y	R			16
PEDs 2	Φ8	PED(8)																	WA	FDW	DW	DW			1 21 23 2
Int. Times			19	5	1		29	5	1		14	5	1		7	6	4	1	7	10	4	1			H
			Φ1 + Φ6				Φ2 + Φ6				Φ2 + Φ5				Φ4				Φ8						
			2		60				60				20		18							22			

C Φ Φ6

A I HIBI

1

A 1

C 120

. - F . 0 00-14 00 20 00-22 00 . 08 30-22 00 . 08 30-22 00

Ring 1	Φ1	Turn	<G	<Y	<R																				
	Φ2	Thru					G	G	G		G	Y	R												6 7 8
	Φ4	Thru																	G	G	Y	R			11 12 13
	Φ4	Turn																	<G/G	G	Y	R			14
PEDs 1	Φ4	PED(4)																	WA	FDW	DW	DW			20 22 24 26
Ring 2	Φ5	Turn									<G	<Y	<R												10
	Φ6	Thru	G	G	G		G	Y	R																1 2 3 4
	Φ8	Thru													G	G	Y	R							1 17 18
	Φ8	Turn													<G/G	G	Y	R							16
PEDs 2	Φ8	PED(8)													WA	FDW	DW	DW							1 21 23 2
Int. Times			17	5	1		19	5	1		12	5	1		7	4	4	1	7	6	4	1			H
			Φ1 + Φ6				Φ2 + Φ6				Φ2 + Φ5				Φ8				Φ4						
			23		48		43		48		43		18				16		18						

C Φ Φ6

A I HIBI

2

A 2

1

C 100

. - F . 06 00-0 00 . .

Ring 1	Φ1	Turn									<G	<Y	<R												
	Φ2	Thru	G	G	G		G	Y	R																6 7 8
	Φ4	Thru													G	G	Y	R							11 12 13
	Φ4	Turn													<G/G	G	Y	R							14
PEDs 1	Φ4	PED(4)													WA	FDW	DW	DW							20 22 24 26
Ring 2	Φ5	Turn	<G	<Y	<R																				10
	Φ6	Thru					G	G	G		G	Y	R												1 2 3 4
	Φ8	Thru																	G	G	Y	R			1 17 18
	Φ8	Turn																	<G/G	G	Y	R			16
PEDs 2	Φ8	PED(8)																	WA	FDW	DW	DW			1 21 23 2
Int. Times			17	5	1		47	5	1		17	5	1		7	13	4	1	7	4	4	1			H
			Φ2 + Φ5				Φ2 + Φ6				Φ1 + Φ6				Φ4				Φ8						
			7		22		7		7		22		7		2							18			

C Φ Φ2

A I HIBI

3

A 3

1

C 140

. - F . 14 00-20 00 . .

Intersection: LA 39 (Judge Perez Dr) @ LA 3238 (Plamisano Blvd)

Phasing Parameters

Phase Mode D8	Force Off: F		1	2	3	4		6	7	8
A A E E		A GE								
I G EE I I		0 -	4	15		5	4	15		5
GA E E I		0 - 10	1.5	5		2	1.5	5		2
A G EE I A I		0 - 2	20	30		15	20	30		15
A G EE II A II		0 - 2	35	60		40	35	60		40
E C EA A CE E		3 - 7	5	5		4	5	5		4
ED C EA A CE ED		1 - 4	1	1		1	1	1		1
A A		0 - 100				7				7
ED C EA A CE C		0 - 100				17				17
ADDED I I IA G EE		0 - 10		0				0		
A I I I IA		0 - 2		0				0		
I E BEF E ED C I		0 - 2		20				20		
I E ED CE		0 - 2		20				20		
ED CE B		0 -								
I I GA		0 - 10		3.5				3.5		
D A IC A I I		0 - 2								
D A IC A E		0 - 2								
ECA		I A		MIN				MIN		
EDE IA CA		FF								
C CA		FF								
F ECA		FF								
E I A		FF								
D A E		FF								

ADDI I A IG A C E E I G

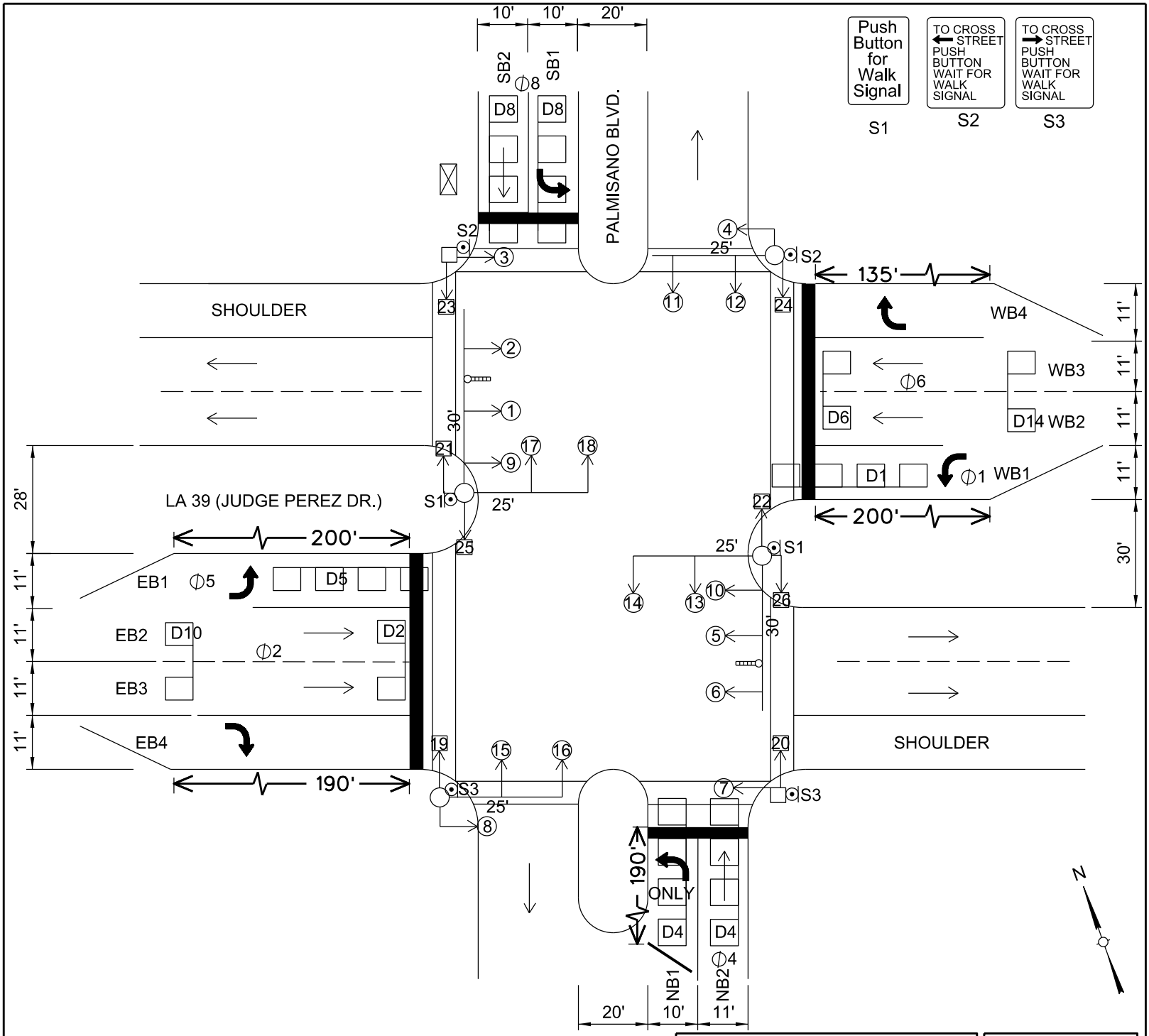
E G	FF								

TRAFFIC SIGNAL FREE OPERATION PHASING WHEN ALL PHASES ARE CALLED

Ring 1	Φ1	Turn	<G	<Y	<R															
	Φ2	Thru				G	Y	R												6 7 8
	Φ4	Thru							<G/G	<G/G	<G/G	Y	R							11 12 13
	Φ4	Turn							G	G	G	Y	R							14
PEDs 1	Φ4	PED(4)							WA	FDW	DW	DW	DW							20 22 24 26
Ring 2	Φ5	Turn	<G	<Y	<R															10
	Φ6	Thru				G	Y	R												1 2 3 4
	Φ8	Thru												<G/G	<G/G	<G/G	Y	R		1 17 18
	Φ8	Turn												G	G	G	Y	R		16
PEDs 2	Φ8	PED(8)												WA	WA	FDW	DW	DW		1 21 23 2

	Φ1 + Φ5	Φ2 + Φ6	Φ4	Φ8		H
A 1						2 4
1						
A 10						

. - F . 22 00-06 00 . 22 00-08 30 . 22 00-08 30



INTERSECTION: LA 39 (JUDGE PEREZ DR.) @ PALMISANO BLVD.

WOOD POLE
METAL POLE
MAST ARM
SPAN WIRE
CONTROLLER
SIGNAL POWER PEDESTAL W/ DISCONNECT
STOP LINE
PED CROSS WALK
SPAN WIRE SIGN & NO.
GROUND MOUNT SIGN & NO.
#4 LOOP DETECTOR & NO.
PEDESTAL MOUNT SIGNAL & NO.
SIGNAL FACE & NO.
PEDESTRIAN SIGNAL & NO.
PED BUTTON & SIGN
PARALLEL PARKING
PREEMPTION
POWER SOURCE
VIDEO DETECTION ZONE
VIDEO DETECTION
WIRELESS INTERCONNECT
UTILITY POLE

EXISTING SPEED LIMITS

LA 39 - 35 MPH

PALMISANO BLVD. - 25 MPH

SIGNAL FACES	1-8,11-13 15-17	9,10	0	14,18	0	0	0	0	0	19-26
TOTALS	14	2	0	2	0	0	0	0	0	8

R = RED
Y = YELLOW
G = GREEN
G = GREEN ARROW
Y = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

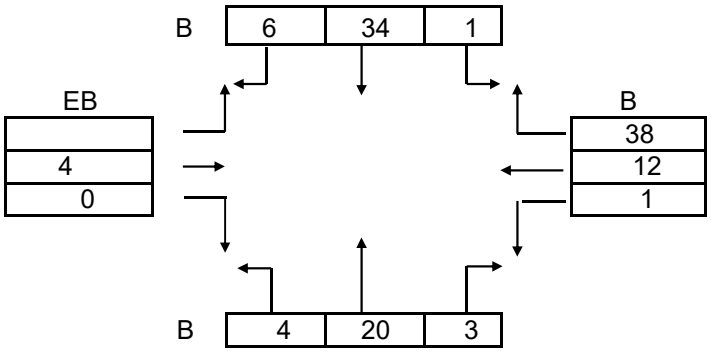
Intersection: A 3 J D A 3238 B

AFFIC E - H

AM PEAK HOUR: 7 00 00 A 8 00 00 A

C D 2 201

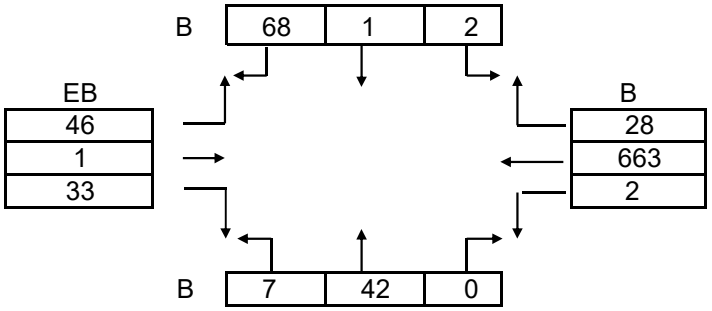
HF 0.83



MIDDAY PEAK HOUR: 2 30 00 3 30 00

C D 2 201

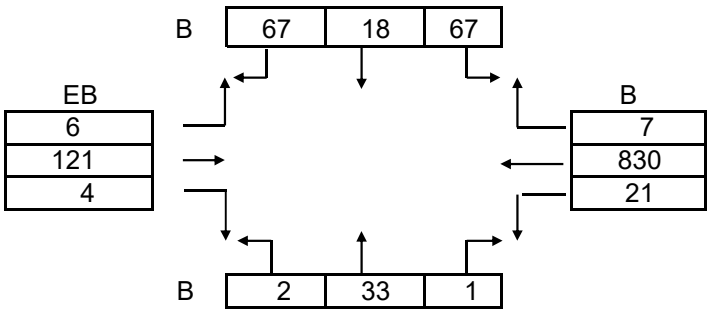
HF 0.8



PM PEAK HOUR: 00 00 6 00 00

C D 2 201

HF 0. 1



DE EC E BA B

D	D	E		E			
D1			Φ1		B1	1-6 0	
D2		3	Φ2		EB2 3	2-6 6	
D4			Φ4		B1 2	2-6 0	
D			Φ5		EB1	1-6 0	
D6		3	Φ6		B2 3	2-6 6	
D8			Φ8		B1 2	2-6 0	
D10			Φ2		EB2 3	2-6 6	
D14			Φ6		B2 3	2-6 6	

TRAFFIC SIGNAL INVENTORY (v3.2)

I IA A DE A E F A A I A D DE E E

TSI NO. 44-012

AGE F

INTERSECTION: LA 39 (Judge Perez Dr) @ LA 3238 (Plamisano Blvd)		**CTRL SEC:** 046-32	**LOGMILE:** 3.682
CITY: C	**PARISH:** . B	**LAT:** 29.9384	**LONG:** -89.9522
SIGNAL TYPE: D	**INTERCONNECT TYPE:** G	**REV. DATE:** 3 1 2017	**INSTALL DATE:** 3 17 1 77
IG A A A	AI AI ED B	C E A F	E

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TRAFFIC SIGNAL INVENTORY (v3.2)

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 44-019

INTERSECTION: LA 39 (Judge Perez Dr) @ Campagna Dr.		**CTRL SEC:** 046-32	**LOGMILE:** 4.06
CITY: Chalmette	**PARISH:** St. Bernard	**LAT:** 29.9377	**LONG:** -89.9461
SIGNAL TYPE: Volume Density	**INTERCONNECT TYPE:** GPS	**REV. DATE:** 3/15/2017	**INSTALL DATE:** 8/23/1985
MAINTAINED BY: DOTD	**COORDINATED WITH TSI #'S:** 44-005,006,007,008,009,010,011,012,018,019,032,033,034,035		

TRAFFIC SIGNAL COORDINATION PLANS (PHASING MAY VARY FROM FREE OPERATION)

Ring 1	Φ1	Turn	<G	<Y	<R															10
	Φ2	Thru				G	G	G	G	Y	R									5,6,7,8
	Φ4	Thru										G	G	Y	R					15,16
PEDs 1	Φ4	PED(4)										WA	FDW	DW	DW					19,20,21,22
Ring 2	Φ5	Turn							<G	<Y	<R									9
	Φ6	Thru	G	G	G	G	Y	R												1,2,3,4
	Φ8	Thru										G	G	Y	R					11,12
PEDs 2																				
Int. Times			**14**	**5**	**1**	**44**	**5**	**1**	**14**	**5**	**1**	**4**	**20**	**5**	**1**					Signal Heads
Phasing			Φ1 + Φ6			Φ2 + Φ6			Φ2 + Φ5			Φ4 + Φ8								
Split	sec		20		70	70		70	70		20	30			30					
Coord Φ:	Φ6																			Offset = 68 sec
Max:	MAX 2																			
Pattern/Split:	1																			Cycle Length: 120
Action:	1																			

Times of Operation: Mon. - Fri.: 09:00-14:00, 20:00-22:00 Sat.: 08:30-22:00 Sun.: 08:30-22:00

Notes:

Ring 1	Φ1	Turn	<G	<Y	<R															10
	Φ2	Thru				G	G	G	G	Y	R									5,6,7,8
	Φ4	Thru										G	G	Y	R					15,16
PEDs 1	Φ4	PED(4)										WA	FDW	DW	DW					19,20,21,22
Ring 2	Φ5	Turn							<G	<Y	<R									9
	Φ6	Thru	G	G	G	G	Y	R												1,2,3,4
	Φ8	Thru										G	G	Y	R					11,12
PEDs 2																				
Int. Times			**10**	**5**	**1**	**34**	**5**	**1**	**10**	**5**	**1**	**4**	**18**	**5**	**1**					Signal Heads
Phasing			Φ1 + Φ6			Φ2 + Φ6			Φ2 + Φ5			Φ4 + Φ8								
Split	sec		16		56	56		56	56		16	28			28					
Coord Φ:	Φ2																			Offset = 3 sec
Max:																				
Pattern/Split:	2																			Cycle Length: 100
Action:	2																			

Times of Operation: Mon. - Fri.: 06:00-09:00 Sat.: Sun.:

Notes:

Ring 1	Φ1	Turn	<G	<Y	<R															10
	Φ2	Thru				G	G	G	G	Y	R									5,6,7,8
	Φ4	Thru										G	G	Y	R					15,16
PEDs 1	Φ4	PED(4)										WA	FDW	DW	DW					19,20,21,22
Ring 2	Φ5	Turn							<G	<Y	<R									9
	Φ6	Thru	G	G	G	G	Y	R												1,2,3,4
	Φ8	Thru										G	G	Y	R					11,12
PEDs 2																				
Int. Times			**19**	**5**	**1**	**62**	**5**	**1**	**19**	**5**	**1**	**4**	**12**	**5**	**1**					Signal Heads
Phasing			Φ1 + Φ6			Φ2 + Φ6			Φ2 + Φ5			Φ4 + Φ8								
Split	sec		25		93	93		93	93		25	22			22					
Coord Φ:	Φ6																			Offset = 16 sec
Max:	MAX 2																			
Pattern/Split:	3																			Cycle Length: 140
Action:	3																			

Times of Operation: Mon. - Fri.: 14:00-20:00 Sat.: Sun.:

TRAFFIC SIGNAL INVENTORY (v3.2)

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TSI NO. 44-019

Intersection: LA 39 (Judge Perez Dr) @ Campagna Dr.

Phasing Parameters

Phase Mode: STD8 / Force Off: Fixed	Phase #: / Movement: / RANGE(sec)	1	2	3	4	5	6	7	8
MIN GREEN (MIN I)	0 - 99	7	15		10	7	15		10
GAP, EXTENSION	0 - 10	2.5	3.5		1.5	2.5	3.5		1.5
MAX GREEN I (MAX I)	0 - 255	15	60		20	15	60		20
MAX GREEN II (MAX II)	0 - 255	35	60		40	35	60		40
YELLOW CLEARANCE (YEL)	3 - 7	5	5		5	5	5		5
RED CLEARANCE (RED)	1 - 4	1	1		1	1	1		1
WALK (WALK)	0 - 100				4				
PED CLEARANCE (P CLR)	0 - 100				20				
ADDED INITIAL GREEN	0 - 10		0				0		
MAXIMUM INITIAL	0 - 255		0				0		
TIME BEFORE REDUCTION	0 - 255		20				20		
TIME TO REDUCE	0 - 255		20				20		
REDUCE BY	0 - 99								
MINIMUM GAP	0 - 10		1.7				1.7		
DYNAMIC MAX LIMIT	0 - 255								
DYNAMIC MAX STEP	0 - 25								
RECALL	MIN/MAX		MIN				MIN		
PEDESTRIAN CALL	ON/OFF								
LOCK CALLS	ON/OFF								
SOFT RECALLS	ON/OFF								
REST IN WALK	ON/OFF								
DUAL ENTRY	ON/OFF		ON		ON		ON		ON

ADDITIONAL SIGNAL CONTROLLER SETTINGS

Enable Simul Gap			ON		ON		ON		ON

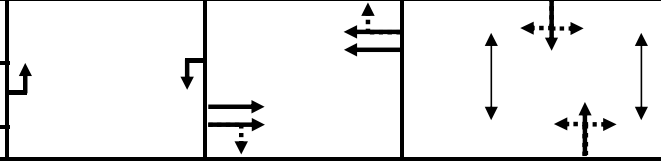
TRAFFIC SIGNAL FREE OPERATION PHASING WHEN ALL PHASES ARE CALLED

Ring 1	Φ1	Turn	<G	<Y	<R																10
	Φ2	Thru				G	Y	R													5,6,7,8
	Φ4	Thru							G	G	G	Y	R								15,16
PEDs 1	Φ4	PED(4)							WA	FDW	DW	DW	DW								19,20,21,22
Ring 2	Φ5	Turn	<G	<Y	<R																9
	Φ6	Thru				G	Y	R													1,2,3,4
	Φ8	Thru							G	G	G	Y	R								11,12
PEDs 2																					
Phasing			Φ1 + Φ5			Φ2 + Φ6			Φ4 + Φ8												Signal Heads

Max: MAX 1

Sequence #: 1

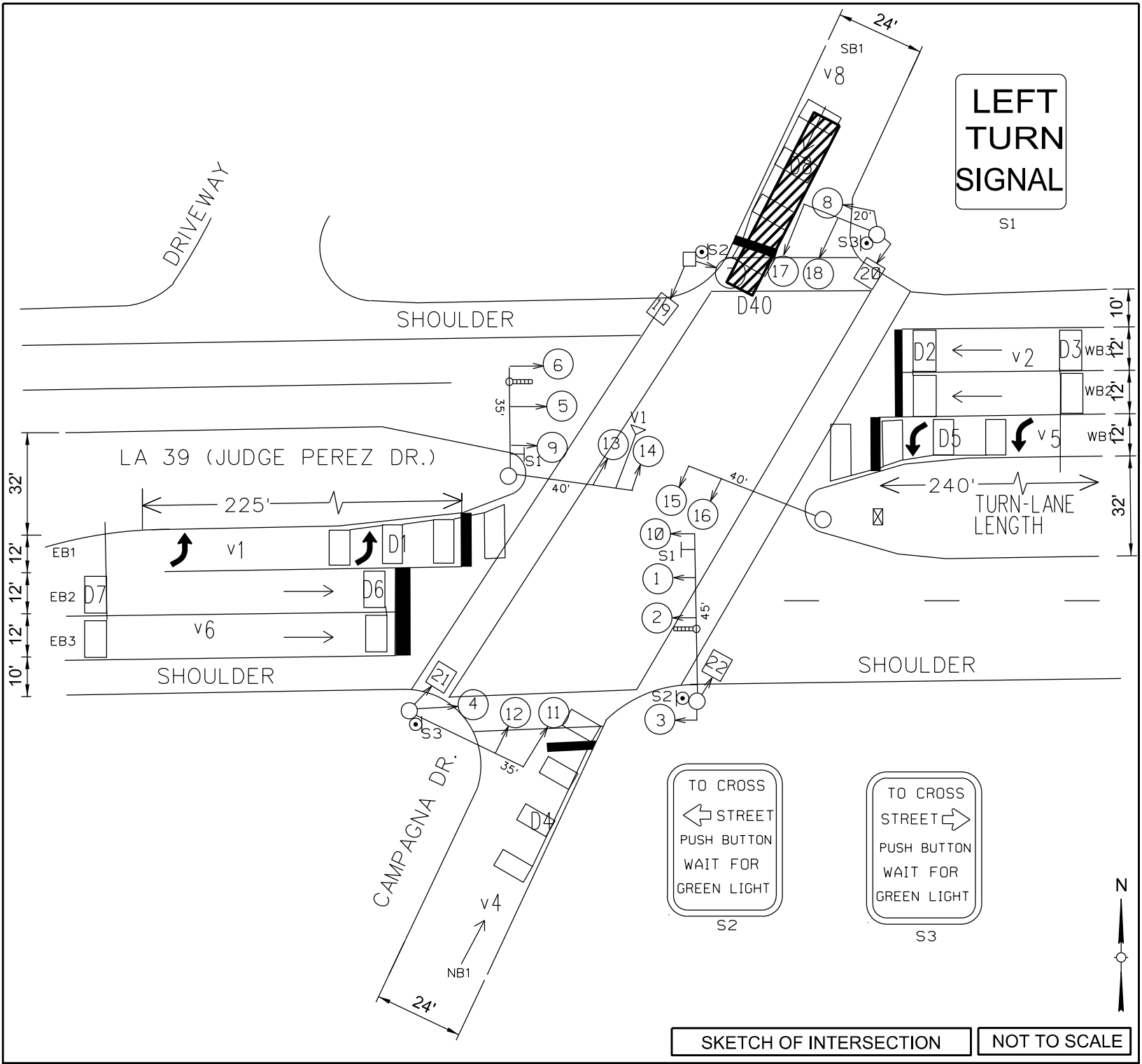
Action: 10



Pattern/Split: 254

Times of Operation: Mon. - Fri.: 22:00-06:00 Sat.: 22:00-08:30 Sun.: 22:00-08:30

Notes:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 39 (JUDGE PEREZ DR) @ CAMPAGNA DRIVE | PAGE 3 OF 5

- WOOD POLE
- METAL POLE
- MAST ARM
- SPAN WIRE
- CONTROLLER
- SIGNAL POWER PEDESTAL W/ DISCONNECT
- STOP LINE
- PED CROSS WALK
- SPAN WIRE SIGN & NO.
- GROUND MOUNT SIGN & NO.
- #4 LOOP DETECTOR & NO.
- PEDESTAL MOUNT SIGNAL & NO.
- SIGNAL FACE & NO.
- PEDESTRIAN SIGNAL & NO.
- PED BUTTON & SIGN
- PARALLEL PARKING
- EMERGENCY PREEMPTION
- POWER SOURCE
- VIDEO DETECTION ZONE
- VIDEO DETECTION
- WIRELESS INTERCONNECT
- UTILITY POLE

EXISTING SPEED LIMITS

LA 39- 35 MPH

CAMPAGNA - 20 MPH

SIGNAL FACES	1-8, 11-18	9,10	0	0	0	0	0	0	0	19-22
TOTALS	16	2	0	0	0	0	0	0	0	4

R = RED
Y = YELLOW
G = GREEN
⟲ = GREEN ARROW
⟲ = YELLOW ARROW
DK = DARK
8" = 8" DIA. LENS
12" = 12" DIA. LENS
WA = WALK
DW = DON'T WALK
FDW = FLASHING DON'T WALK

PED: DON'T WALK / WALK

TRAFFIC SIGNAL INVENTORY (v3.2)

TSI NO. 44-019

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

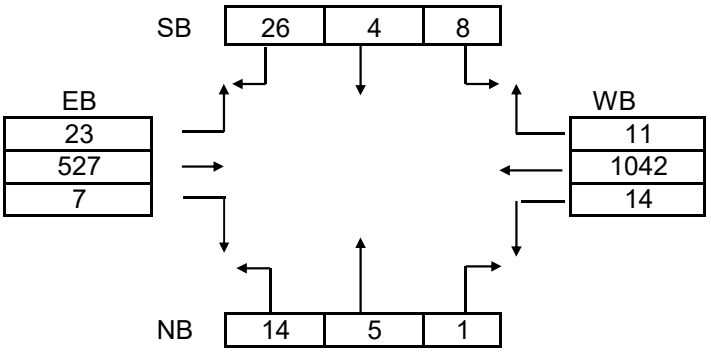
Intersection: LA 39 (Judge Perez Dr) @ Campagna Dr.

TRAFFIC VOLUMES - VPH

AM PEAK HOUR: 6:45:00 AM to 7:45:00 AM

Count Date: 10/6/2015

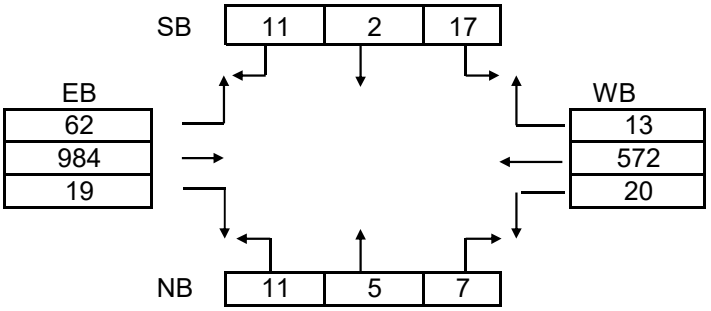
PHF: 0.84



MIDDAY PEAK HOUR: 2:30:00 PM to 3:30:00 PM

Count Date: 10/6/2015

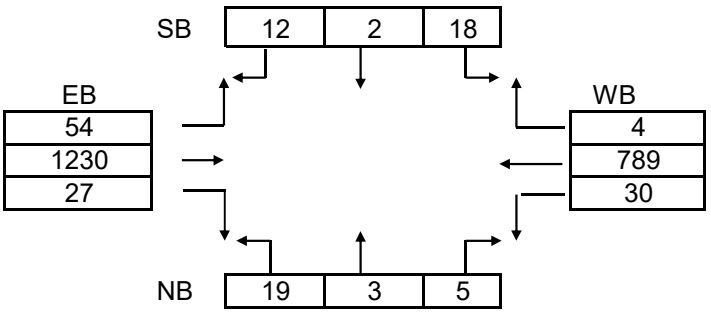
PHF: 0.97



PM PEAK HOUR: 4:45:00 PM to 5:45:00 PM

Count Date: 10/6/2015

PHF: 0.93



* DETECTOR TYPE=STOP_BAR_B

Detector #	Delay(s)	Extends(s)	Phase	Equipment	Lane #	Size	Type
D1			Φ1	Loop		1-6x50	Stopbar
D2		3	Φ2	Loop		2-6x6	Stopbar
D3			Φ2	Loop		2-6x6	Setback
D4			Φ4	Loop		1-6x50	Stopbar
D5			Φ5	Loop		1-6x50	Stopbar
D6		3	Φ6	Loop		2-6x6	Stopbar
D7			Φ6	Loop		2-6x6	Setback
D8				Loop		1-6x50	Stopbar
D40			Φ8	Video		1-6x50	Stopbar

TRAFFIC SIGNAL INVENTORY (v3.2)				TSI NO. 44-019
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT				PAGE: 5 OF 5
INTERSECTION: LA 39 (Judge Perez Dr) @ Campagna Dr.			**CTRL SEC:** 046-32	**LOGMILE:** 4.06
CITY: Chalmette	**PARISH:** St. Bernard		**LAT:** 29.9377	**LONG:** -89.9461
SIGNAL TYPE: Volume Density	**INTERCONNECT TYPE:** GPS		**REV. DATE:** 3/15/2017	**INSTALL DATE:** 8/23/1985
SIGNAL WARRANTS:	MAINTAINED BY:	CONTROLLER MANUF: Trafficware		SYSTEM #:

Traffic Signal Notes Page

1	3/15/17 Retimed and coordinated corridor, changed sequence
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TRAFFIC SIGNAL INVENTORY

TSI NO. 44-025

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTERSECTION: LA 39 (JUDGE PEREZ DR) @ ARCHBISHOP HANNAN BLVD/ DEBOUCHEL BLVD | **CTRL SEC:** | **LOGMILE:**

CITY: Meraux | **PARISH:** St. Bernard | **LAT:** 29.9353 | **INSTALLATION DATE:** 10/19/90

TYPE SIGNAL: Volume Density Time Based Coordination | **LONG:** -89.9222 | **LAST REVISION DATE:** 09/03/13

PHASES		Φ2 + Φ6			Φ4			Φ8			Φ1 + Φ5									
INTERVALS		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES	1	G	Y	R																Y
	2	G	Y	R																Y
	3										<G	<Y	R							R
	4										<G	<Y	R							R
	5	G	Y	R																Y
	6	G	Y	R																Y
	7				G	Y	R													R
	8				<G/G	Y	R													R
	9							<G/G	Y	R										R
	10							G	Y	R										R
	11							G	Y	R										R
	12				G	Y	R													R
	13																			
	14																			
	15																			
	16																			

Hours of Flashing Operation: Emergency

TIME	SEC	28.2	4.5	1.5	13.0	4.0	2.0	13.0	4.0	2.0	12.0	4.5	1.5							Offset =
FO	SEC	0			19			38			56									18 sec
YP	SEC																			
SPLIT	SEC																			

PLAN = 1 CYCLE LENGTH = 90 TIMES OF OPERATION = 12:00AM - 5:30AM, 7:00PM - 12:00AM

TIME	SEC	37.0	4.5	1.5	13.0	4.0	2.0	13.0	4.0	2.0	13.0	4.5	1.5							Offset =
FO	SEC	0			19			38			57									40 sec
YP	SEC																			
SPLIT	SEC																			

PLAN = 2 CYCLE LENGTH = 100 TIMES OF OPERATION = 9:00AM - 3:30PM

TIME	SEC	54.0	4.5	1.5	17.0	4.0	2.0	17.0	4.0	2.0	18.0	4.5	1.5							Offset =
FO	SEC	0			23			46			70									40 sec
YP	SEC																			
SPLIT	SEC																			

PLAN = 3 CYCLE LENGTH = 130 TIMES OF OPERATION = 5:30AM - 9:00AM

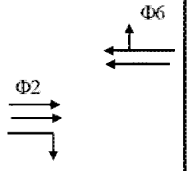
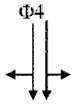
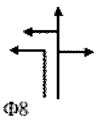
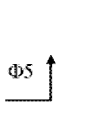
TIME	SEC		4.5	1.5		4.0	2.0		4.0	2.0		4.5	1.5							Offset =
FO	SEC	0			23			46			70									44 sec
YP	SEC																			
SPLIT	SEC																			

PLAN = 4 CYCLE LENGTH = 130 TIMES OF OPERATION = 3:30PM - 7:00PM

TIME	SEC																			Offset =
FO	SEC																			sec
YP	SEC																			
SPLIT	SEC																			

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6	Φ4	Φ8	Φ1 + Φ5	0	0
					

SIGNAL WARRANTS: | MAINTAINED BY: LADOTD | CONTROLLER MANUF: NAZTEC | SYSTEM #:

MASTER/ SLAVE: LOCAL | MASTER AT TSI #: | COORDINATED WITH TSI #'S:

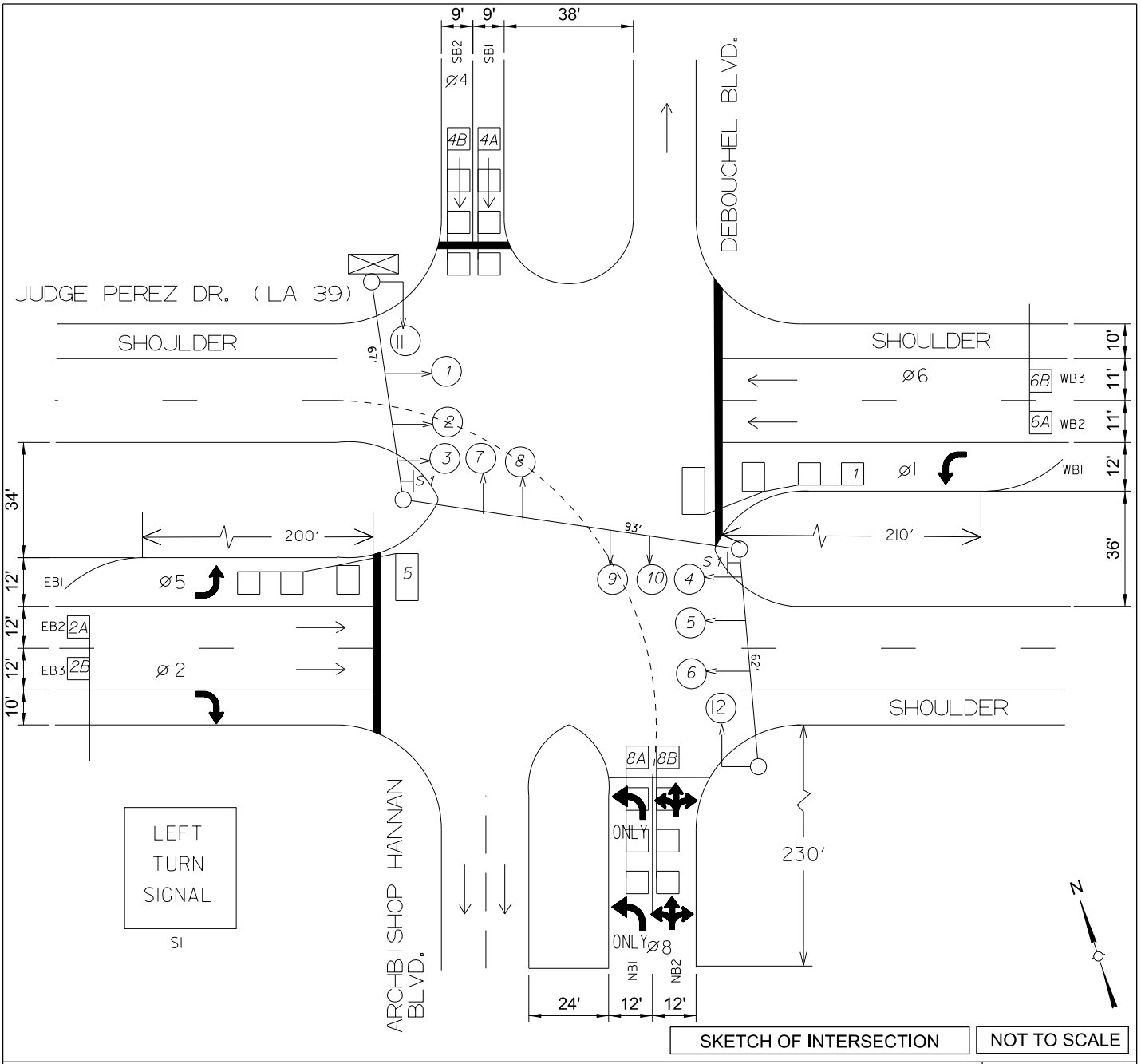
TRAFFIC SIGNAL INVENTORY									TSI NO. 44-025
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT								PAGE: 2 OF 6	
Intersection:	LA 39 (JUDGE PEREZ DR) @ ARCHBISHOP HANNAN BLVD/DEBOUCHEL BLVD								

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description	↰	→		↓	↗	←		↑
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	6.0	15.0		6.0	6.0	15.0		6.0
PASSAGE TIME	0 - 9.9	1.5	3.5		1.5	1.5	3.5		1.5
MAX GREEN I (MAX I)	0 - 99.0	20.0	50.0		25.0	20.0	50.0		25.0
MAX GREEN II (MAX II)	0 - 99.0	20.0	70.0		25.0	20.0	70.0		25.0
YELLOW CLEARANCE (YEL)	3 - 9.9	4.5	4.5		4.0	4.5	4.5		4.0
RED CLEARANCE (RED)	0 - 9.9	1.5	1.5		2.0	1.5	1.5		2.0
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9		2.0				2.0		
TIME TO REDUCE	0 - 99.0		15.0				15.0		
TIME BEFORE REDUCTION	0 - 99.0		15.0				15.0		
MIN GAP	0 - 9.9		1.7				1.7		
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES	MOF	MIN		MOF	MOF	MIN		MOF
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:
Note 2:
Note 3:
Note 4:
Note 5:
Note 6:



SKETCH OF INTERSECTION | NOT TO SCALE

INTERSECTION: LA 39 (JUDGE PEREZ DR.) AT ARCHBISHOP HANNAN BLVD./DEBOUCHEL BLVD. | PAGE 3 OF 6

WOOD POLE
METAL POLE
MAST ARM
SPAN WIRE
CONTROLLER
SIGNAL POWER PEDESTAL W/ DISCONNECT
STOP LINE
PED CROSS WALK
SPAN WIRE SIGN & NO.
GROUND MOUNT SIGN & NO.
#4 LOOP DETECTOR & NO.
PEDESTAL MOUNT SIGNAL & NO.
SIGNAL FACE & NO.
PEDESTRIAN SIGNAL & NO.
PED BUTTON & SIGN
PARALLEL PARKING
POWER SOURCE
VIDEO DETECTION ZONE
VIDEO DETECTION
WIRELESS INTERCONNECT
UTILITY POLE

EXISTING SPEED LIMITS

LA 39 - 45 MPH

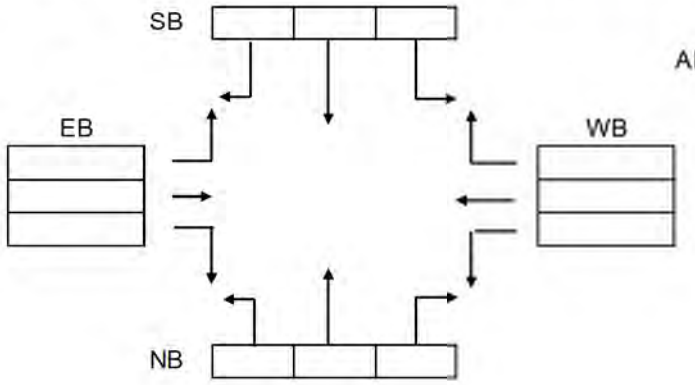
SIGNAL FACES	1,2,5,6, 7,10-12	3,4	0	8,9	0	0	0	0	0	0
TOTALS	10	2	0	2	0	0	0	0	0	0
R = RED Y = YELLOW G = GREEN G = GREEN ARROW Y = YELLOW ARROW DK = DARK 8" = 8" DIA. LENS 12" = 12" DIA. LENS WA = WALK DW = DON'T WALK FDW = FLASHING DON'T WALK	R Y G	R Y G	R Y G	R Y G G	R Y G G	R Y Y G G	R Y Y G G	R	Y	PED

TRAFFIC SIGNAL INVENTORY

TSI NO. 44-025

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT | PAGE: 5 OF 6

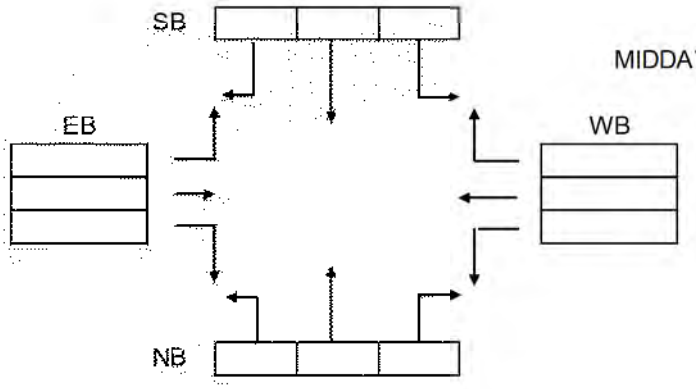
Intersection: LA 39 (JUDGE PEREZ DR) @ ARCHBISHOP HANNAN BLVD/DEBOUCHEL BLVD



AM PEAK HOUR: _____ to _____

Count Date: _____

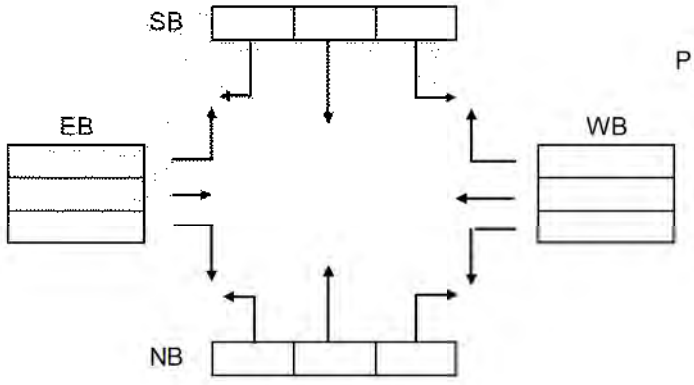
PHF: _____



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type
1	Φ1	Loop	WB1	6X6	4	Stopbar
2A & 2B	Φ2	Loop	EB2 - EB3	6X6	2	Setback
4A & 4B	Φ4	Loop	SB1 - SB2	6X6	8	Stopbar
5	Φ5	Loop	EB1	6X6	4	Stopbar
6A & 6B	Φ6	Loop	WB2 - WB3	6X6	2	Setback
8A & 8B	Φ8	Loop	NB1 - NB2	6X6	8	Stopbar

TRAFFIC SIGNAL INVENTORY

TSI NO. 44-023

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

INTERSECTION: LA 39 (Judge Perez Dr.) @ Colonial Blvd. | **CTRL SEC:** | **LOGMILE:**

CITY: Violet | **PARISH:** St. Bernard | **LAT:** 29.9068 | **INSTALLATION DATE:**

TYPE SIGNAL: Volume Density Controller | **LONG:** -89.8948 | **LAST REVISION DATE:** 07/31/15

PHASES	Φ2 + Φ6			Φ3			Φ4			Φ1 + Φ5									
INTERVALS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	FL
SIGNAL FACES 1	G	Y	R																Y
2	G	Y	R																Y
3	G	Y	R																Y
4	G	Y	R																Y
5										<G	<Y	R							R
6										<G	<Y	R							R
7							G	Y	R										R
8							<G/G	Y	R										R
9				<G	<Y	R													R
10				<G/G	Y	R													R
11				G	Y	R													R
12																			
13																			
14																			
15																			
16																			

Hours of Flashing Operation: Emergency

TIME	SEC		4.0	1.0		4.0	2.0		4.0	2.0		4.0	1.0						Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = FREE TIMES OF OPERATION = ALL DAY, EVERYDAY

TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

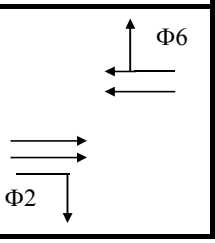
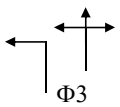
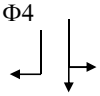
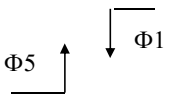
TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

TIME	SEC																		Offset = sec
FO	SEC																		
YP	SEC																		
SPLIT	SEC																		

PLAN = CYCLE LENGTH = TIMES OF OPERATION =

PHASING SEQUENCE

Φ2 + Φ6	Φ3	Φ4	Φ1 + Φ5	0	0
					

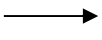
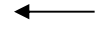
SIGNAL WARRANTS: | MAINTAINED BY: LADOTD | CONTROLLER MANUF: NAZTEC | SYSTEM #:

MASTER/ SLAVE: LOCAL | MASTER AT TSI #: | COORDINATED WITH TSI #'S:

TRAFFIC SIGNAL INVENTORY	TSI NO. 44-023
LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	PAGE: 2 OF 6

Intersection: LA 39 (Judge Perez Dr.) @ Colonial Blvd.

Phase Timing Parameters

	Phase Designation	1	2	3	4	5	6	7	8
	Movement Description								
PARAMETER	RANGE								
MIN GREEN (MIN I)	0 - 99.0	7.0	20.0	12.0	7.0	8.0	20.0		
PASSAGE TIME	0 - 9.9	2.5	4.2	2.0	2.0	2.0	4.2		
MAX GREEN I (MAX I)	0 - 99.0	20.0	55.0	30.0	20.0	20.0	55.0		
MAX GREEN II (MAX II)	0 - 99.0	20.0	20.0	30.0	20.0	20.0	20.0		
YELLOW CLEARANCE (YEL)	3 - 9.9	5.0	5.0	3.8	3.8	5.0	5.0		
RED CLEARANCE (RED)	0 - 9.9	1.0	1.0	2.0	2.0	1.0	1.0		
WALK (WALK)	0 - 99.0								
PED CLEARANCE (P CLR)	0 - 99.0								
ADDED INITIAL GREEN	0 - 9.9		1.7				1.7		
TIME TO REDUCE	0 - 99.0		30.0				30.0		
TIME BEFORE REDUCTION	0 - 99.0		20.0				20.0		
MIN GAP	0 - 9.9		1.7				1.7		
MAX INITIAL GREEN	0 - 99								
WALK 2	0 - 99.0								
PED CLEARANCE 2	0 - 99.0								
MAX 3	0 - 99.0								
MAX EXTENSION	0 - 99.0								
RECALL	CODES		MIN				MIN		
DETECTOR # - DELAY (in sec.)	0 - 99.0								
DETECTOR # - EXTEND (in sec.)	0 - 9.9								

RECALL FUNCTIONS	
MON	MEMORY ON
MOF	MEMORY OFF
MIN	MINIMUM
MAX	MAXIMUM
PMN	PEDESTRIAN AND MINIMUM
PMX	PEDESTRIAN AND MAXIMUM

Note 1:

Note 2:

Note 3:

Note 4:

Note 5:

Note 6:

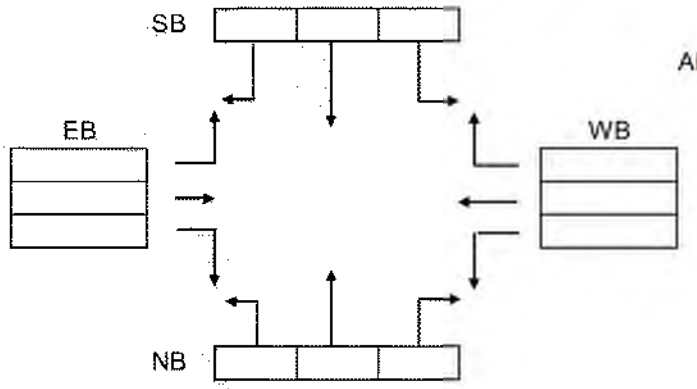


TRAFFIC SIGNAL INVENTORY

TSI NO. 44-023

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

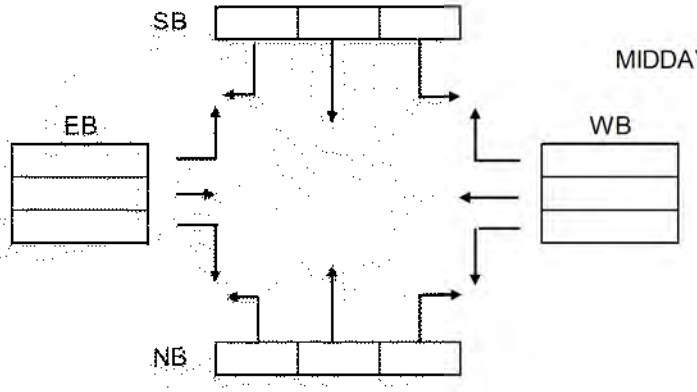
Intersection: LA 39 (Judge Perez Dr.) @ Colonial Blvd.



AM PEAK HOUR: _____ to _____

Count Date: _____

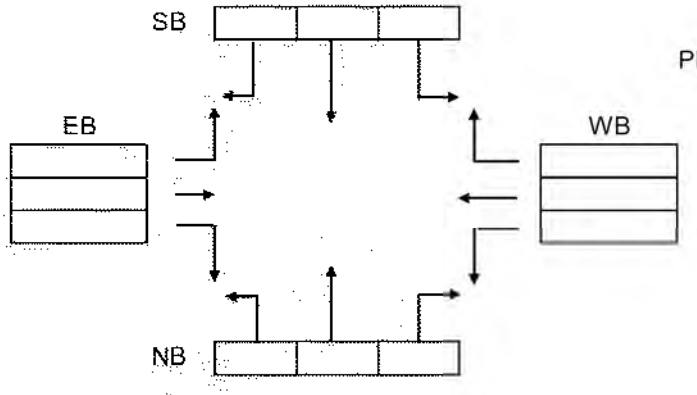
PHF: _____



MIDDAY PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____



PM PEAK HOUR: _____ to _____

Count Date: _____

PHF: _____

TRAFFIC VOLUMES - VPH

Detector #	Phase	Equipment	Lane #	Size	# of Loops	Type
1	Φ1	Loop	WB1	6x6	4	Stopbar
2A-2B	Φ2	Loop	EB2 & EB3	6x6	2	Setback
3A-3B	Φ3	Loop	NB1 & NB2	6x6	8	Stopbar
4A & 4B	Φ4	Loop	SB1 & SB2	6x6	8	Stopbar
5	Φ5	Loop	EB1	6x6	4	Stopbar
6A-6B	Φ6	Loop	WB2 & WB3	6x6	2	Setback

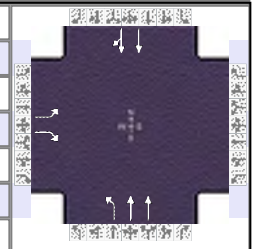
Appendix D
Existing Conditions

Appendix D.2 Existing Conditions Capacity Analysis

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

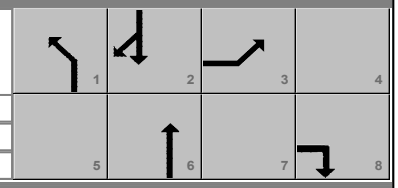
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	830			903	5

Signal Information			
Cycle, s	89.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	2.9	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	830			903	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	2			4	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

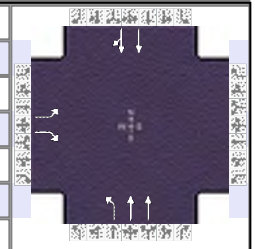
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

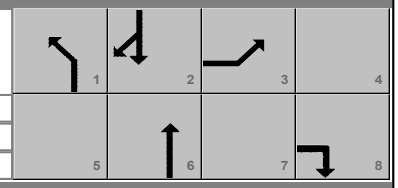
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	830			903	5

Signal Information			
Cycle, s	89.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	2.9	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		9.4			8.8	79.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		4.9			3.6	7.2		25.2
Green Extension Time (g_e), s		0.0			0.0	0.1		0.1
Phase Call Probability		0.37			0.55	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

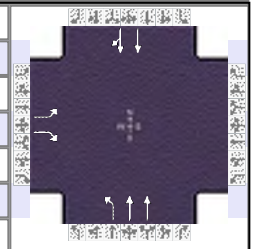
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		18				33	902			493	493
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1781			1841	1838
Queue Service Time (g_s), s	2.9		1.0				1.6	5.2			23.2	8.9
Cycle Queue Clearance Time (g_c), s	2.9		1.0				1.6	5.2			23.2	8.9
Green Ratio (*g/C*)	0.03		0.03				0.03	0.83			0.73	0.73
Capacity (*c*), veh/h	0		53				56	2945			1341	1339
Volume-to-Capacity Ratio (*X*)	0.000		0.347				0.580	0.306			0.368	0.368
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19				33.3	30.8			119.8	115.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.3	1.2			4.6	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.22	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				42.6	1.8			4.5	4.5
Incremental Delay (d_2), s/veh	0.0		1.4				3.5	0.3			0.8	0.8
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.6				46.1	2.1			5.3	5.3
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.6		A	5.3		A
Intersection Delay, s/veh / LOS	4.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.26	A	1.30	A

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HCS Signalized Intersection Intermediate Values

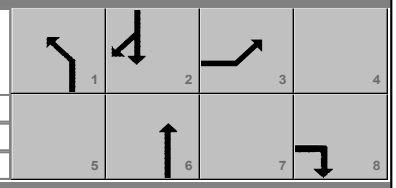
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	830			903	5

Signal Information			
Cycle, s	89.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	2.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.998	0.998
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3651	0	0	3662	16
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.03	0.00	0.00	0.00	0.03	0.83	0.00	0.00	0.73	0.73
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

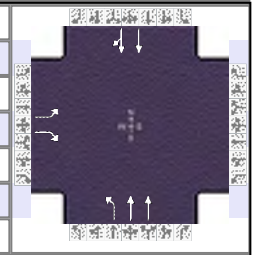
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.03			0.03	0.83		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		627
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.012	0.000	0.048
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.42		49.75	1653.79	1.34	1457.14	3.29
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.77	-3.64	0.81

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HCS Signalized Intersection Results Graphical Summary

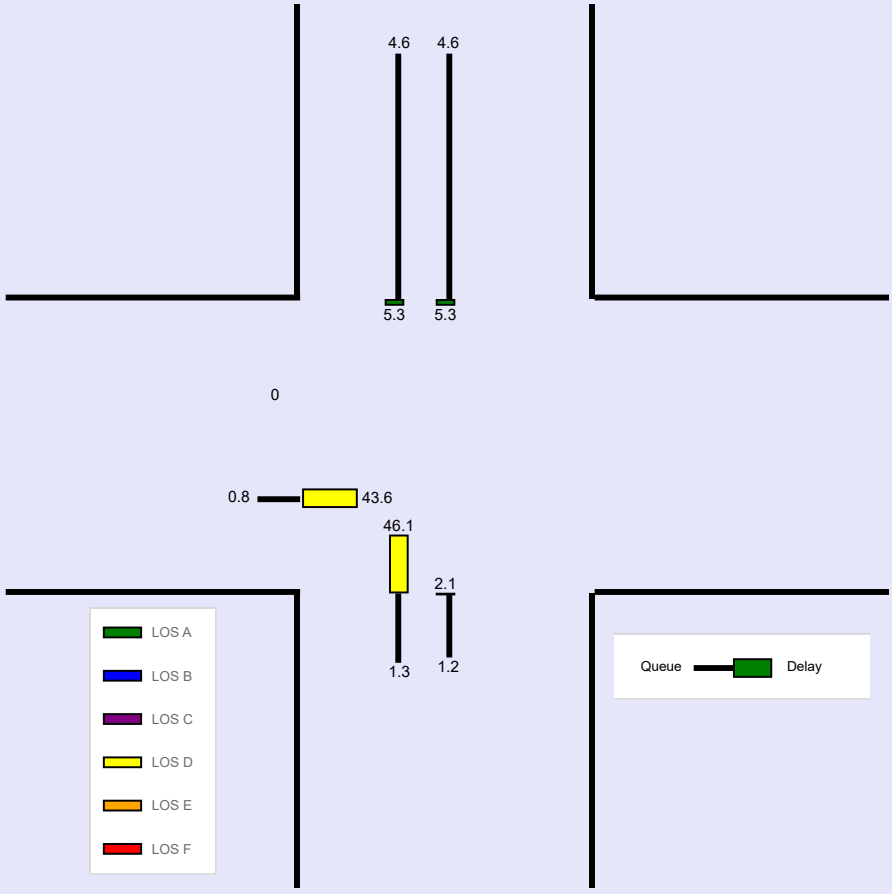
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				30	830			903	5

Signal Information													
Cycle, s	89.2	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.8	65.0	2.9	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0			
				Red	1.0	1.0	1.5	0.0	0.0	0.0			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19				33.3	30.8			119.8	115.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.3	1.2			4.6	4.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.22	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.6				46.1	2.1			5.3	5.3
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.6		A	5.3		A
Intersection Delay, s/veh / LOS	4.8						A					



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--- Messages ---

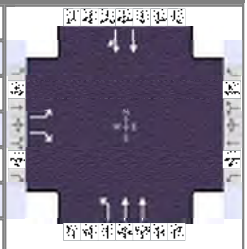
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

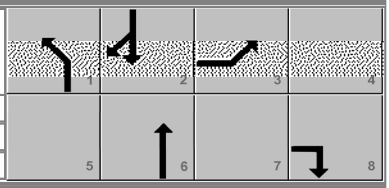
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				65	895			866	9

Signal Information			
Cycle, s	92.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	65.0	4.2	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				65	895			866	9
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	2			4	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

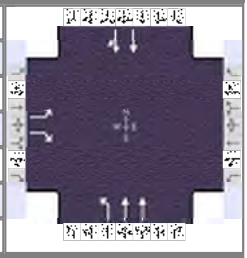
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

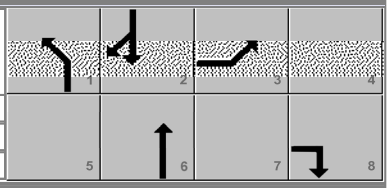
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				65	895			866	9

Signal Information			
Cycle, s	92.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	65.0	4.2	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		10.7			10.5	81.5		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.5			2.6	1.0		1.0
Queue Clearance Time (g_s), s		3.3			5.4	8.0		23.2
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.53			0.83	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

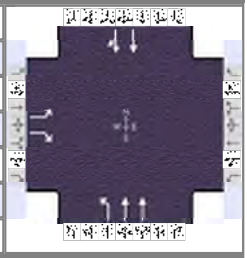
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		23				68	942			461	459
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1781			1841	1835
Queue Service Time (g_s), s	0.3		1.3				3.4	6.0			21.2	9.1
Cycle Queue Clearance Time (g_c), s	0.3		1.3				3.4	6.0			21.2	9.1
Green Ratio (*g/C*)	0.05		0.05				0.05	0.82			0.70	0.70
Capacity (*c*), veh/h	83		74				89	2915			1296	1292
Volume-to-Capacity Ratio (*X*)	0.076		0.313				0.768	0.323			0.355	0.355
Back of Queue (*Q*), ft/ln (95 th percentile)	6.4		24.1				73	44.3			134	129.4
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.0				2.9	1.7			5.2	5.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.49	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.1		42.6				43.4	2.1			5.4	5.4
Incremental Delay (d_2), s/veh	0.1		0.9				5.1	0.3			0.8	0.8
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	42.3		43.5				48.4	2.4			6.1	6.1
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.2		D	0.0			5.5		A	6.1		A
Intersection Delay, s/veh / LOS	6.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.86	B
Bicycle LOS Score / LOS		F	0.00	A	1.32	A	1.25	A

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HCS Signalized Intersection Intermediate Values

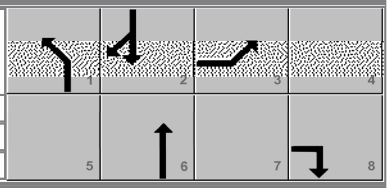
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				65	895			866	9

Signal Information			
Cycle, s	92.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	65.0	4.2	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.997	0.997
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3651	0	0	3642	34
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.00	0.00	0.00	0.05	0.82	0.00	0.00	0.70	0.70
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

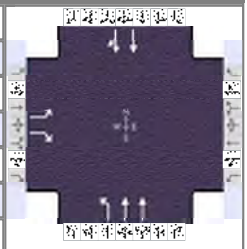
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.05			0.05	0.82		0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		604
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.154	0.000	0.154	0.000	0.017	0.000	0.056
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		53.95		51.28	1637.13	1.52	1408.65	4.03
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.83	-3.64	0.76

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HCS Signalized Intersection Results Graphical Summary

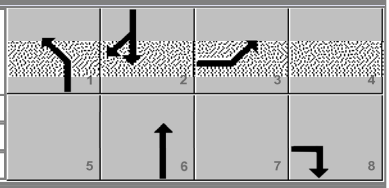
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base Mid.xus		
Project Description	23-018				



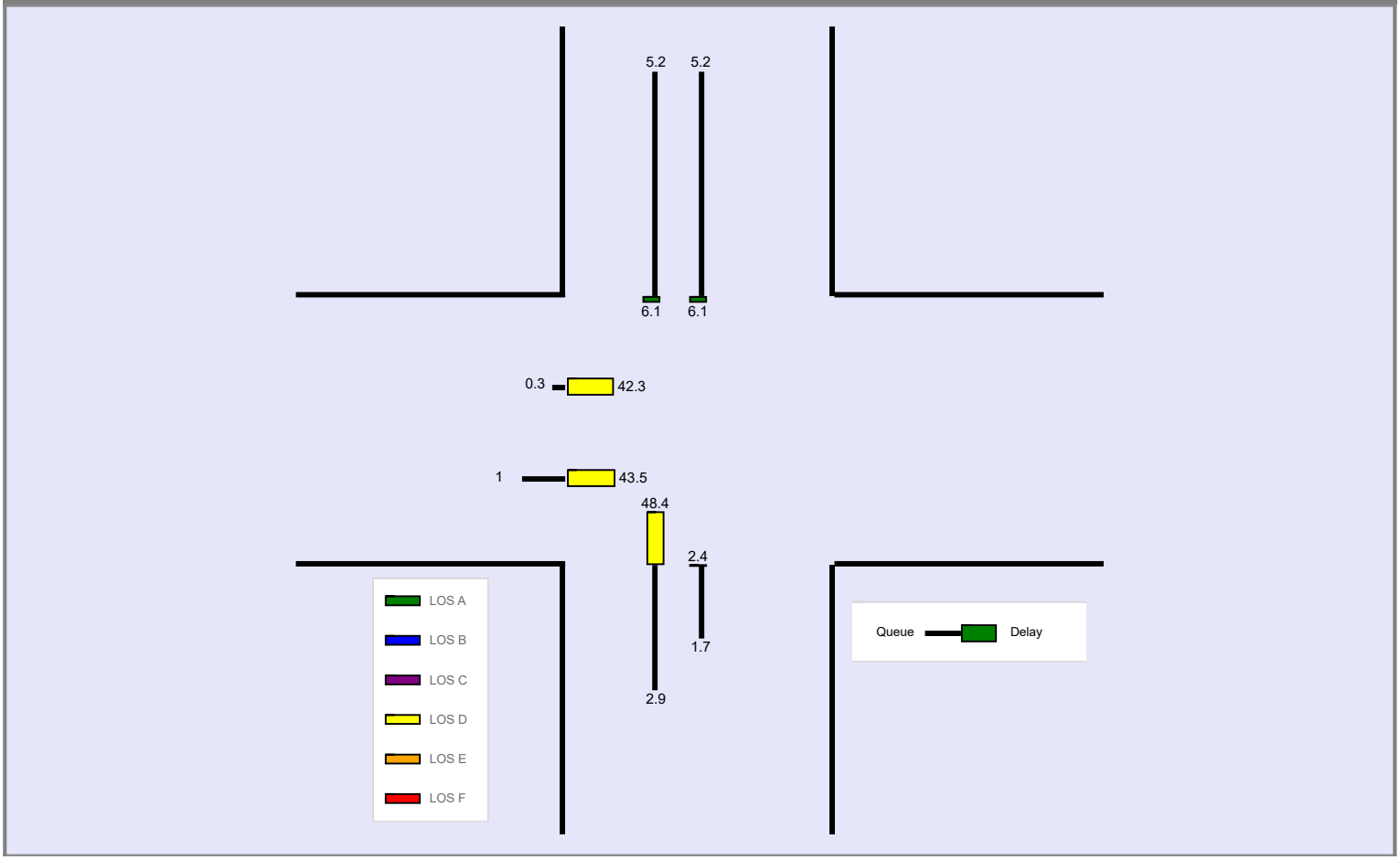
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				65	895			866	9

Signal Information			
Cycle, s	92.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	65.0	4.2	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.4		24.1				73	44.3			134	129.4
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.0				2.9	1.7			5.2	5.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.49	0.00			0.00	0.00
Control Delay (*d*), s/veh	42.3		43.5				48.4	2.4			6.1	6.1
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.2	D		0.0			5.5	A		6.1	A	
Intersection Delay, s/veh / LOS	6.4						A					



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--- Messages ---

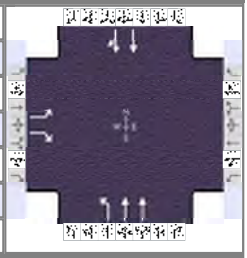
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

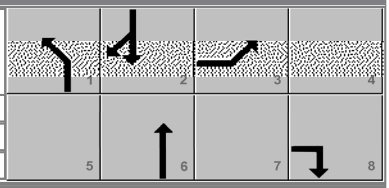
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1250			1044	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1250			1044	4
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	0			1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

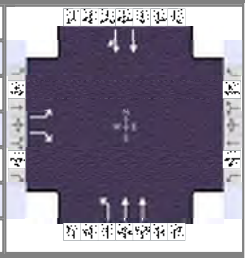
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

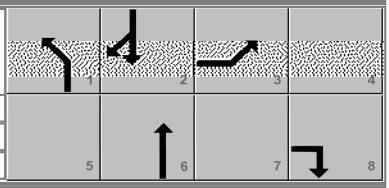
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1250			1044	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.0			7.7	78.7		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.8	10.1		28.6
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.19			0.34	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

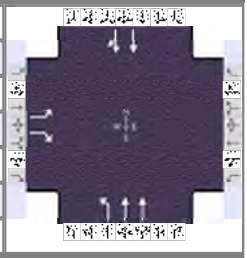
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				17	1330			557	557
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1809			1885	1883
Queue Service Time (g_s), s	0.3		0.1				0.8	8.1			26.6	9.1
Cycle Queue Clearance Time (g_c), s	0.3		0.1				0.8	8.1			26.6	9.1
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	31		28				35	3034			1414	1412
Volume-to-Capacity Ratio (*X*)	0.206		0.077				0.484	0.438			0.394	0.394
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	34.3			110.7	109.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.4			4.4	4.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.0		41.9				42.1	1.8			3.8	3.8
Incremental Delay (d_2), s/veh	1.2		0.4				3.8	0.5			0.8	0.8
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.2			4.7	4.7
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0	D		0.0			2.8	A		4.7	A	
Intersection Delay, s/veh / LOS	3.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.60	B	1.41	A

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HCS Signalized Intersection Intermediate Values

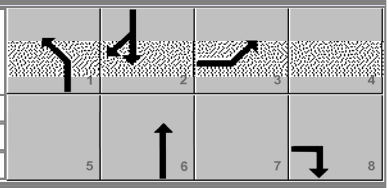
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1250			1044	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3709	0	0	3758	11
Proportion of Vehicles Arriving on Green (P)	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.84	0.00	0.00	0.75	0.75
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

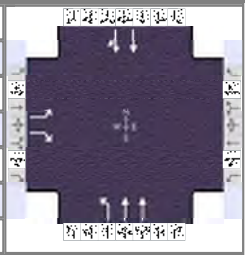
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		418
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.005	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.16		48.48	1677.29	1.13	1500.03	2.71
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.11	-3.64	0.92

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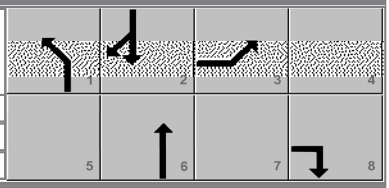
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd Base PM.xus		
Project Description	23-018				

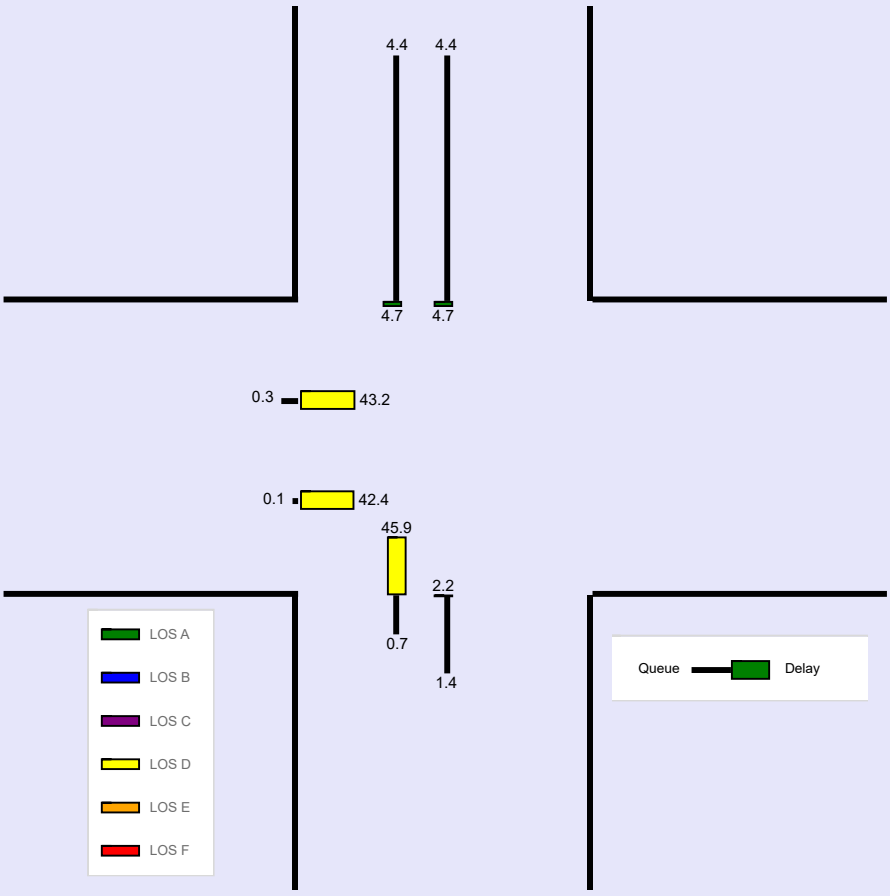


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1250			1044	4

Signal Information										
Cycle, s	86.7	Reference Phase	2							
Offset, s	0	Reference Point	End	Green	1.7	65.0	1.5	0.0	0.0	0.0
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	34.3			110.7	109.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.4			4.4	4.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.2			4.7	4.7
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			2.8		A	4.7		A
Intersection Delay, s/veh / LOS	3.8						A					



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--- Messages ---

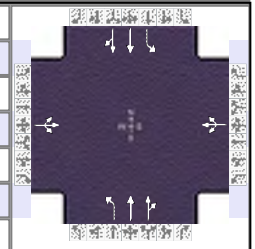
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

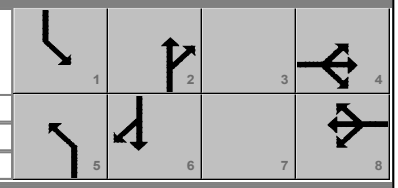
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	851	22	0	873	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	851	22	0	873	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

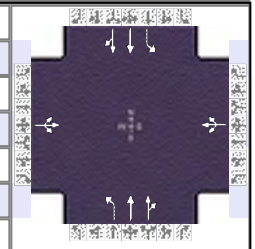
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

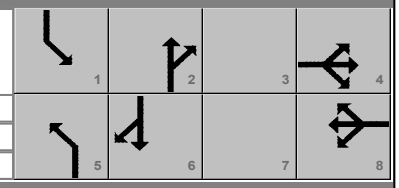
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	851	22	0	873	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		7.1		7.1	0.0	112.9	0.0	112.9
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	0.0	0.0	0.0	0.0
Queue Clearance Time (*g s*), s		4.5		2.9				
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.66		0.30				
Max Out Probability		0.00		0.00				

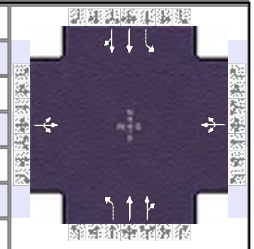
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		32			11		0	470	466	0	479	476
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1519			1426		1810	1870	1856	1810	1841	1830
Queue Service Time (*g s*), s		1.7			0.0		0.0	4.1	4.1	0.0	4.3	4.3
Cycle Queue Clearance Time (*g c*), s		2.5			0.9		0.0	4.1	4.1	0.0	4.3	4.3
Green Ratio (*g/C*)		0.03			0.03			0.90	0.90		0.90	0.90
Capacity (*c*), veh/h		89			97		2	1682	1669	2	1655	1645
Volume-to-Capacity Ratio (*X*)		0.361			0.111		0.000	0.279	0.279	0.000	0.289	0.289
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	9.4	9.9	0	10.1	10.3
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.4	0.4	0.0	0.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		58.2			57.4		0.0	0.8	0.8	0.0	0.8	0.8
Incremental Delay (*d 2*), s/veh		3.5			0.7		0.0	0.4	0.4	0.0	0.4	0.4
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.2	1.2	0.0	1.3	1.3
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.2	A		1.3	A	
Intersection Delay, s/veh / LOS	2.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.54	A	0.51	A	1.26	A	1.28	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base AM.xus		
Project Description	23-018				

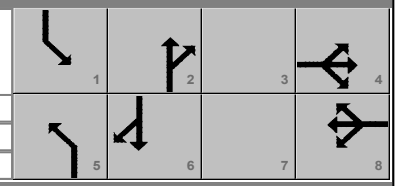


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	851	22	0	873	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	107.9	3.1	0.0	0.0	0.0	0.0						
Yellow	4.0	3.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.824	0.799		0.751	0.751		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.799		0.000	0.751		0.992	0.992		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1012	51	456	1426	0	0	1810	3645	81	1810	3608	62
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

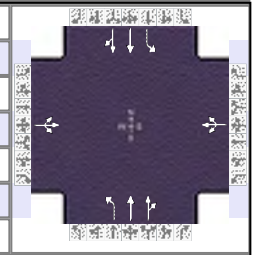
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.90	0.00	0.90
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1426	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1566		1426				
Permitted Effective Green Time (g_p), s		3.1		3.1	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		2.2		0.6	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		1.7		0.0				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	51.74	56.94	51.74	56.94	-83.33	65.10	1798.25	0.61
Bicycle F_w / F_v	-3.64	0.05	-3.64	0.02	-3.64	0.77	-3.64	0.79

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HCS Signalized Intersection Results Graphical Summary

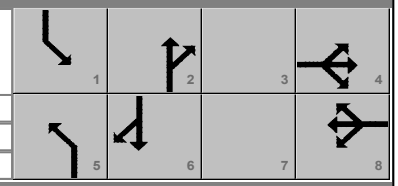
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base AM.xus		
Project Description	23-018				



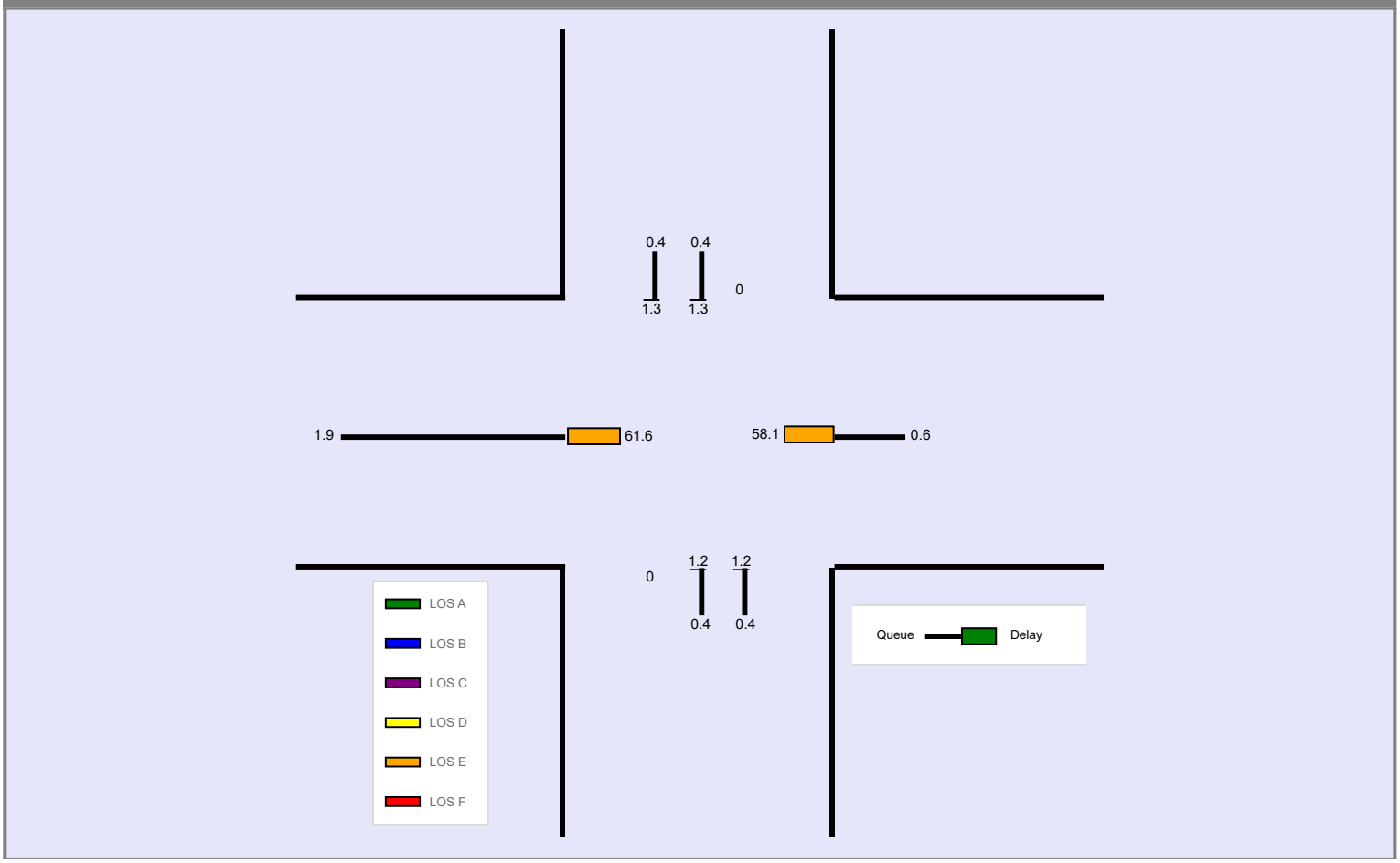
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	851	22	0	873	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	9.4	9.9	0	10.1	10.3
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.4	0.4	0.0	0.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.2	1.2	0.0	1.3	1.3
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.2	A		1.3	A	
Intersection Delay, s/veh / LOS	2.6						A					



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--- Messages ---

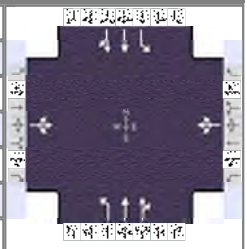
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

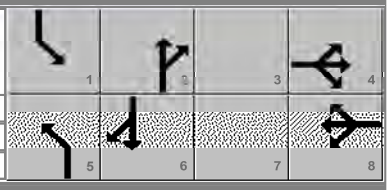
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	965	7	8	963	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	965	7	8	963	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	1	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

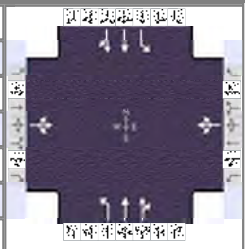
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

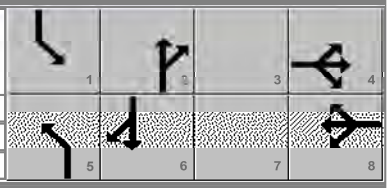
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	965	7	8	963	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.3		9.3	5.4	104.7	6.0	105.3
Change Period, ($Y+R_c$), s		4.0		4.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.1		3.8	2.2		2.6	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.5	0.0
Phase Call Probability		0.83		0.54	0.10		0.25	
Max Out Probability		0.00		0.00	0.00		0.22	

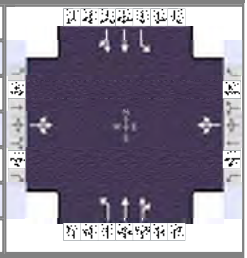
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		53			23		3	517	516	9	522	519
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1523			1462		1810	1870	1866	1810	1841	1830
Queue Service Time (g_s), s		2.3			0.0		0.2	7.8	7.8	0.6	7.8	7.8
Cycle Queue Clearance Time (g_c), s		4.1			1.8		0.2	7.8	7.8	0.6	7.8	7.8
Green Ratio (*g/C*)		0.04			0.04		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		117			122		6	1554	1550	15	1538	1529
Volume-to-Capacity Ratio (*X*)		0.453			0.192		0.524	0.333	0.333	0.571	0.340	0.340
Back of Queue (*Q*), ft/ln (95 th percentile)		78.6			33.1		6.1	86.9	86	13.7	84	81.6
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1			1.3		0.2	3.4	3.4	0.5	3.3	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.03	0.00	0.00	0.20	0.00	0.00
Uniform Delay (d_1), s/veh		56.7			55.6		59.7	2.4	2.4	59.3	2.3	2.3
Incremental Delay (d_2), s/veh		3.9			1.1		23.4	0.6	0.6	12.1	0.6	0.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		60.6			56.7		83.1	3.0	3.0	71.4	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.6	E		56.7	E		3.2	A		3.4	A	
Intersection Delay, s/veh / LOS	5.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.58	A	0.53	A	1.34	A	1.35	A

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HCS Signalized Intersection Intermediate Values

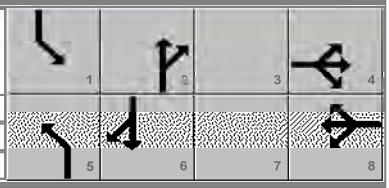
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	965	7	8	963	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.827	0.801		0.772	0.769		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.801		0.000	0.769		0.998	0.998		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1005	30	487	1329	0	133	1810	3713	23	1810	3611	60
Proportion of Vehicles Arriving on Green (P)	0.04	0.04	0.04	0.04	0.00	0.04	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

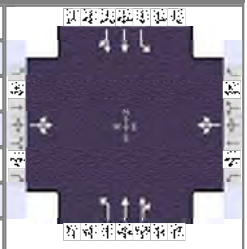
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	5.0	5.0	5.0	5.0
Green Ratio (g/C)		0.04		0.04	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1437		1417	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1567		1450				
Permitted Effective Green Time (g_p), s		5.3		5.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.5		1.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.3		0.0				
Time to First Blockage (g_f), s		0.1		0.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.1		0.2				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.164	0.000	0.019
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	88.75	54.79	88.75	54.79	16.47	59.02	1671.19	1.62
Bicycle F_w / F_v	-3.64	0.09	-3.64	0.04	-3.64	0.85	-3.64	0.87

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HCS Signalized Intersection Results Graphical Summary

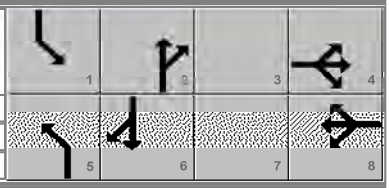
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base Mid.xus		
Project Description	23-018				



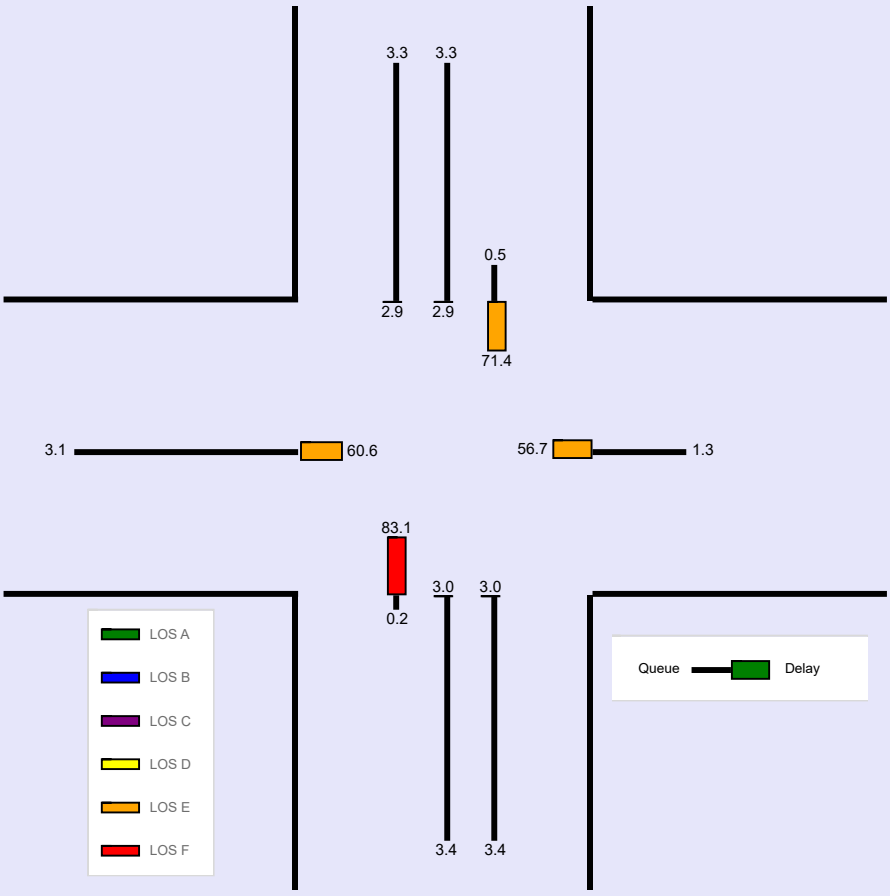
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	965	7	8	963	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0	
Yellow	4.0	4.0	4.0	3.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		78.6			33.1		6.1	86.9	86	13.7	84	81.6
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1			1.3		0.2	3.4	3.4	0.5	3.3	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.03	0.00	0.00	0.20	0.00	0.00
Control Delay (*d*), s/veh		60.6			56.7		83.1	3.0	3.0	71.4	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.6		E	56.7		E	3.2		A	3.4		A
Intersection Delay, s/veh / LOS	5.3						A					



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--- Messages ---

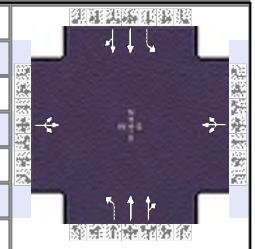
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

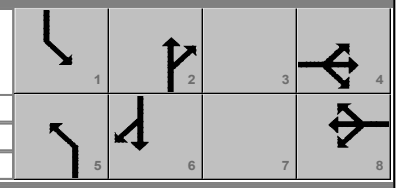
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1252	16	6	1047	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1252	16	6	1047	15
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

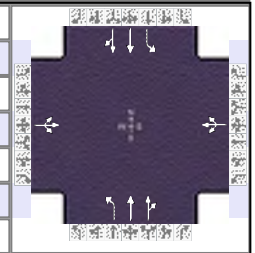
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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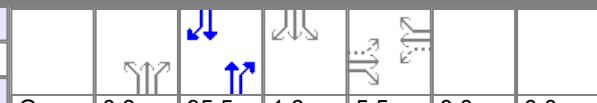
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base PM.xus		
Project Description	23-018				

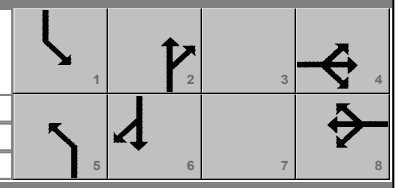


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1252	16	6	1047	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.5		9.5	4.3	104.8	5.8	106.3
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.1		6.3	2.1		2.4	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.6	0.0
Phase Call Probability		0.64		0.83	0.07		0.20	
Max Out Probability		0.00		0.00	0.00		0.23	

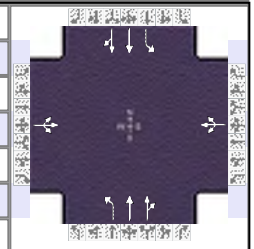
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		30			53		2	689	687	7	577	575
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1626			1485		1810	1900	1892	1810	1885	1877
Queue Service Time (g_s), s		0.0			2.2		0.1	11.5	11.5	0.4	8.3	8.3
Cycle Queue Clearance Time (g_c), s		2.1			4.3		0.1	11.5	11.5	0.4	8.3	8.3
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		119			121		4	1579	1573	12	1591	1584
Volume-to-Capacity Ratio (*X*)		0.256			0.441		0.515	0.436	0.437	0.553	0.363	0.363
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	128.5	129	10.8	83.5	83.2
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	5.1	5.2	0.4	3.3	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.15	0.00	0.00
Uniform Delay (d_1), s/veh		55.6			56.7		59.8	2.7	2.7	59.4	2.1	2.1
Incremental Delay (d_2), s/veh		1.6			3.6		31.6	0.9	0.9	14.1	0.6	0.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.6	3.6	73.6	2.8	2.8
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	57.2	E		60.2	E		3.7	A		3.2	A	
Intersection Delay, s/veh / LOS	5.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.54	A	0.58	A	1.62	B	1.44	A

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HCS Signalized Intersection Intermediate Values

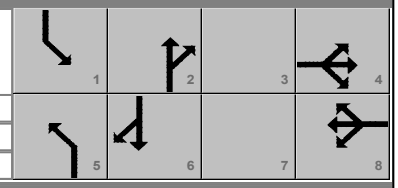
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1252	16	6	1047	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.886	0.856		0.792	0.781		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.856		0.000	0.781		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	813	0	813	1151	91	242	1810	3751	42	1810	3716	46
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.05	0.05	0.05	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

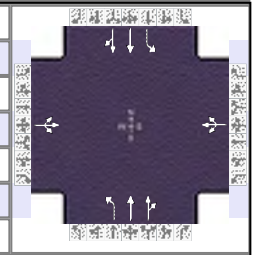
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1425		1420	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1628		1506				
Permitted Effective Green Time (g_p), s		5.5		5.5	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.2		3.4	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.2				
Time to First Blockage (g_f), s		1.1		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.8		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.015
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	91.03	54.66	91.03	54.66	13.03	59.22	1687.64	1.46
Bicycle F_w / F_v	-3.64	0.05	-3.64	0.09	-3.64	1.14	-3.64	0.96

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HCS Signalized Intersection Results Graphical Summary

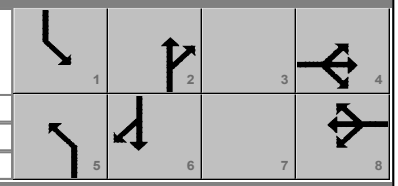
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St Base PM.xus		
Project Description	23-018				



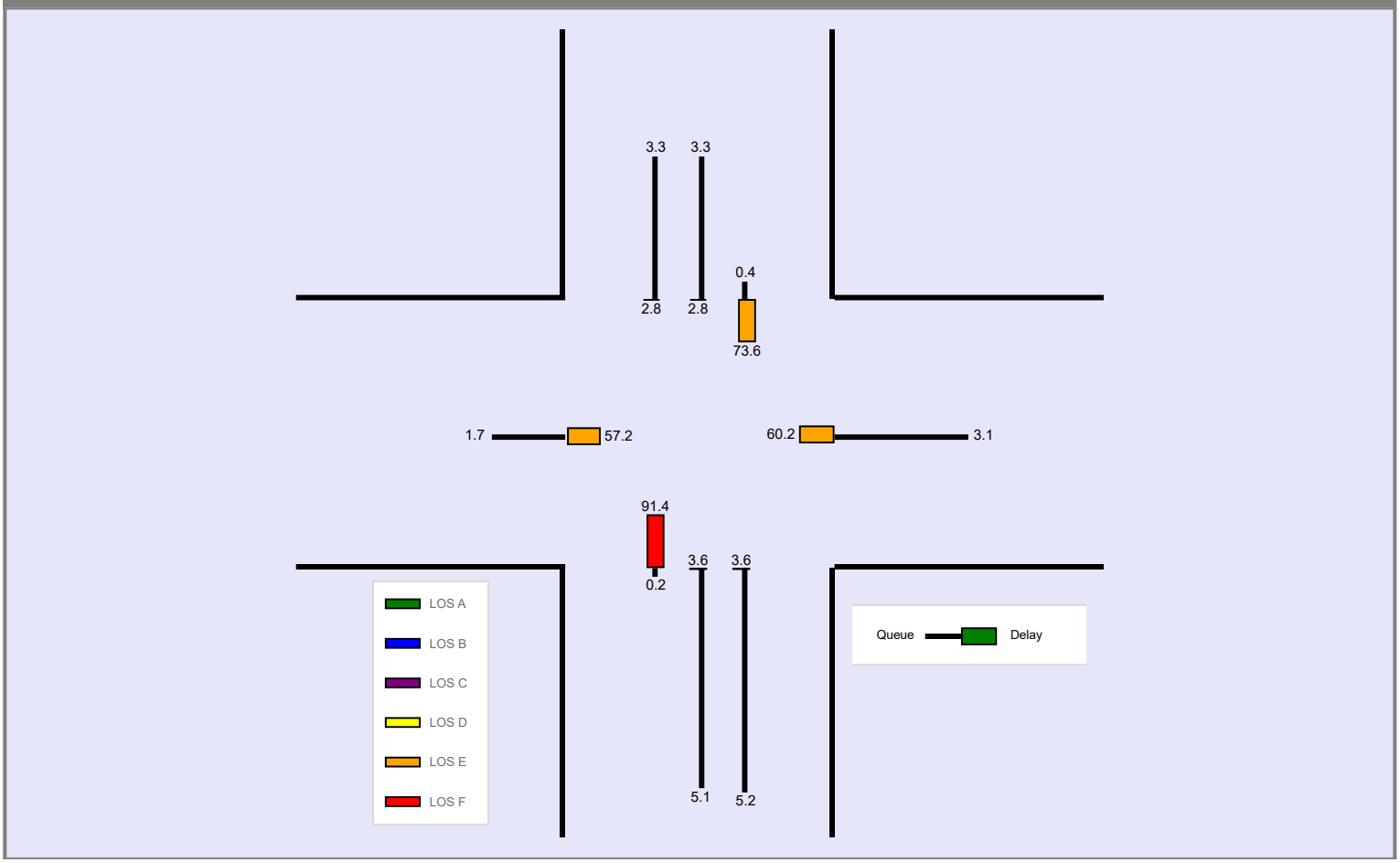
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1252	16	6	1047	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.5	1.8	5.5	0.0	0.0	
Yellow	3.0	4.0	3.0	3.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	128.5	129	10.8	83.5	83.2
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	5.1	5.2	0.4	3.3	3.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.6	3.6	73.6	2.8	2.8
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	57.2		E	60.2		E	3.7		A	3.2		A
Intersection Delay, s/veh / LOS	5.2						A					



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--- Messages ---

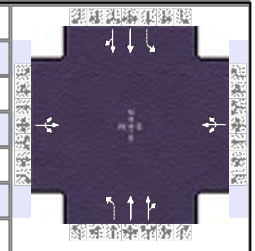
No errors or warnings exist.

--- Comments ---

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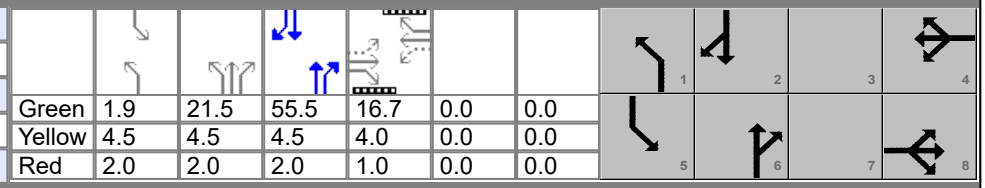
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	68	44	68	25	730	29	18	805	25

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.5	55.5	16.7	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	68	44	68	25	730	29	18	805	25
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	5	
Ped / Bike / RTOR, /h	0	0	3	0	0	7	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

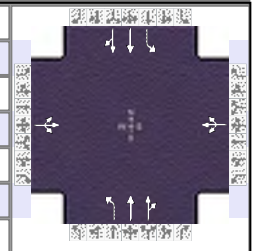
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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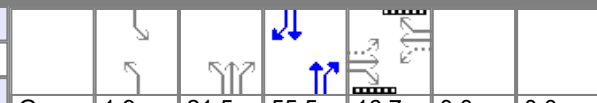
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-018				

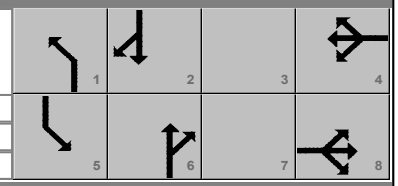


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	68	44	68	25	730	29	18	805	25

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.5	55.5	16.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		21.7		21.7	36.3	90.0	8.4	62.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		10.4		15.0	3.3		3.3	
Green Extension Time (*g e*), s		1.8		1.7	0.0	0.0	0.0	0.0
Phase Call Probability		0.97		1.00	1.00		0.46	
Max Out Probability		0.00		0.00	0.00		0.00	

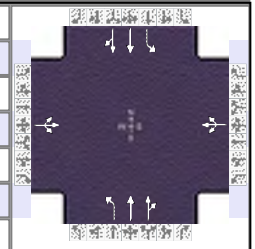
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			180		26	396	391	19	433	429
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1436			1603		1787	1847	1824	1669	1679	1663
Queue Service Time (*g s*), s		0.0			4.6		1.3	10.0	10.0	1.3	22.4	22.4
Cycle Queue Clearance Time (*g c*), s		8.4			13.0		1.3	10.0	10.0	1.3	22.4	22.4
Green Ratio (*g/C*)		0.14			0.14		0.25	0.70	0.70	0.02	0.46	0.46
Capacity (*c*), veh/h		243			264		444	1285	1269	26	776	769
Volume-to-Capacity Ratio (*X*)		0.450			0.681		0.059	0.308	0.308	0.725	0.558	0.558
Back of Queue (*Q*), ft/ln (95 th percentile)		145.2			238.6		27.2	167.1	163.2	29.5	366.3	349.7
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.5		1.1	6.6	6.5	1.2	14.1	14.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.12	0.00	0.00	0.15	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.8			49.9		34.4	7.1	7.1	58.8	23.4	23.4
Incremental Delay (*d 2*), s/veh		1.8			4.3		0.3	0.6	0.6	13.3	2.9	2.9
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.7			54.3		34.6	7.7	7.7	72.1	26.2	26.3
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.7	D		54.3	D		8.6	A		27.2	C	
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.67	A	0.78	A	1.16	A	1.21	A

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HCS Signalized Intersection Intermediate Values

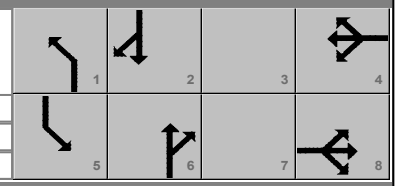
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	68	44	68	25	730	29	18	805	25

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	21.5	55.5	16.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.972	0.988	0.923	0.884	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.767	0.756		0.873	0.843		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.756		0.000	0.843		0.988	0.988		0.990	0.990
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	656	451	328	630	408	565	1787	3545	126	1669	3252	89
Proportion of Vehicles Arriving on Green (P)	0.14	0.14	0.14	0.14	0.14	0.14	0.25	0.70	0.70	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

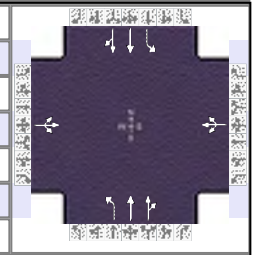
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.14		0.14	0.25	0.70	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1304		1365	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1320		1605				
Permitted Effective Green Time (g_p), s		16.7		16.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.7		8.3	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		4.6				
Time to First Blockage (g_f), s		2.4		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.4		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.004	0.972	0.010	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.069	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	278.02	44.48	278.02	44.48	1391.00	5.56	924.77	17.34
Bicycle F_w / F_v	-3.64	0.18	-3.64	0.30	-3.64	0.67	-3.64	0.73

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HCS Signalized Intersection Results Graphical Summary

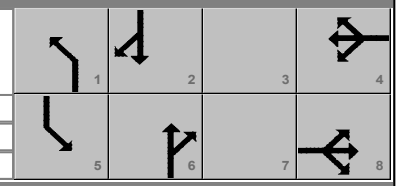
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base AM.xus		
Project Description	23-018				



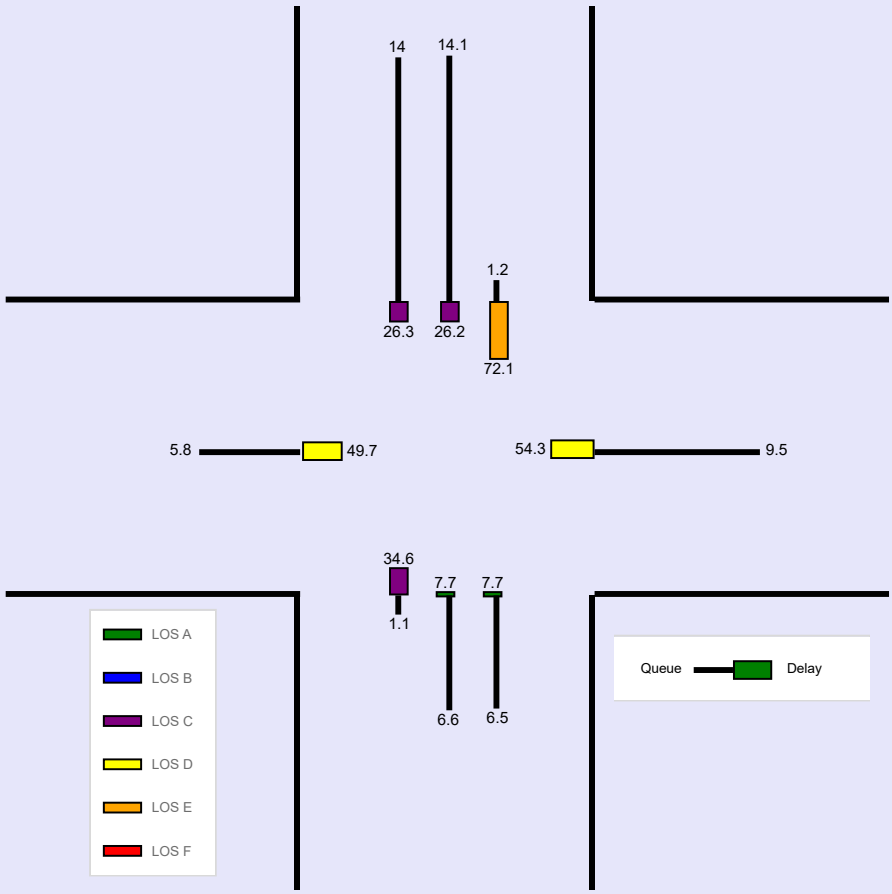
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	68	44	68	25	730	29	18	805	25

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	21.5	55.5	16.7	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		145.2			238.6		27.2	167.1	163.2	29.5	366.3	349.7
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.5		1.1	6.6	6.5	1.2	14.1	14.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.12	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		49.7			54.3		34.6	7.7	7.7	72.1	26.2	26.3
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.7		D	54.3		D	8.6		A	27.2		C
Intersection Delay, s/veh / LOS	23.3						C					



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--- Messages ---

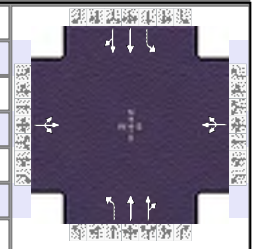
No errors or warnings exist.

--- Comments ---

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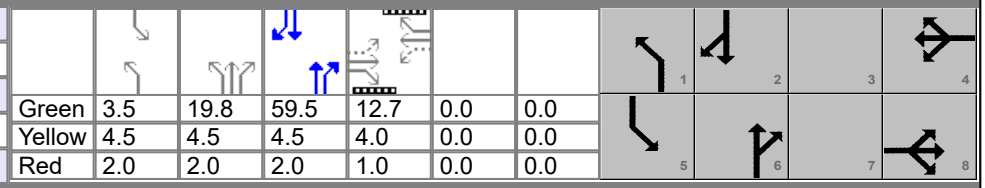
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	41	815	42	36	890	40

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.5	19.8	59.5	12.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	41	815	42	36	890	40
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	5	
Ped / Bike / RTOR, /h	0	0	5	0	0	5	0	0	5	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

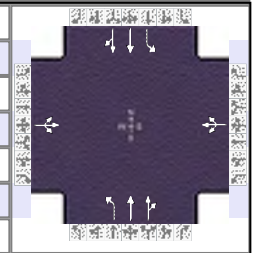
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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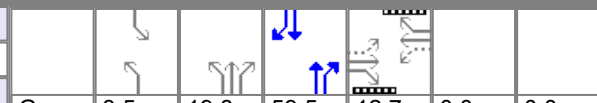
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base Mid.xus		
Project Description	23-018				

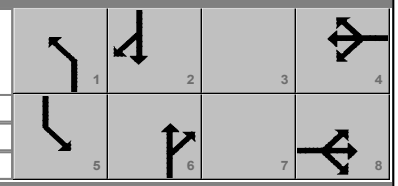


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	41	815	42	36	890	40

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.5	19.8	59.5	12.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		17.7		17.7	36.3	92.3	10.0	66.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		11.5		9.2	4.3		4.8	
Green Extension Time (g_e), s		1.3		1.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.99		1.00	1.00		0.73	
Max Out Probability		0.01		0.00	0.00		0.00	

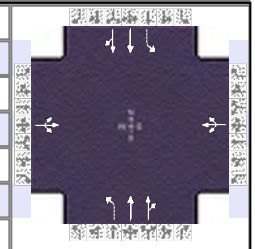
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		139			103		45	467	459	39	507	500
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1687			1596		1787	1847	1818	1669	1679	1655
Queue Service Time (g_s), s		2.3			0.0		2.3	11.6	11.6	2.8	26.2	26.2
Cycle Queue Clearance Time (g_c), s		9.5			7.2		2.3	11.6	11.6	2.8	26.2	26.2
Green Ratio (*g/C*)		0.11			0.11		0.25	0.72	0.72	0.03	0.50	0.50
Capacity (*c*), veh/h		216			209		444	1321	1301	49	833	821
Volume-to-Capacity Ratio (*X*)		0.643			0.494		0.100	0.353	0.353	0.802	0.609	0.609
Back of Queue (*Q*), ft/ln (95 th percentile)		196.4			142.5		47.2	187.9	182.8	58.9	411.8	392.1
Back of Queue (*Q*), veh/ln (95 th percentile)		7.9			5.7		1.9	7.4	7.3	2.4	15.8	15.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.21	0.00	0.00	0.29	0.00	0.00
Uniform Delay (d_1), s/veh		52.2			51.1		34.7	6.5	6.5	57.9	21.8	21.8
Incremental Delay (d_2), s/veh		4.5			2.6		0.5	0.7	0.8	10.7	3.3	3.3
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.7			53.7		35.2	7.3	7.3	68.6	25.1	25.2
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.7	E		53.7	D		8.5	A		26.8	C	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.64	B	1.69	B
Bicycle LOS Score / LOS	0.72	A	0.66	A	1.29	A	1.35	A

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HCS Signalized Intersection Intermediate Values

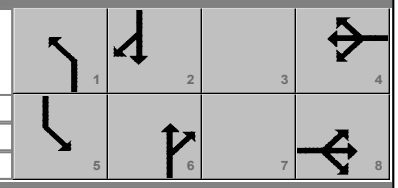
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	41	815	42	36	890	40

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	19.8	59.5	12.7	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.972	0.988	0.923	0.884	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.919	0.888		0.866	0.840		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.888		0.000	0.840		0.984	0.984		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	474	646	567	571	420	605	1787	3506	159	1669	3204	130
Proportion of Vehicles Arriving on Green (P)	0.11	0.11	0.11	0.11	0.11	0.11	0.25	0.72	0.72	0.03	0.50	0.50
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

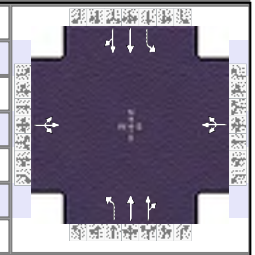
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.11		0.11	0.25	0.72	0.03	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1356		1315	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1707		1544				
Permitted Effective Green Time (g_p), s		12.7		12.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		5.4		3.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.3		0.0				
Time to First Blockage (g_f), s		2.6		2.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.6		2.7				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.007	1.557	0.006	0.972	0.007	0.972	0.007
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.155	0.000	0.063	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	210.95	48.01	210.95	48.01	1430.61	4.86	991.84	15.25
Bicycle F_w / F_v	-3.64	0.23	-3.64	0.17	-3.64	0.80	-3.64	0.86

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HCS Signalized Intersection Results Graphical Summary

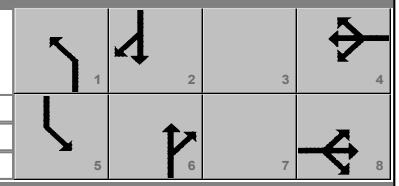
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base Mid.xus		
Project Description	23-018				



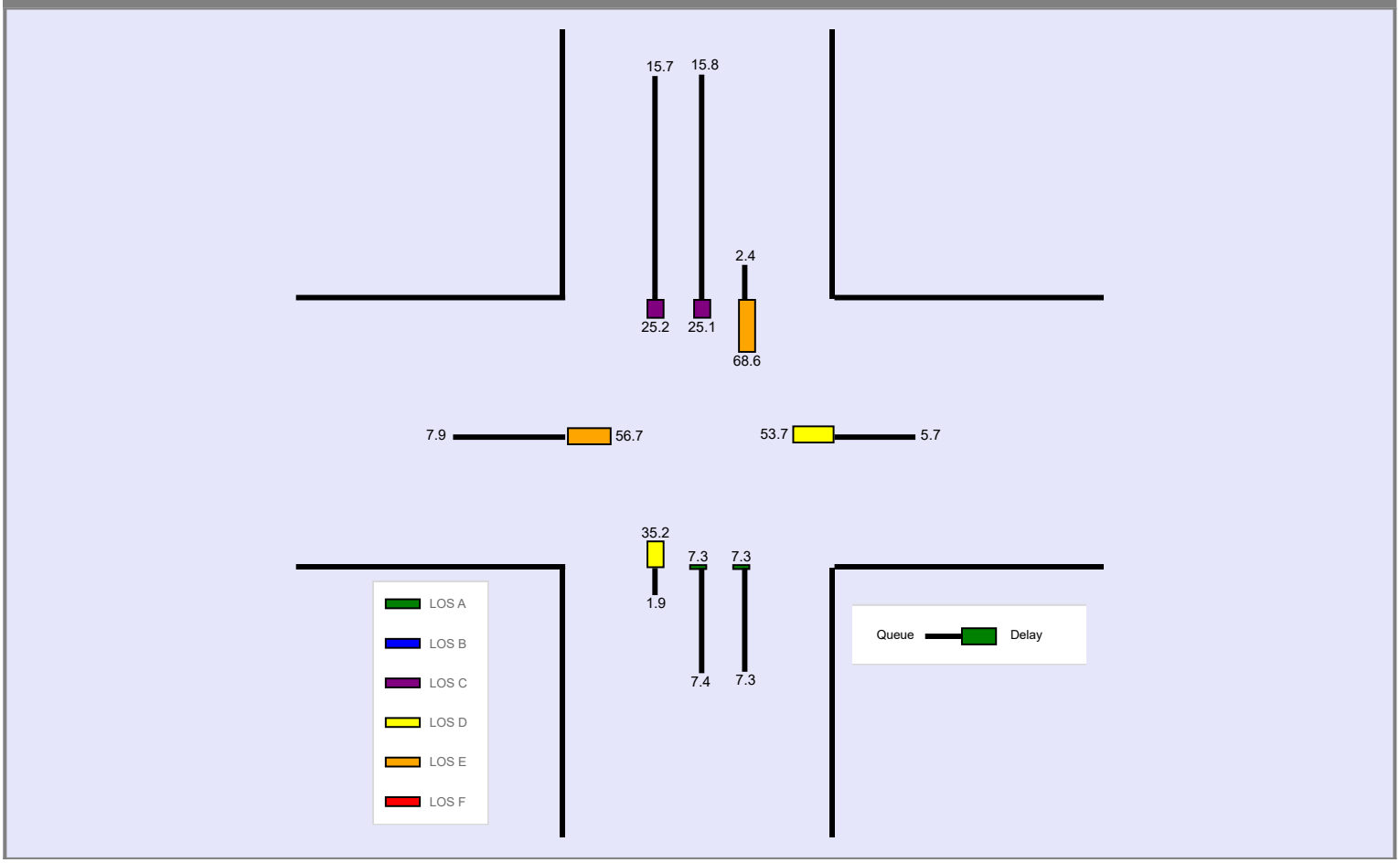
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	41	815	42	36	890	40

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.5	19.8	59.5	12.7	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		196.4			142.5		47.2	187.9	182.8	58.9	411.8	392.1
Back of Queue (*Q*), veh/ln (95 th percentile)		7.9			5.7		1.9	7.4	7.3	2.4	15.8	15.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.21	0.00	0.00	0.29	0.00	0.00
Control Delay (*d*), s/veh		56.7			53.7		35.2	7.3	7.3	68.6	25.1	25.2
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.7	E		53.7	D		8.5	A		26.8	C	
Intersection Delay, s/veh / LOS	22.0						C					



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--- Messages ---

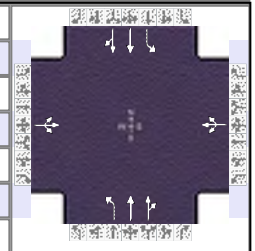
No errors or warnings exist.

--- Comments ---

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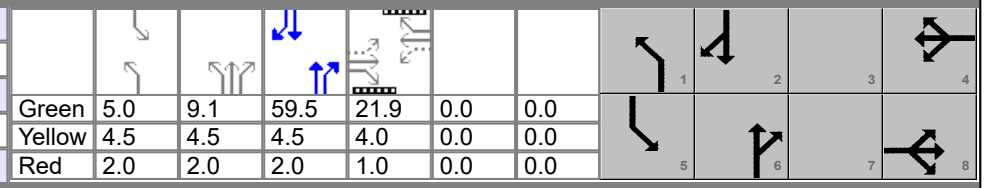
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	9.1		59.5	21.9	0.0	0.0					
Yellow	4.5	4.5		4.5	4.0	0.0	0.0					
Red	2.0	2.0		2.0	1.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	6	0	0	6	0	0	7	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

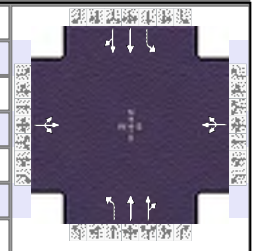
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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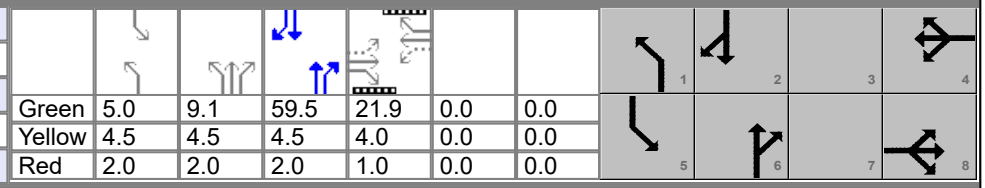
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	9.1	59.5	21.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		26.9		26.9	27.1	81.6	11.5	66.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		20.4		13.9	3.8		5.8	
Green Extension Time (g_e), s		1.5		2.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.85	
Max Out Probability		0.39		0.06	0.00		0.00	

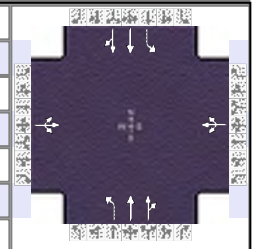
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		242			149		32	635	626	58	517	508
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1543			1354		1810	1900	1868	1810	1885	1850
Queue Service Time (g_s), s		6.5			0.0		1.8	22.6	22.6	3.8	22.9	22.9
Cycle Queue Clearance Time (g_c), s		18.4			11.9		1.8	22.6	22.6	3.8	22.9	22.9
Green Ratio (*g/C*)		0.18			0.18		0.17	0.63	0.63	0.04	0.50	0.50
Capacity (*c*), veh/h		323			289		310	1189	1169	75	935	917
Volume-to-Capacity Ratio (*X*)		0.751			0.515		0.102	0.534	0.535	0.771	0.553	0.554
Back of Queue (*Q*), ft/ln (95 th percentile)		307.7			192.3		37.6	357.1	352.9	82.3	389.8	381.2
Back of Queue (*Q*), veh/ln (95 th percentile)		12.3			7.7		1.5	14.3	14.1	3.3	15.5	15.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.41	0.00	0.00
Uniform Delay (d_1), s/veh		47.6			44.5		41.9	12.6	12.6	57.0	21.0	21.0
Incremental Delay (d_2), s/veh		6.7			2.0		0.7	1.7	1.8	6.1	2.4	2.4
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.3			46.5		42.6	14.3	14.4	63.1	23.4	23.4
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.3	D		46.5	D		15.0	B		25.5	C	
Intersection Delay, s/veh / LOS	24.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.89	A	0.73	A	1.55	B	1.38	A

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HCS Signalized Intersection Intermediate Values

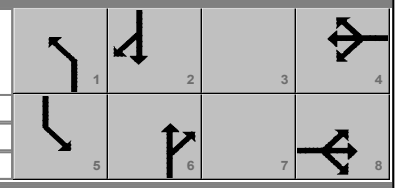
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.0	9.1	59.5	21.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.830	0.812		0.728	0.713		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.812		0.000	0.713		0.983	0.983		0.981	0.981
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	553	616	374	534	346	474	1810	3589	179	1810	3541	194
Proportion of Vehicles Arriving on Green (P)	0.18	0.18	0.18	0.18	0.18	0.18	0.17	0.63	0.63	0.04	0.50	0.50
Incremental Delay Factor (k)		0.21			0.15		0.50	0.50	0.50	0.04	0.50	0.50

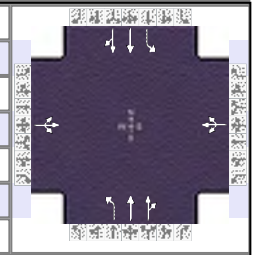
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.18		0.18	0.17	0.63	0.04	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1327		1251	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1440		1234				
Permitted Effective Green Time (g_p), s		21.9		21.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		10.0		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		6.5		0.0				
Time to First Blockage (g_f), s		2.1		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.1		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.009	0.972	0.009	0.972	0.009
Pedestrian F_s / F_{delay}	0.000	0.148	0.000	0.148	0.000	0.085	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	365.56	40.07	365.56	40.07	1251.89	8.40	991.60	15.25
Bicycle F_w / F_v	-3.64	0.40	-3.64	0.25	-3.64	1.07	-3.64	0.89

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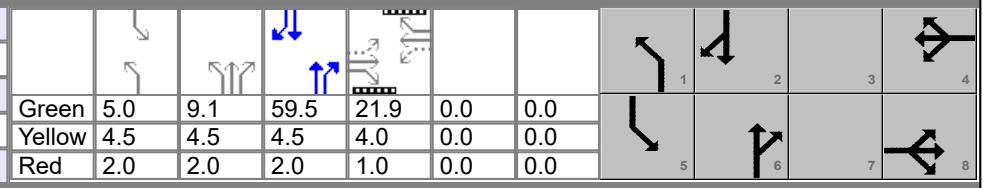
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St Base PM.xus		
Project Description	23-018				



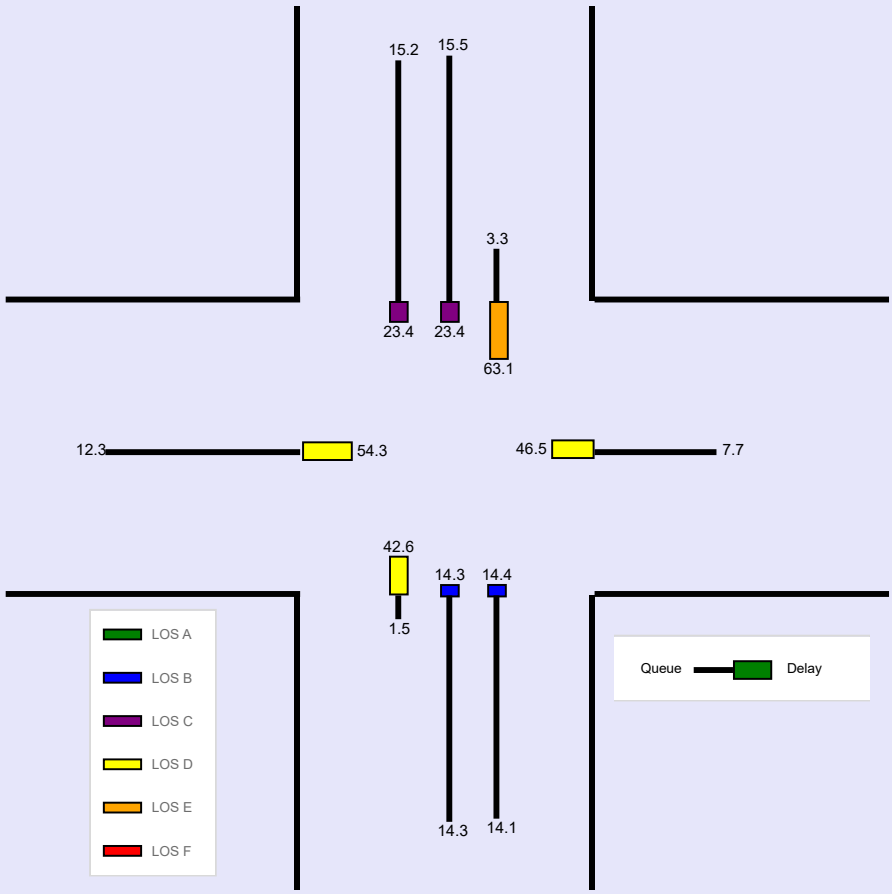
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	80	89	60	54	35	54	29	1105	62	53	894	55

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	9.1	59.5	21.9	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		307.7			192.3		37.6	357.1	352.9	82.3	389.8	381.2
Back of Queue (*Q*), veh/ln (95 th percentile)		12.3			7.7		1.5	14.3	14.1	3.3	15.5	15.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.17	0.00	0.00	0.41	0.00	0.00
Control Delay (*d*), s/veh		54.3			46.5		42.6	14.3	14.4	63.1	23.4	23.4
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.3		D	46.5		D	15.0		B	25.5		C
Intersection Delay, s/veh / LOS	24.3						C					



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--- Messages ---

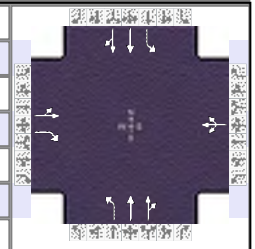
No errors or warnings exist.

--- Comments ---

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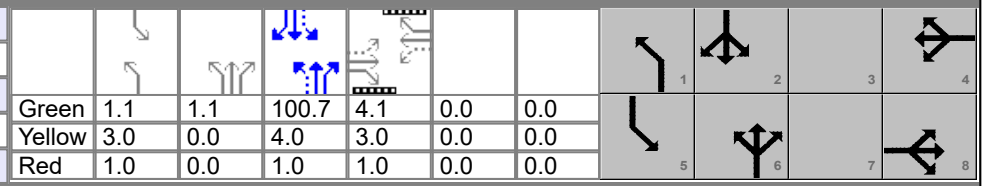
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

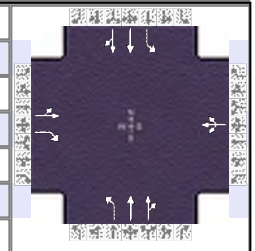
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

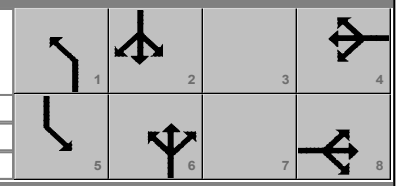
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.1		8.1	6.2	106.9	5.1	105.7
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		4.3		3.9	2.2		2.1	
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.89		0.89	0.55		0.27	
Max Out Probability		0.00		0.00	0.00		0.00	

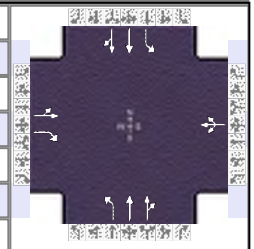
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	32		24		24	448	445	9	503	500
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1554	1610		1497		1810	1870	1856	1810	1841	1830
Queue Service Time (*g s*), s		0.0	2.3		1.2		0.2	5.7	5.7	0.1	7.2	7.2
Cycle Queue Clearance Time (*g c*), s		0.7	2.3		1.9		0.2	5.7	5.7	0.1	7.2	7.2
Green Ratio (*g/C*)		0.03	0.03		0.03		0.86	0.85	0.85	0.85	0.84	0.84
Capacity (*c*), veh/h		106	54		104		538	1588	1576	573	1545	1536
Volume-to-Capacity Ratio (*X*)		0.099	0.581		0.233		0.045	0.282	0.282	0.017	0.326	0.326
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	55.1	53.9	0.8	76.1	73.4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.2	2.2	0.0	2.9	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		56.3	57.1		56.9		1.5	1.8	1.8	1.6	2.1	2.1
Incremental Delay (*d 2*), s/veh		0.6	13.2		1.6		0.0	0.4	0.4	0.0	0.6	0.6
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.2	2.3	1.6	2.7	2.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.2	A		2.7	A	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.24	A	1.32	A

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HCS Signalized Intersection Intermediate Values

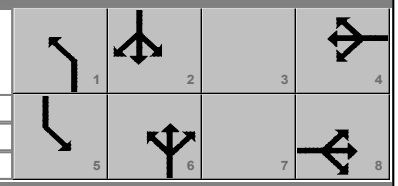
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.1	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.818	0.818		0.805	0.788		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.788		0.992	0.992		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1243	311	1610	1172	65	260	1810	3647	79	1810	3613	58
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.85	0.85	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

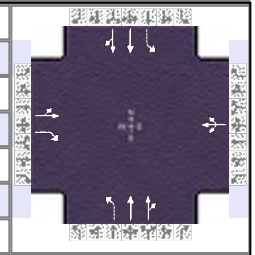
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.86	0.85	0.85	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	571	0	633	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1518				
Permitted Effective Green Time (g_p), s		4.1		4.1	100.7	0.0	100.7	0.0
Permitted Service Time (g_u), s		2.2		3.4	93.5	0.0	94.1	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.2	0.3		0.1	
Time to First Blockage (g_f), s		0.5		0.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.1				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.013	0.000	0.017
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	67.50	56.02	67.50	56.02	1697.77	1.37	1678.90	1.55
Bicycle F_w / F_v	-3.64	0.07	-3.64	0.04	-3.64	0.76	-3.64	0.84

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HCS Signalized Intersection Results Graphical Summary

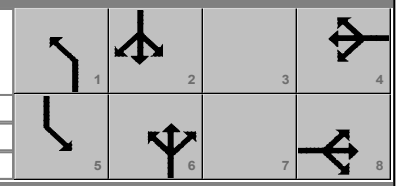
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base AM Updated.xus		
Project Description	23-018				



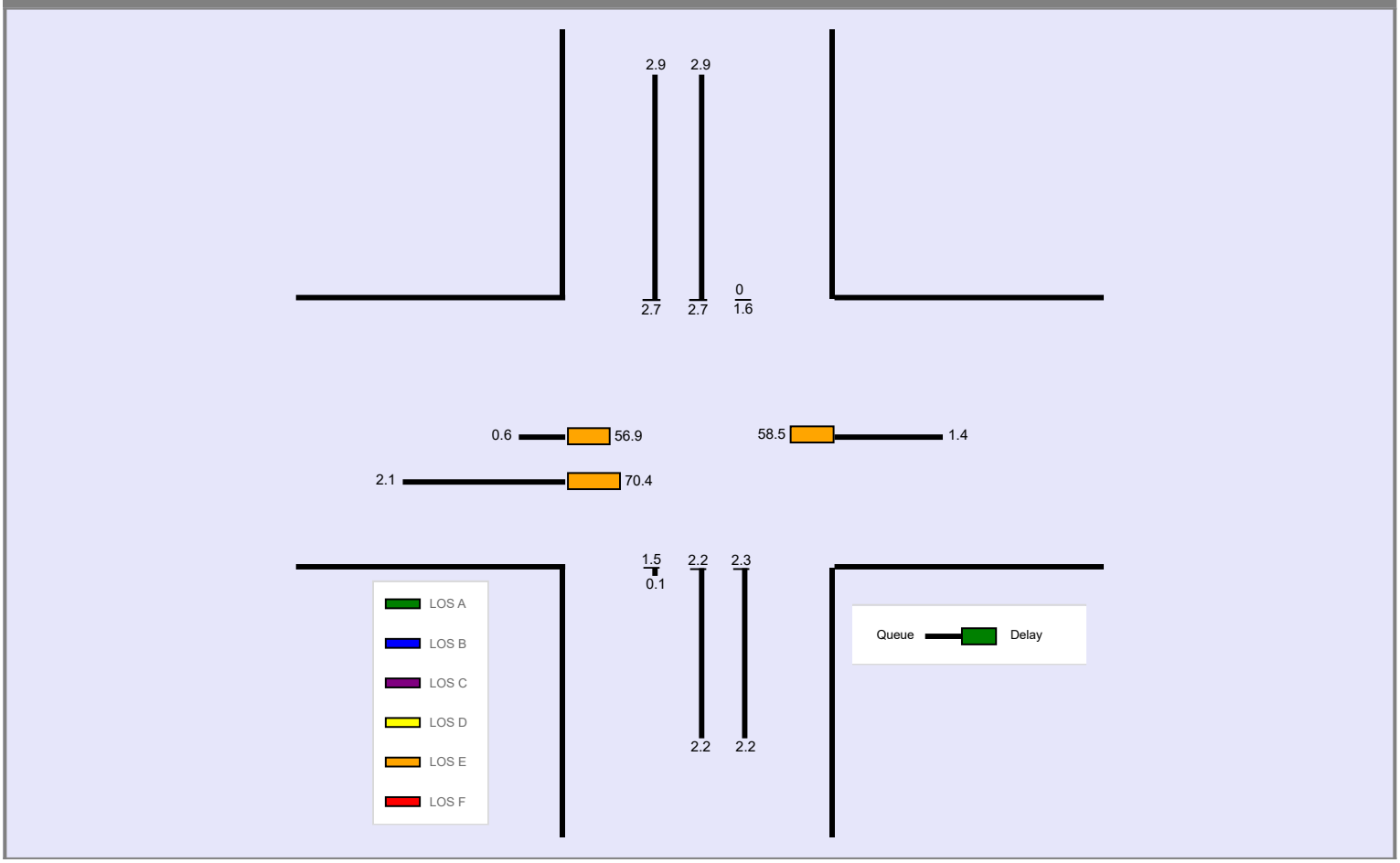
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	23	830	21	9	938	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.1	100.7	4.1	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.6	55.1	53.9	0.8	76.1	73.4
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.2	2.2	0.0	2.9	2.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.2	2.3	1.6	2.7	2.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.2	A		2.7	A	
Intersection Delay, s/veh / LOS	4.5						A					



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--- Messages ---

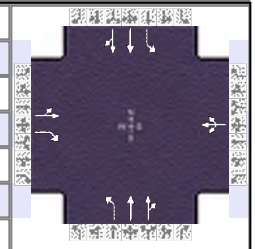
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

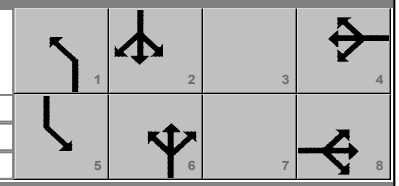
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	76	39	6	9	77	859	21	16	936	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.0		95.2	8.0	0.0	0.0					
Yellow	3.0	0.0		4.0	3.0	0.0	0.0					
Red	1.0	0.0		1.0	1.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	76	39	6	9	77	859	21	16	936	44
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	8	0	0	1	0	0	3	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

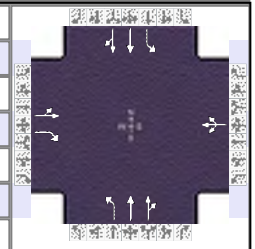
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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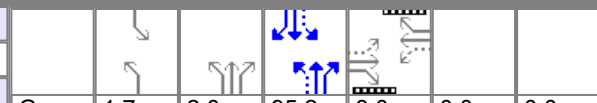
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base Mid.xus		
Project Description	23-018				

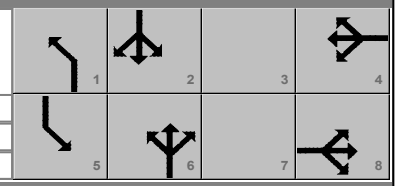


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	76	39	6	9	77	859	21	16	936	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	2.0	95.2	8.0	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		12.0		12.0	7.7	102.2	5.7	100.2
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		7.3		6.1	3.0		2.2	
Green Extension Time (g_e), s		0.7		0.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.93		0.43	
Max Out Probability		0.07		0.04	0.00		0.00	

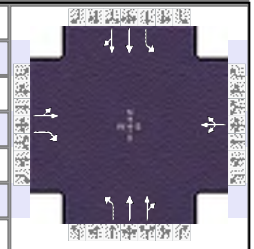
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		68	72		56		81	463	460	17	517	509
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1508	1610		1540		1810	1870	1857	1810	1841	1814
Queue Service Time (g_s), s		1.2	5.2		0.0		1.0	7.5	7.5	0.2	9.7	9.7
Cycle Queue Clearance Time (g_c), s		5.3	5.2		4.1		1.0	7.5	7.5	0.2	9.7	9.7
Green Ratio (*g/C*)		0.07	0.07		0.07		0.82	0.81	0.81	0.81	0.79	0.79
Capacity (*c*), veh/h		154	108		155		514	1516	1505	536	1461	1440
Volume-to-Capacity Ratio (*X*)		0.443	0.664		0.359		0.158	0.306	0.306	0.031	0.354	0.354
Back of Queue (*Q*), ft/ln (95 th percentile)		97.8	109.4		78.4		9.8	93.6	92.1	2.4	130	125
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9	4.4		3.1		0.4	3.7	3.7	0.1	5.0	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.04	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh		54.7	54.7		54.1		2.4	2.9	2.9	2.5	3.6	3.6
Incremental Delay (d_2), s/veh		2.8	9.6		2.0		0.1	0.5	0.5	0.0	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.5	64.2		56.1		2.4	3.4	3.4	2.5	4.2	4.2
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.9	E		56.1	E		3.3	A		4.2	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.60	B	1.85	B
Bicycle LOS Score / LOS	0.72	A	0.58	A	1.32	A	1.35	A

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HCS Signalized Intersection Intermediate Values

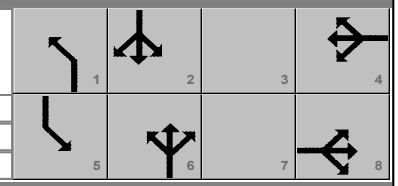
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	76	39	6	9	77	859	21	16	936	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.0		95.2	8.0	0.0	0.0					
Yellow	3.0	0.0		4.0	3.0	0.0	0.0					
Red	1.0	0.0		1.0	1.0	0.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.794	0.794		0.819	0.811		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.811		0.993	0.993		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1183	325	1610	1134	174	233	1810	3650	76	1810	3509	146
Proportion of Vehicles Arriving on Green (P)	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.81	0.81	0.01	0.79	0.79
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

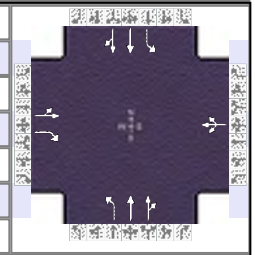
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.07		0.07	0.82	0.81	0.81	0.79
Permitted Saturation Flow Rate (s_p), veh/h/ln		1421		1421	558	0	615	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1503		1522				
Permitted Effective Green Time (g_p), s		8.0		8.0	95.2	0.0	95.2	0.0
Permitted Service Time (g_u), s		3.9		2.7	85.6	0.0	87.7	0.0
Permitted Queue Service Time (g_{ps}), s		1.2		0.0	1.6		0.2	
Time to First Blockage (g_f), s		0.1		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.1		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.007	0.972	0.001	1.198	0.011
Pedestrian F_s / F_{delay}	0.000	0.159	0.000	0.159	0.000	0.031	0.000	0.038
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	133.89	52.24	133.89	52.24	1620.80	2.16	1587.25	2.56
Bicycle F_w / F_v	-3.64	0.23	-3.64	0.09	-3.64	0.83	-3.64	0.86

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HCS Signalized Intersection Results Graphical Summary

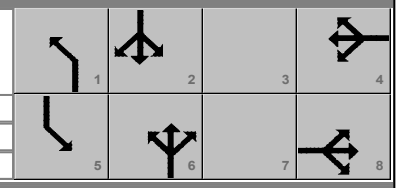
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base Mid.xus		
Project Description	23-018				



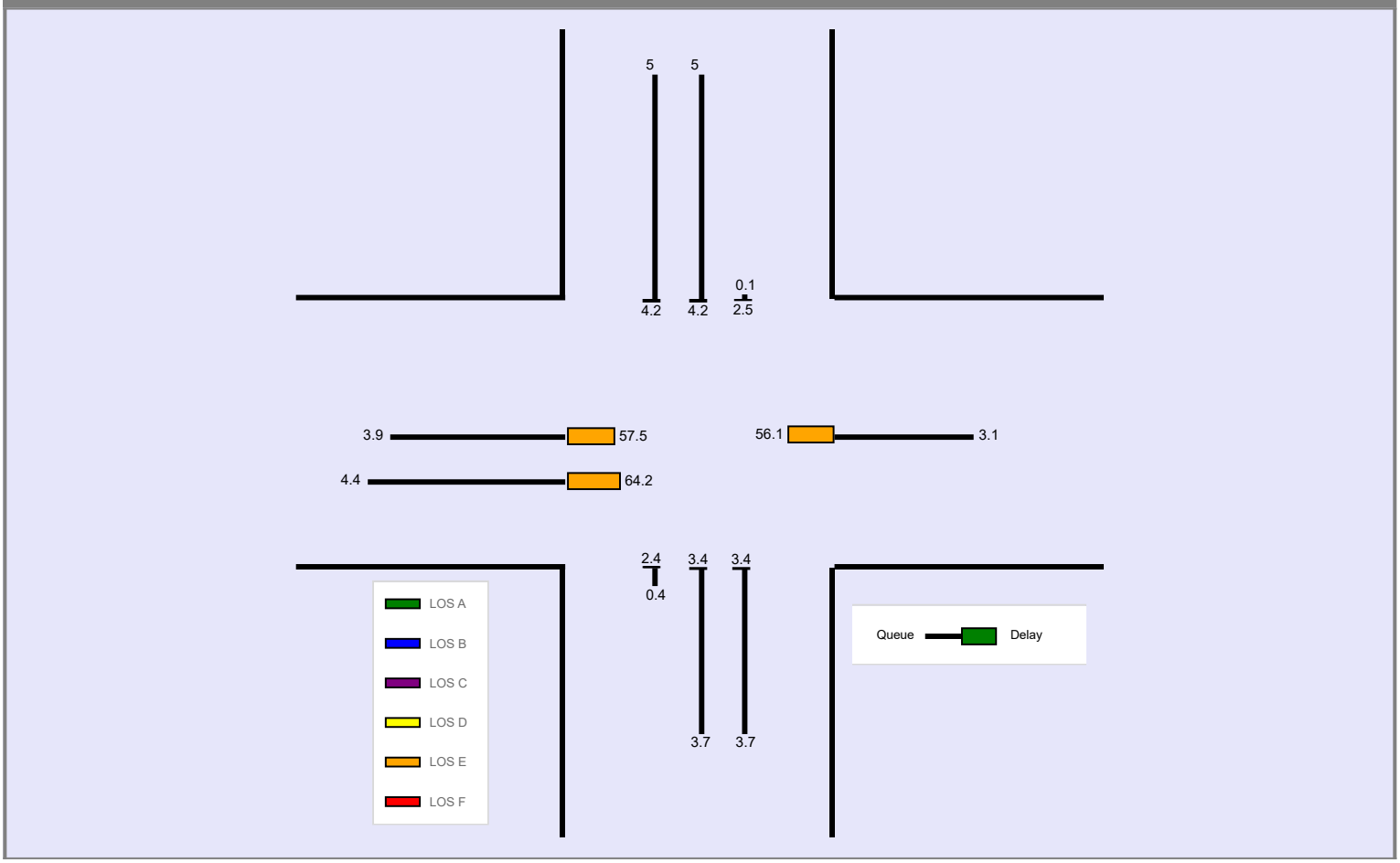
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	76	39	6	9	77	859	21	16	936	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.0	95.2	8.0	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		97.8	109.4		78.4		9.8	93.6	92.1	2.4	130	125
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9	4.4		3.1		0.4	3.7	3.7	0.1	5.0	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.04	0.00	0.00	0.01	0.00	0.00
Control Delay (*d*), s/veh		57.5	64.2		56.1		2.4	3.4	3.4	2.5	4.2	4.2
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.9	E		56.1	E		3.3	A		4.2	A	
Intersection Delay, s/veh / LOS	8.6						A					



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--- Messages ---

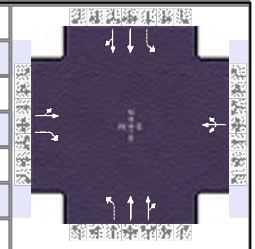
No errors or warnings exist.

--- Comments ---

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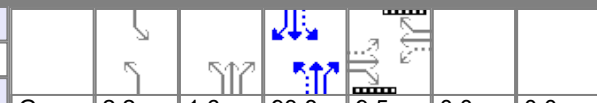
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM.xus		
Project Description	23-018				

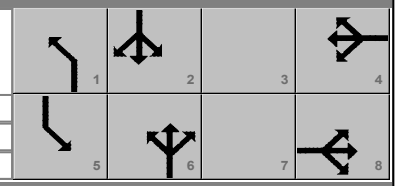


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	1.6	93.8	9.5	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	3	0	0	6	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

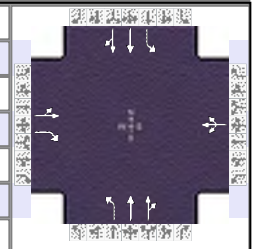
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

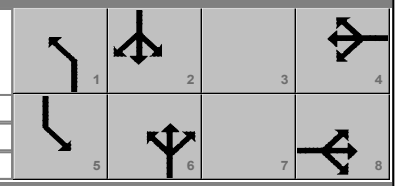
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		13.5		13.5	7.8	100.4	6.2	98.8
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.5		8.7	3.1		2.3	
Green Extension Time (g_e), s		0.9		0.7	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.94		0.54	
Max Out Probability		0.06		0.16	0.00		0.00	

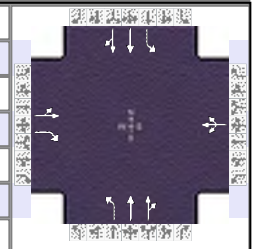
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		64	59		91		84	681	673	23	559	552
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1594	1610		1560		1810	1900	1873	1810	1885	1860
Queue Service Time (g_s), s		0.0	4.2		2.2		1.1	13.8	13.8	0.3	11.1	11.1
Cycle Queue Clearance Time (g_c), s		4.5	4.2		6.7		1.1	13.8	13.8	0.3	11.1	11.1
Green Ratio (*g/C*)		0.08	0.08		0.08		0.81	0.79	0.79	0.80	0.78	0.78
Capacity (*c*), veh/h		174	127		171		472	1510	1489	364	1473	1454
Volume-to-Capacity Ratio (*X*)		0.368	0.464		0.529		0.179	0.451	0.452	0.064	0.380	0.380
Back of Queue (*Q*), ft/ln (95 th percentile)		89	83.6		129.7		11.9	185.2	185	3.6	156.2	153.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.3		5.2		0.5	7.4	7.4	0.1	6.2	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh		52.9	52.8		53.9		2.8	3.9	3.9	3.3	4.1	4.1
Incremental Delay (d_2), s/veh		1.8	3.7		3.6		0.1	1.0	1.0	0.0	0.7	0.8
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.7	56.6		57.5		2.9	4.9	4.9	3.4	4.8	4.8
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.6	E		57.5	E		4.8	A		4.8	A	
Intersection Delay, s/veh / LOS	8.8						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.69	A	0.64	A	1.67	B	1.42	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	2.2	1.6	93.8	9.5	0.0	0.0	5	6	7	8
Yellow	3.0	0.0	4.0	3.0	0.0	0.0				
Red	1.0	0.0	1.0	1.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.839	0.839		0.839	0.821		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.821		0.986	0.986		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	993	601	1610	944	254	363	1810	3624	149	1810	3607	138
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.79	0.79	0.02	0.78	0.78
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

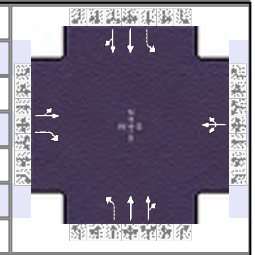
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.08		0.08	0.81	0.79	0.80	0.78
Permitted Saturation Flow Rate (s_p), veh/h/ln		1394		1409	515	0	409	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1550		1569				
Permitted Effective Green Time (g_p), s		9.5		9.5	93.8	0.0	93.8	0.0
Permitted Service Time (g_u), s		2.7		5.0	82.7	0.0	79.6	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.2	2.2		0.9	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.009	1.557	0.007	0.972	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.158	0.000	0.158	0.000	0.037	0.000	0.042
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	157.78	50.91	157.78	50.91	1589.69	2.53	1562.91	2.87
Bicycle F_w / F_v	-3.64	0.20	-3.64	0.15	-3.64	1.19	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

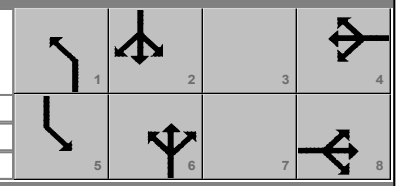
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St Base PM.xus		
Project Description	23-018				



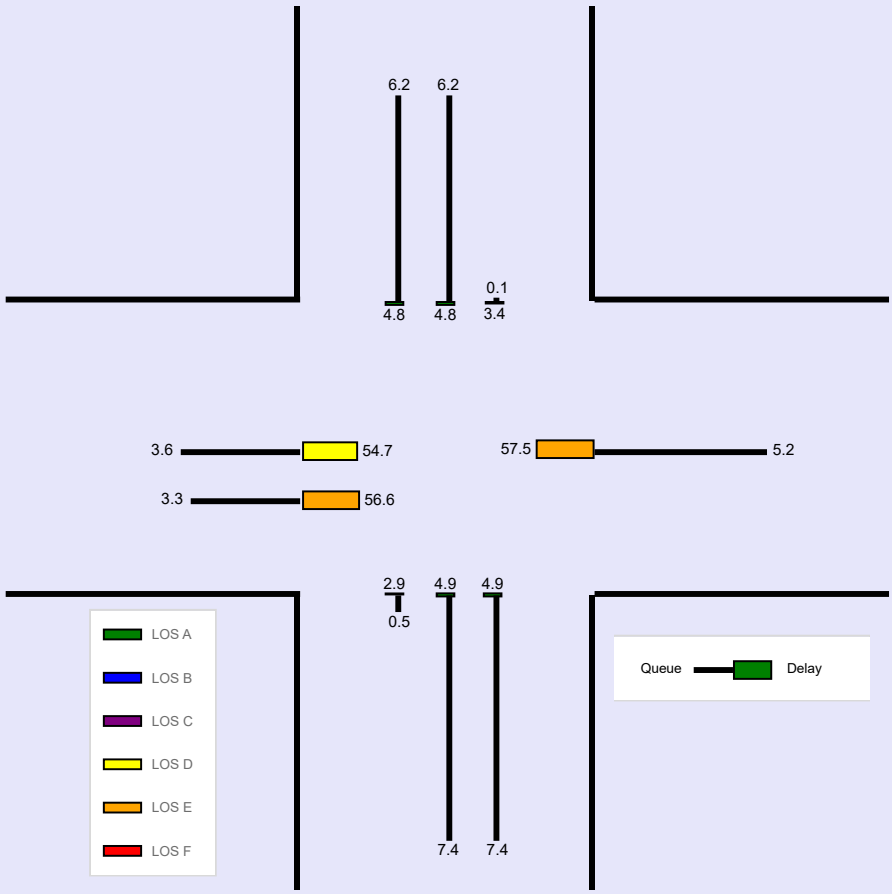
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	63	52	14	23	80	1235	57	22	1017	44

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	93.8	9.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		89	83.6		129.7		11.9	185.2	185	3.6	156.2	153.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.3		5.2		0.5	7.4	7.4	0.1	6.2	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.7	56.6		57.5		2.9	4.9	4.9	3.4	4.8	4.8
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.6	E		57.5	E		4.8	A		4.8	A	
Intersection Delay, s/veh / LOS	8.8						A					



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--- Messages ---

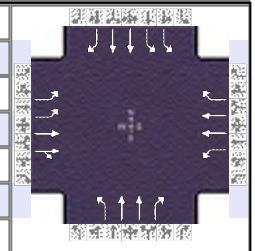
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

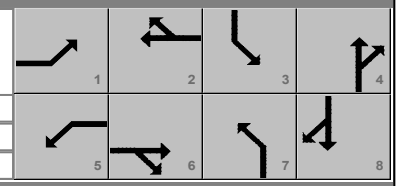
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.5	59.3	7.5	4.4	24.1						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		0	0	1	1	3	0	3	6	1
Ped / Bike / RTOR, /h	0	0	7	0	0	32	0	0	8	0	0	35
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

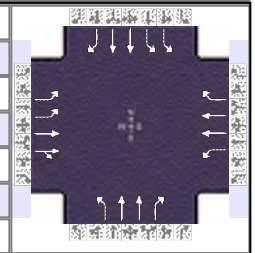
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

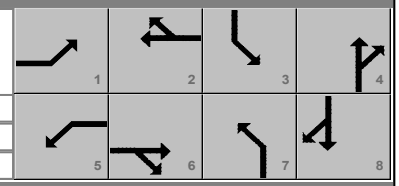
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.5	59.3	7.5	4.4	24.1						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.2	65.3	20.7	67.8	13.5	23.9	30.1	40.5
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.6	4.6
Queue Clearance Time (*g s*), s	11.6		14.4		7.9	15.8	12.8	30.3
Green Extension Time (*g e*), s	0.6	0.0	0.3	0.0	0.0	2.1	5.5	4.2
Phase Call Probability	1.00		1.00		0.95	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.01	0.07	0.16	0.44

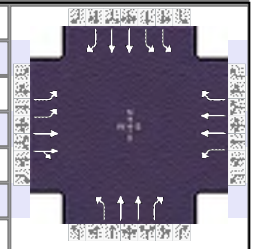
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	243	286	277	163	991	311	76	360	74	293	478	338
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1812	1810	1809	1598	1795	1766	1610	1716	1724	1598
Queue Service Time (*g s*), s	9.6	14.4	14.6	12.4	29.5	18.9	5.9	13.8	5.9	10.8	17.0	28.3
Cycle Queue Clearance Time (*g c*), s	9.6	14.4	14.6	12.4	29.5	18.9	5.9	13.8	5.9	10.8	17.0	28.3
Green Ratio (*g/C*)	0.09	0.42	0.42	0.11	0.44	0.44	0.05	0.13	0.13	0.17	0.25	0.25
Capacity (*c*), veh/h	304	798	767	190	1597	705	96	453	206	590	850	394
Volume-to-Capacity Ratio (*X*)	0.801	0.358	0.361	0.858	0.621	0.441	0.792	0.795	0.358	0.498	0.563	0.858
Back of Queue (*Q*), ft/ln (95 th percentile)	197.3	279	270.2	253.9	476.7	310.9	127.2	270.2	107.1	209.7	307.6	466.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	11.1	10.8	10.2	19.1	12.3	5.0	10.6	4.3	8.2	11.7	18.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00	0.00	1.18	0.00	1.24	0.35	0.00	0.45	0.95	0.00	3.59
Uniform Delay (*d 1*), s/veh	62.7	27.4	27.5	61.6	30.1	28.4	65.5	59.2	9.4	52.5	46.1	50.4
Incremental Delay (*d 2*), s/veh	3.7	1.3	1.3	8.1	1.8	2.0	5.4	4.5	1.5	0.2	0.8	14.2
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.4	28.7	28.8	69.7	31.9	30.4	70.9	63.8	10.8	52.7	47.0	64.7
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.1	D		35.8	D		57.2	E		53.9	D	
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.62	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.15	A	1.70	B	0.91	A	1.40	A

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HCS Signalized Intersection Intermediate Values

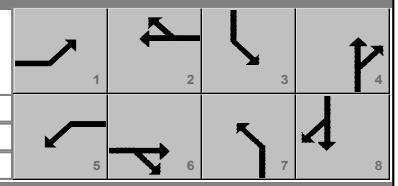
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.2	2.5	59.3	7.5	4.4	24.1						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	1.000	1.000	0.992	0.992	0.977	1.000	0.977	0.953	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.961	0.961		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3292	405	1810	3618	1598	1795	3533	1610	3432	3448	1598
Proportion of Vehicles Arriving on Green (P)	0.09	0.42	0.42	0.11	0.44	0.44	0.05	0.13	0.13	0.17	0.25	0.25
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50	0.04	0.15	0.15	0.04	0.15	0.31

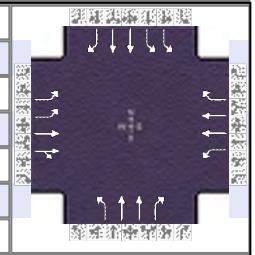
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.09	0.42	0.11	0.44	0.05	0.13	0.17	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.011	1.852	0.050	1.710	0.046	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.124	0.000	0.155	0.000	0.148
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	846.97	23.27	882.83	21.84	343.75	48.01	492.95	39.75
Bicycle F_w / F_v	-3.64	0.67	-3.64	1.21	-3.64	0.42	-3.64	0.92

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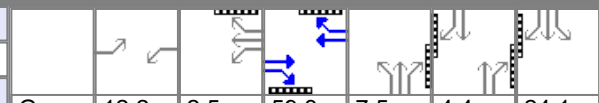
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base AM.xus		
Project Description	23-018				

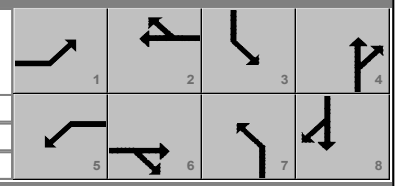


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	224	461	64	150	912	318	70	331	76	270	440	346

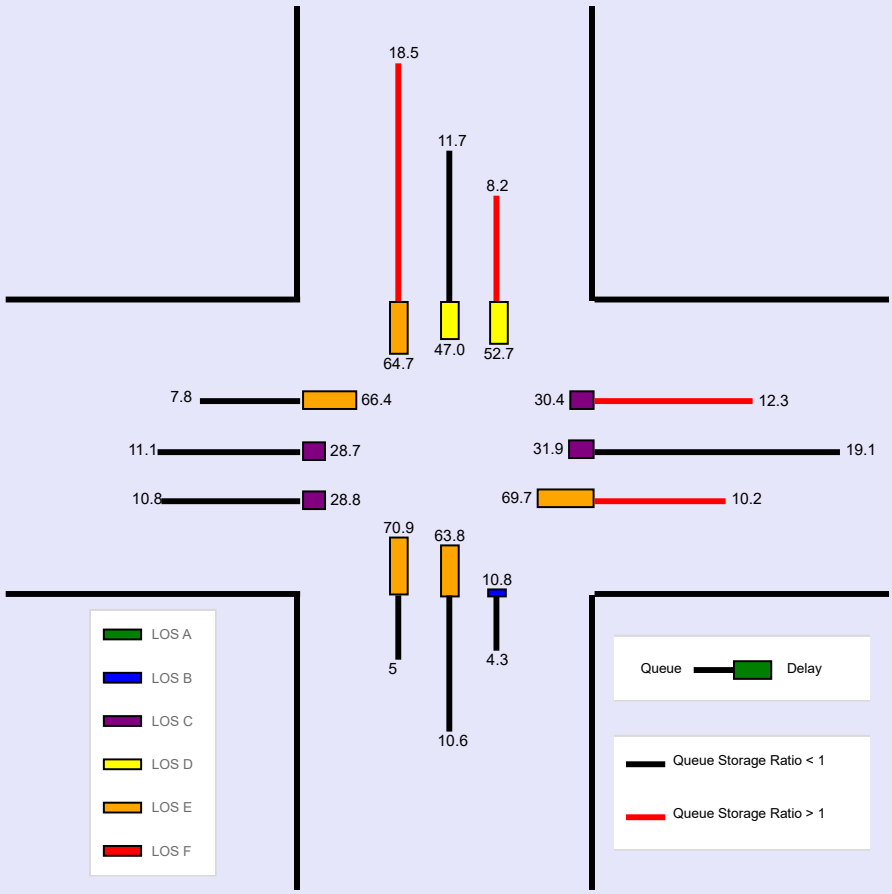
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	12.2	2.5	59.3	7.5	4.4	24.1						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	197.3	279	270.2	253.9	476.7	310.9	127.2	270.2	107.1	209.7	307.6	466.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.8	11.1	10.8	10.2	19.1	12.3	5.0	10.6	4.3	8.2	11.7	18.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.70	0.00	0.00	1.18	0.00	1.24	0.35	0.00	0.45	0.95	0.00	3.59
Control Delay (*d*), s/veh	66.4	28.7	28.8	69.7	31.9	30.4	70.9	63.8	10.8	52.7	47.0	64.7
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.1		D	35.8		D	57.2		E	53.9		D
Intersection Delay, s/veh / LOS	44.6						D					



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--- Messages ---

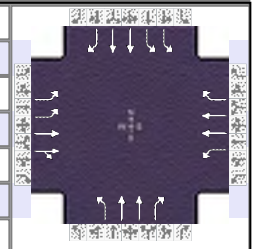
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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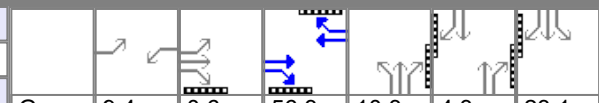
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base Mid.xus		
Project Description	23-018-1				

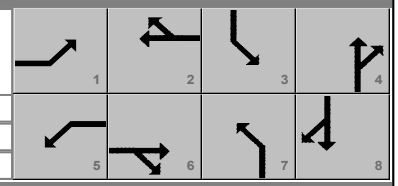


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	692	101	95	640	280	106	407	69	341	364	365

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.4	0.6	56.3	10.3	4.3	23.1						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	692	101	95	640	280	106	407	69	341	364	365
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0		1	1	2	2	7	0	2	5	1
Ped / Bike / RTOR, /h	0	0	11	0	0	28	0	0	7	0	0	37
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

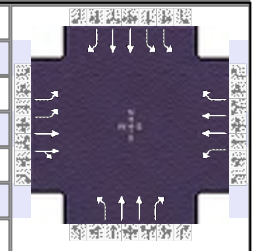
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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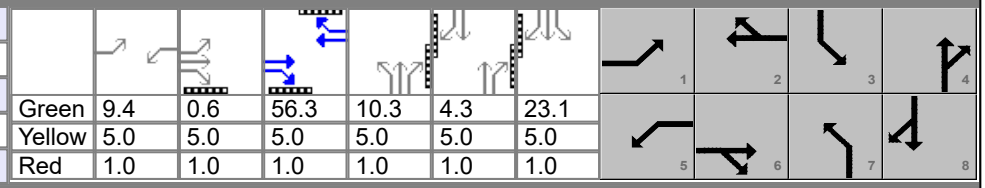
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	692	101	95	640	280	106	407	69	341	364	365

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.4	0.6	56.3	10.3	4.3	23.1	
Yellow	5.0	5.0	5.0	5.0	5.0	5.0	
Red	1.0	1.0	1.0	1.0	1.0	1.0	

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.0	68.9	15.4	62.3	16.3	26.6	29.1	39.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.5	4.5
Queue Clearance Time (g_s), s	15.3		9.5		10.4	18.5	15.1	30.3
Green Extension Time (g_e), s	0.7	0.0	0.2	0.0	0.0	2.1	4.2	3.1
Phase Call Probability	1.00		0.98		0.99	1.00	1.00	1.00
Max Out Probability	0.05		0.00		0.49	0.19	0.27	0.61

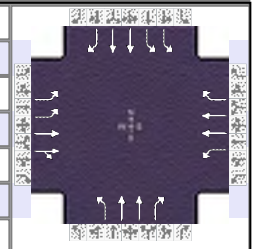
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	339	407	391	97	653	257	108	415	63	348	371	335
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1900	1823	1795	1795	1585	1781	1710	1610	1730	1738	1598
Queue Service Time (g_s), s	13.3	21.0	21.0	7.5	18.6	16.2	8.4	16.5	4.9	13.1	12.8	28.3
Cycle Queue Clearance Time (g_c), s	13.3	21.0	21.0	7.5	18.6	16.2	8.4	16.5	4.9	13.1	12.8	28.3
Green Ratio (*g/C*)	0.11	0.45	0.45	0.07	0.40	0.40	0.07	0.15	0.15	0.16	0.24	0.24
Capacity (*c*), veh/h	399	854	819	121	1443	637	131	503	237	570	829	381
Volume-to-Capacity Ratio (*X*)	0.848	0.477	0.477	0.803	0.453	0.403	0.827	0.826	0.267	0.610	0.448	0.878
Back of Queue (*Q*), ft/ln (95 th percentile)	261.1	377.3	365.6	167.6	326.6	261.2	196.4	317.1	88.6	243.4	244.1	476.8
Back of Queue (*Q*), veh/ln (95 th percentile)	10.4	15.1	14.6	6.7	13.0	10.3	7.7	12.0	3.5	9.6	9.4	18.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.00	0.00	0.78	0.00	1.04	0.55	0.00	0.37	1.11	0.00	3.67
Uniform Delay (d_1), s/veh	60.8	27.0	27.0	64.4	30.6	27.3	64.0	58.0	9.3	54.3	45.4	51.3
Incremental Delay (d_2), s/veh	6.9	1.9	2.0	8.9	1.0	1.9	15.3	6.7	0.9	0.5	0.5	17.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	67.6	28.9	29.0	73.2	31.6	29.2	79.3	64.6	10.1	54.8	46.0	69.2
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.5	D		35.0	D		61.5	E		56.3	E	
Intersection Delay, s/veh / LOS	46.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.44	B	2.63	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.43	A	1.32	A	0.97	A	1.36	A

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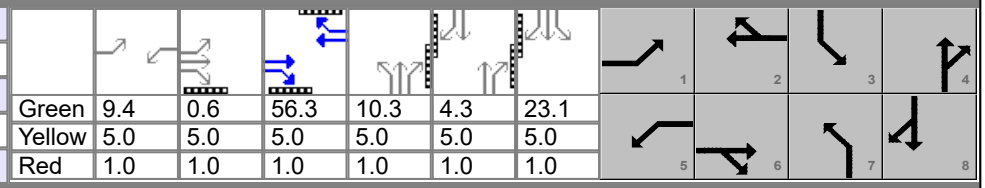
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	692	101	95	640	280	106	407	69	341	364	365

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.4	0.6	56.3	10.3	4.3	23.1						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	0.992	0.992	0.984	0.984	0.945	1.000	0.984	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.959	0.959		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3295	428	1795	3589	1585	1781	3420	1610	3459	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.11	0.45	0.45	0.07	0.40	0.40	0.07	0.15	0.15	0.16	0.24	0.24
Incremental Delay Factor (k)	0.15	0.50	0.50	0.08	0.50	0.50	0.14	0.21	0.15	0.05	0.15	0.35

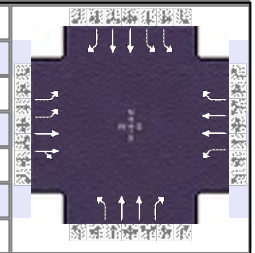
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.11	0.45	0.07	0.40	0.07	0.15	0.16	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.010	1.852	0.053	1.710	0.040	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.123	0.000	0.129	0.000	0.156	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	898.80	21.22	804.14	25.03	329.68	48.82	477.05	40.59
Bicycle F_w / F_v	-3.64	0.94	-3.64	0.83	-3.64	0.48	-3.64	0.87

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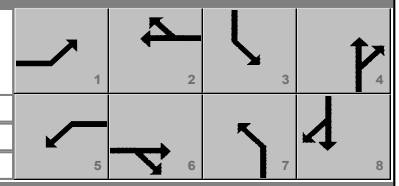
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base Mid.xus		
Project Description	23-018-1				

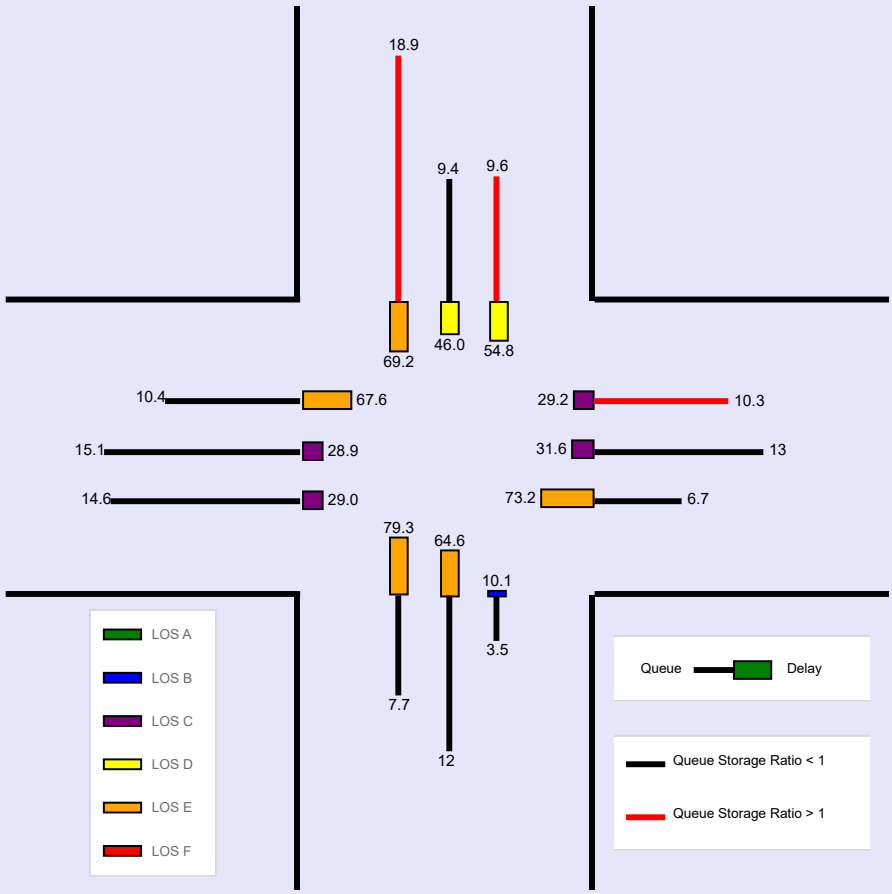


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	332	692	101	95	640	280	106	407	69	341	364	365

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	132	Reference Point	End	Green	9.4	0.6		56.3	10.3	4.3	23.1					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	1.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	261.1	377.3	365.6	167.6	326.6	261.2	196.4	317.1	88.6	243.4	244.1	476.8
Back of Queue (*Q*), veh/ln (95 th percentile)	10.4	15.1	14.6	6.7	13.0	10.3	7.7	12.0	3.5	9.6	9.4	18.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.93	0.00	0.00	0.78	0.00	1.04	0.55	0.00	0.37	1.11	0.00	3.67
Control Delay (*d*), s/veh	67.6	28.9	29.0	73.2	31.6	29.2	79.3	64.6	10.1	54.8	46.0	69.2
Level of Service (LOS)	E	C	C	E	C	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	40.5		D	35.0		D	61.5		E	56.3		E
Intersection Delay, s/veh / LOS	46.7					D						



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--- Messages ---

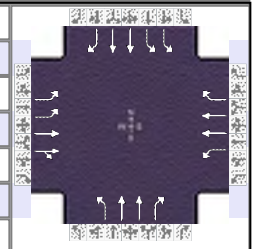
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

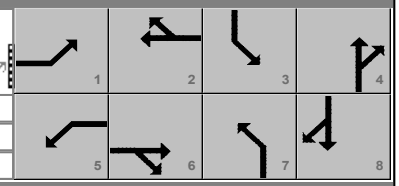
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.3	30.9	22.4	18.7	6.0	15.6						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0	1	2	2	0	0	2	0
Ped / Bike / RTOR, /h	0	0	11	0	0	37	0	0	9	0	0	34
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

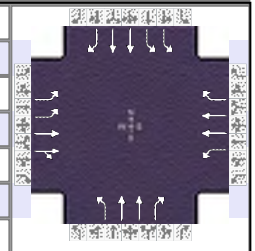
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-018-1				

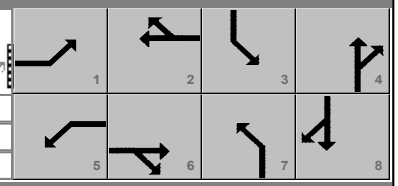


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.3	30.9	22.4	18.7	6.0	15.6
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	28.4	65.3	16.3	53.2	21.6	33.6	24.7	36.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	20.4		10.4		8.7	25.5	18.5	28.2
Green Extension Time (g_e), s	2.0	0.0	0.1	0.0	3.2	2.1	0.3	2.6
Phase Call Probability	1.00		0.99		0.97	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.34	0.90	1.00	0.65

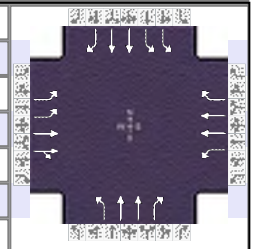
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	475	582	565	110	662	339	91	616	84	421	405	311
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1843	1810	1809	1598	1781	1781	1610	1757	1781	1610
Queue Service Time (g_s), s	18.4	35.6	35.6	8.4	20.8	25.0	6.7	23.5	6.1	16.5	14.0	26.2
Cycle Queue Clearance Time (g_c), s	18.4	35.6	35.6	8.4	20.8	25.0	6.7	23.5	6.1	16.5	14.0	26.2
Green Ratio (*g/C*)	0.16	0.42	0.42	0.07	0.34	0.34	0.11	0.20	0.20	0.13	0.22	0.22
Capacity (*c*), veh/h	563	805	781	133	1220	539	198	703	318	471	783	354
Volume-to-Capacity Ratio (*X*)	0.844	0.723	0.723	0.826	0.543	0.630	0.457	0.878	0.263	0.894	0.518	0.880
Back of Queue (*Q*), ft/ln (95 th percentile)	344.4	606.6	593.1	203.9	362.9	197	138	431.5	112.8	325.1	263.1	449.6
Back of Queue (*Q*), veh/ln (95 th percentile)	13.8	24.3	23.7	8.2	14.5	7.8	5.4	17.0	4.5	13.0	10.4	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.23	0.00	0.00	0.95	0.00	0.79	0.38	0.00	0.47	1.48	0.00	3.46
Uniform Delay (d_1), s/veh	57.1	33.5	33.5	64.0	37.6	7.6	58.2	54.5	47.6	59.6	48.1	52.8
Incremental Delay (d_2), s/veh	9.8	5.6	5.8	20.6	1.7	5.5	0.6	10.8	0.6	15.9	0.8	18.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.9	39.1	39.3	84.6	39.4	13.1	58.9	65.4	48.2	75.6	48.8	71.4
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	47.3	D		35.8	D		62.8	E		64.9	E	
Intersection Delay, s/veh / LOS	51.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	1.83	B	1.40	A	1.14	A	1.43	A

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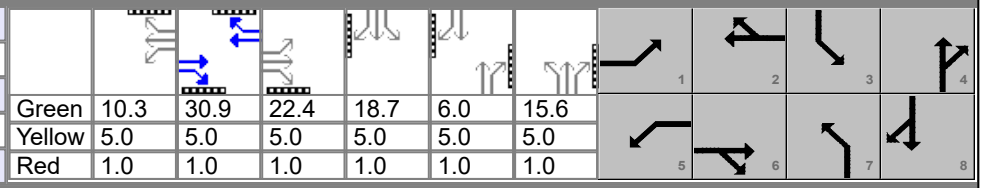
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.3	30.9	22.4	18.7	6.0	15.6						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	0.992	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3427	316	1810	3618	1598	1781	3561	1610	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.16	0.42	0.42	0.07	0.34	0.34	0.11	0.20	0.20	0.13	0.22	0.22
Incremental Delay Factor (k)	0.32	0.50	0.50	0.20	0.50	0.50	0.04	0.35	0.15	0.33	0.15	0.33

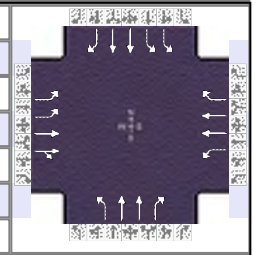
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.16	0.42	0.07	0.34	0.11	0.20	0.13	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.013	1.852	0.048	1.710	0.053	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.126	0.000	0.156	0.000	0.153	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	847.25	23.25	320.44	49.37	394.55	45.11	222.72	55.28
Bicycle F_w / F_v	-3.64	1.34	-3.64	0.92	-3.64	0.65	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023 Base	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris Base PM.xus		
Project Description	23-018-1				

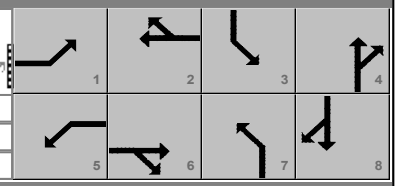


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	461	1018	105	107	642	366	88	598	90	408	393	336

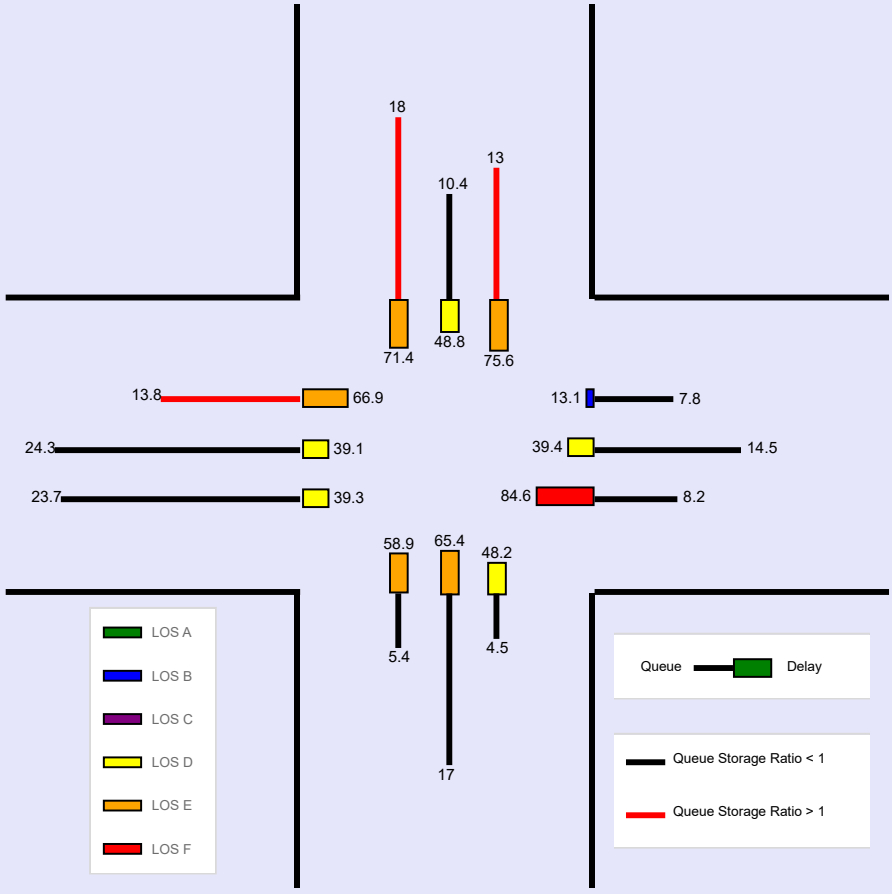
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.3	30.9	22.4	18.7	6.0	15.6
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	344.4	606.6	593.1	203.9	362.9	197	138	431.5	112.8	325.1	263.1	449.6
Back of Queue (*Q*), veh/ln (95 th percentile)	13.8	24.3	23.7	8.2	14.5	7.8	5.4	17.0	4.5	13.0	10.4	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.23	0.00	0.00	0.95	0.00	0.79	0.38	0.00	0.47	1.48	0.00	3.46
Control Delay (*d*), s/veh	66.9	39.1	39.3	84.6	39.4	13.1	58.9	65.4	48.2	75.6	48.8	71.4
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	47.3	D		35.8	D		62.8	E		64.9	E	
Intersection Delay, s/veh / LOS	51.5						D					



--- Messages ---

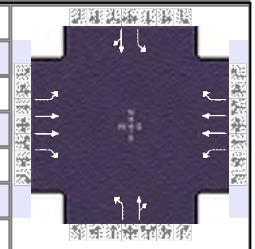
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-018				

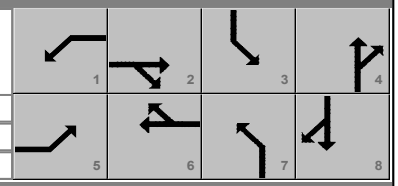


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.4	6.5	9.1	9.8	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	0	0	2	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

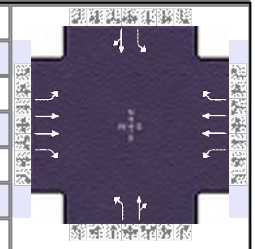
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-018				

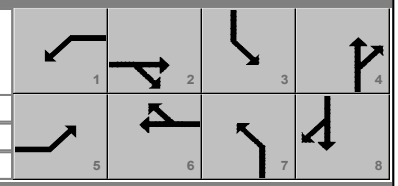


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.4	6.5	9.1	9.8	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.0	11.1	58.6		14.8		14.1
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (*g s*), s	7.1		5.9			9.6		9.0
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.16		1.00

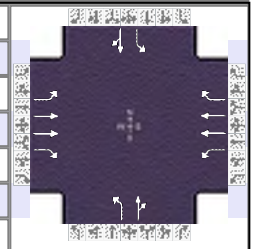
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	724	153	71	1402	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1809	1610	1781	1684		1810	1731	
Queue Service Time (*g s*), s	5.1	11.6	4.8	3.9	30.0	0.9	7.6	6.7		5.0	7.0	
Cycle Queue Clearance Time (*g c*), s	5.1	11.6	4.8	3.9	30.0	0.9	7.6	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1937	869	92	1901	846	175	166		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.374	0.176	0.769	0.738	0.037	0.791	0.705		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	202.6	78.2	83.1	448.8	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.0	3.1	3.3	18.0	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Uniform Delay (*d 1*), s/veh	46.1	13.3	11.7	46.9	18.4	11.7	44.1	43.7		43.6	44.5	
Incremental Delay (*d 2*), s/veh	26.8	0.6	0.4	4.9	2.6	0.1	4.5	2.1		1.2	13.4	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	13.8	12.2	51.8	21.0	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		22.3	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	25.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.29	A	1.73	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-018				

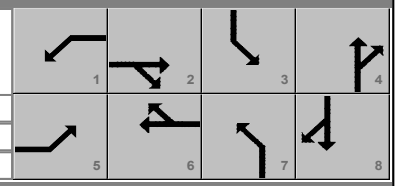


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.4	6.5	9.1	9.8	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3618	1610	1781	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.06	0.04		0.04	0.18	

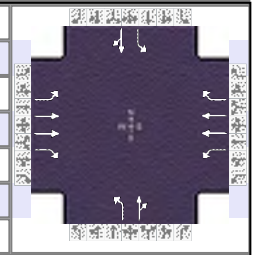
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.095	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1079.14	10.60	130.32	43.70	196.71	40.65		56.18
Bicycle F_w / F_v	-3.64	0.80	-3.64	1.24	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

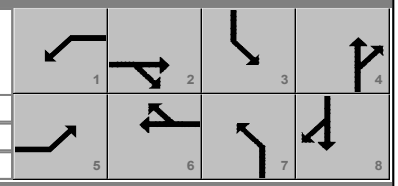
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base AM.xus		
Project Description	23-018				



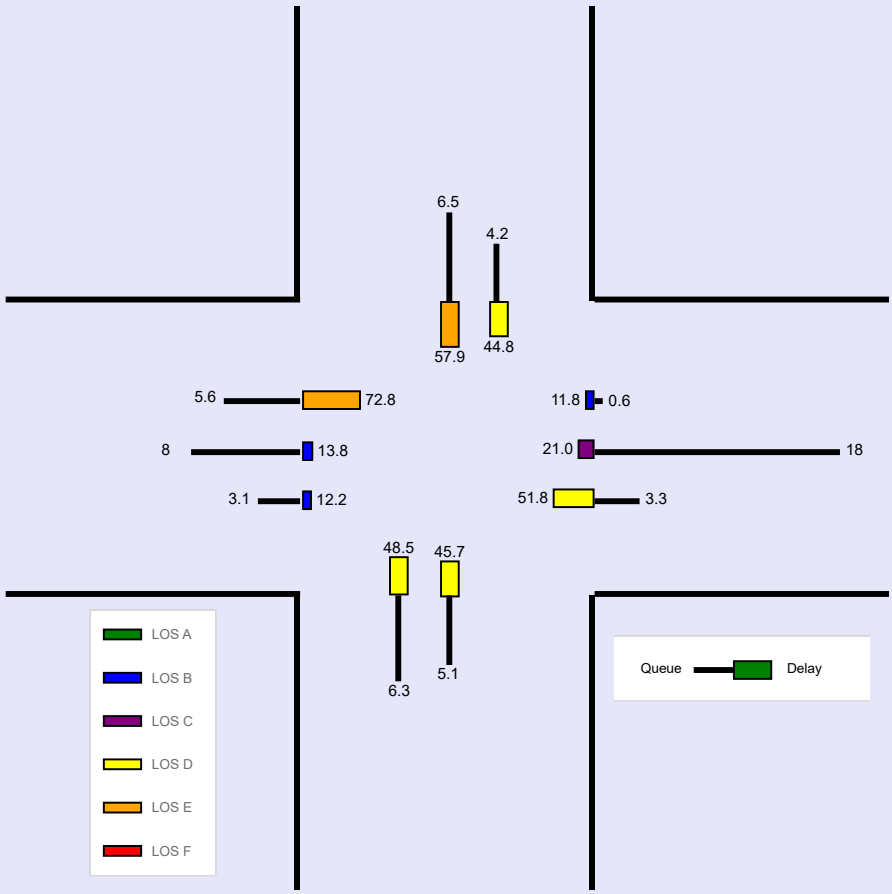
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	601	142	59	1164	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.4	6.5	9.1	9.8	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	202.6	78.2	83.1	448.8	15.3	160.6	128.1		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.0	3.1	3.3	18.0	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.80	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	13.8	12.2	51.8	21.0	11.8	48.5	45.7		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.2	B		22.3	C		47.3	D		52.2	D	
Intersection Delay, s/veh / LOS	25.6						C					



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--- Messages ---

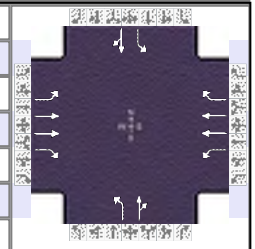
No errors or warnings exist.

--- Comments ---

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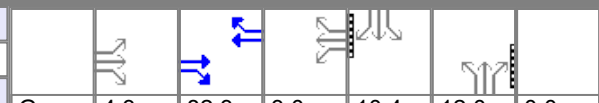
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base Mid.xus		
Project Description	23-018				

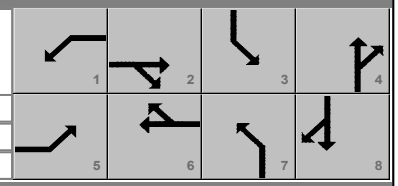


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	896	83	21	789	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.3	3.0	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	896	83	21	789	45	102	43	77	61	29	73
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	9	0	0	5	0	0	8	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

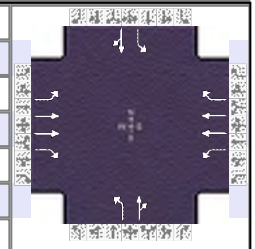
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

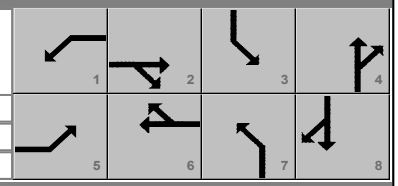
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	896	83	21	789	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	82.3	3.0	10.4	12.0	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	10.3	98.6	9.0	97.3		17.0		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.3		3.7			11.6		10.2
Green Extension Time (g_e), s	0.0	0.0	1.4	0.0		0.4		0.3
Phase Call Probability	0.81		0.58			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

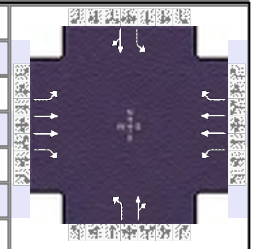
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	953	79	22	839	43	109	119		65	100	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1710		1810	1690	
Queue Service Time (g_s), s	3.3	17.1	2.4	1.7	14.9	1.3	8.2	9.6		4.8	8.2	
Cycle Queue Clearance Time (g_c), s	3.3	17.1	2.4	1.7	14.9	1.3	8.2	9.6		4.8	8.2	
Green Ratio (*g/C*)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09		0.07	0.07	
Capacity (*c*), veh/h	55	2374	1065	39	2341	1050	155	147		135	126	
Volume-to-Capacity Ratio (*X*)	0.767	0.402	0.074	0.577	0.359	0.041	0.700	0.813		0.482	0.795	
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	276.1	39	38	247.4	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	11.0	1.6	1.5	9.8	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.19	0.17	0.00	0.14	0.86	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.4	10.9	6.9	67.9	11.1	8.7	62.3	62.9		62.2	63.7	
Incremental Delay (d_2), s/veh	7.9	0.5	0.1	4.9	0.4	0.1	2.1	4.1		1.0	4.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	75.3	11.4	7.1	72.8	11.5	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	13.6	B		12.9	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	22.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.98	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.37	A	1.23	A	0.86	A	0.76	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	896	83	21	789	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	82.3	3.0	10.4	12.0	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	5	6	7	8		
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.900	0.900		0.889	0.889
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	657	1054	1810	521	1168
Proportion of Vehicles Arriving on Green (P)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09	0.09	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

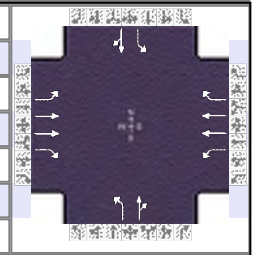
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.66	0.02	0.65		0.09		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.011	1.710	0.007	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.086	0.000	0.163	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	42.80	67.04	1304.16	8.47	171.32	58.52	-85.71	76.13
Bicycle F_w / F_v	-3.64	0.89	-3.64	0.75	-3.64	0.38	-3.64	0.27

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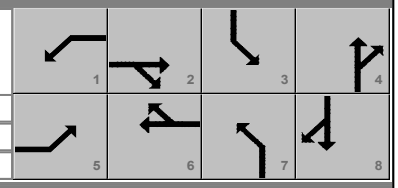
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base Mid.xus		
Project Description	23-018				

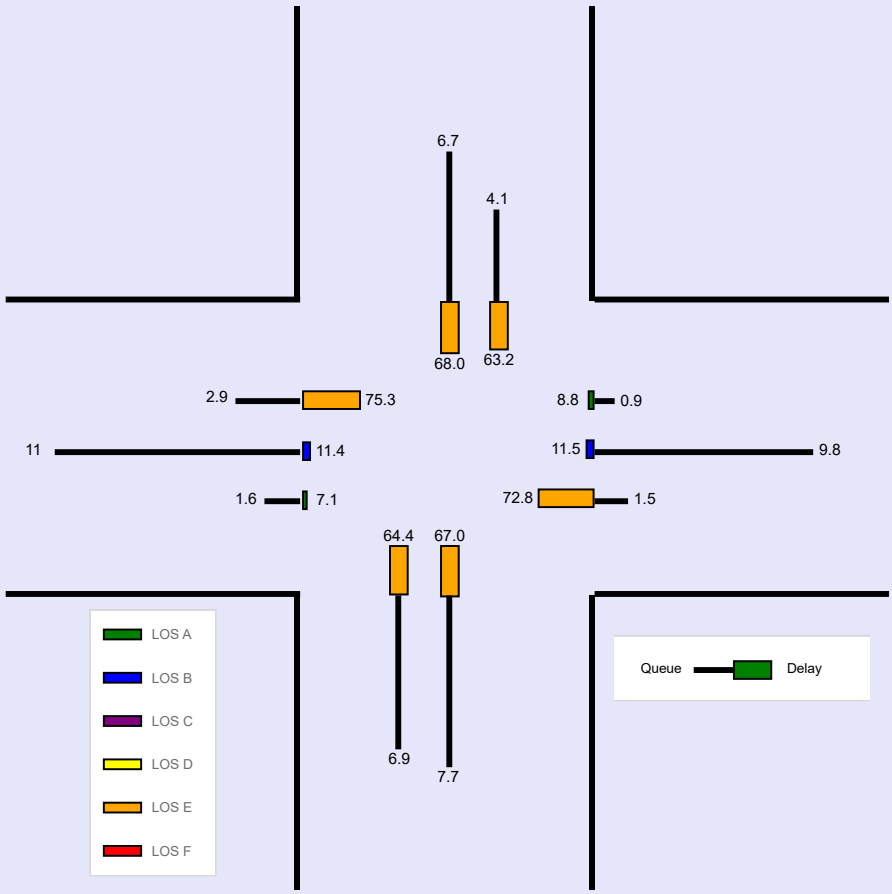


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	896	83	21	789	45	102	43	77	61	29	73

Signal Information													
Cycle, s	140.0	Reference Phase	2										
Offset, s	51	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	4.3	82.3	3.0	10.4	12.0	0.0			
				Yellow	5.0	5.0	5.0	4.0	4.0	0.0			
				Red	1.0	1.0	1.0	1.0	1.0	0.0			



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	276.1	39	38	247.4	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	11.0	1.6	1.5	9.8	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.19	0.17	0.00	0.14	0.86	0.00		0.00	0.00	
Control Delay (*d*), s/veh	75.3	11.4	7.1	72.8	11.5	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	13.6	B		12.9	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	22.0						C					



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--- Messages ---

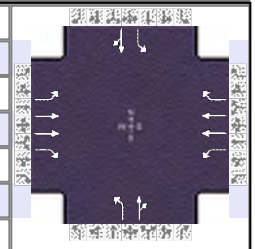
No errors or warnings exist.

--- Comments ---

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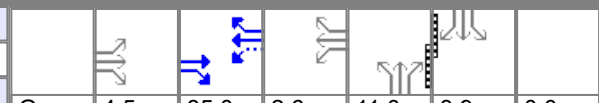
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-018				

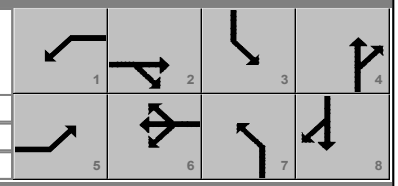


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

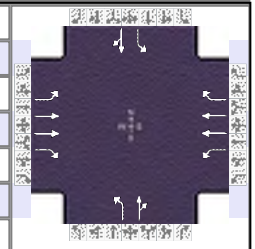
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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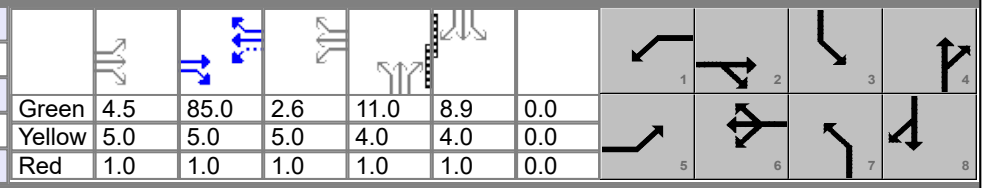
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.5	8.6	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	1.9	0.0		0.3		0.3
Phase Call Probability	0.82		0.66			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

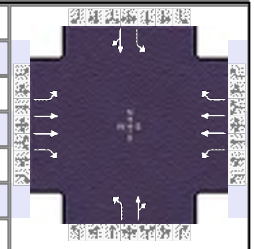
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1424	64	27	1020	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	29.3	1.8	0.0	18.4	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	29.3	1.8	0.0	18.4	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2448	1098	261	2401	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.582	0.058	0.105	0.425	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	423.2	29.2	23	290.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	16.8	1.2	0.9	11.5	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.10	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	11.7	8.2	20.6	10.7	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.0	0.1	0.1	0.6	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	12.7	8.3	20.7	11.3	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.4	B		11.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.75	B	1.39	A	0.76	A	0.75	A

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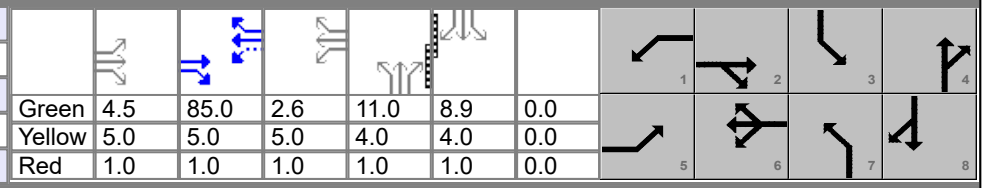
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

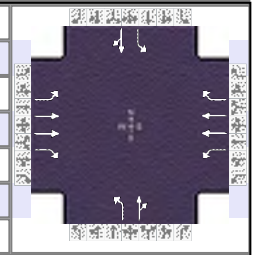
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	382	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	83.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	64.2	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			5.6					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	37.44	67.40	1337.86	7.67	127.35	61.37	-85.71	76.13
Bicycle F_w / F_v	-3.64	1.26	-3.64	0.91	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

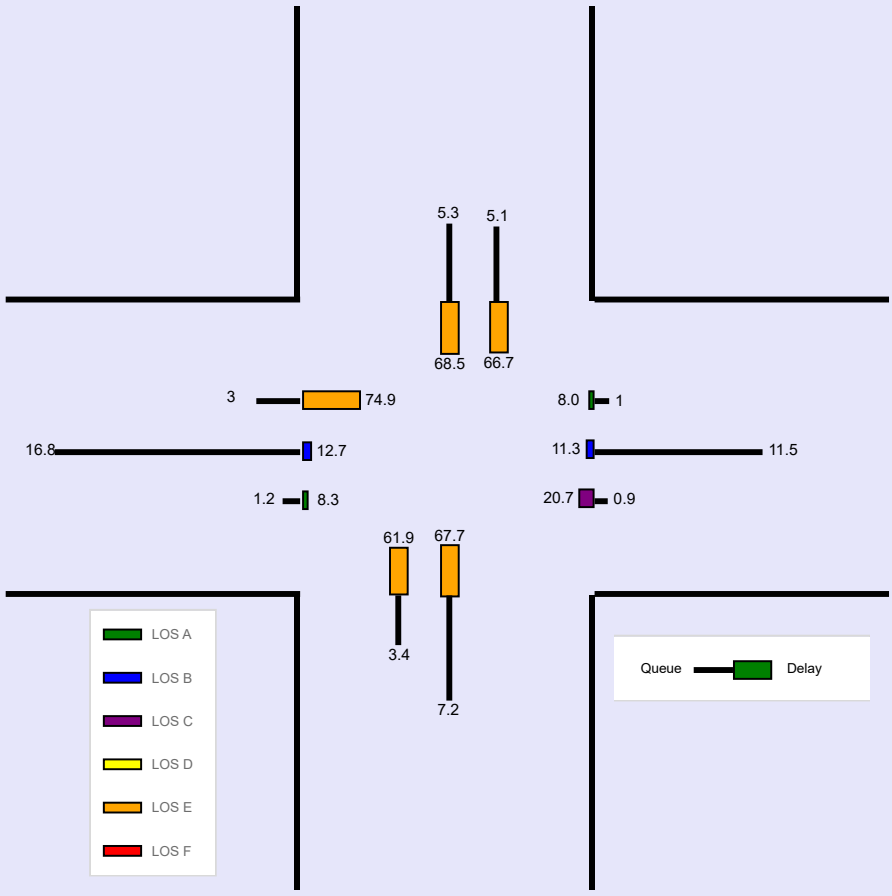
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1353	68	26	969	55	52	54	57	74	17	66

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	51	Reference Point	End	Green	4.5	85.0		2.6	11.0	8.9	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	423.2	29.2	23	290.4	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	16.8	1.2	0.9	11.5	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.10	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	12.7	8.3	20.7	11.3	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.4	B		11.4	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.0						B					



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--- Messages ---

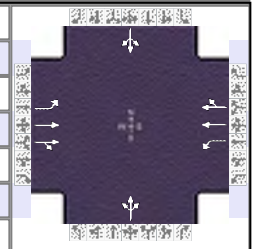
No errors or warnings exist.

--- Comments ---

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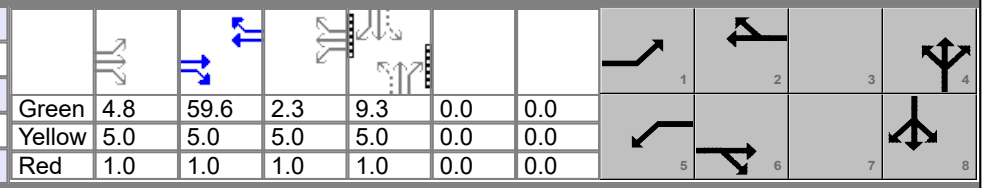
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

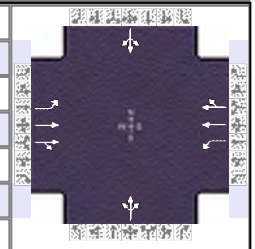
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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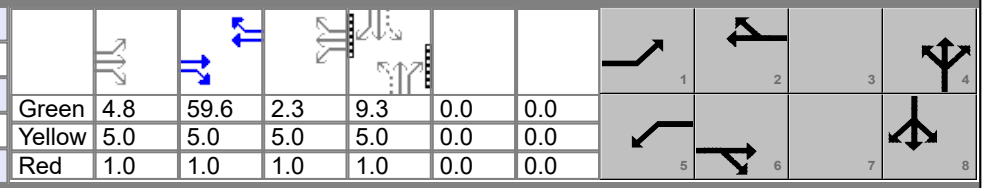
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	10.8	76.4	8.3	73.9		15.3		15.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.2		2.8			3.4		6.0
Green Extension Time (g_e), s	0.1	0.0	1.8	0.0		0.1		0.1
Phase Call Probability	0.68		0.32			0.93		0.93
Max Out Probability	0.00		0.89			0.00		0.00

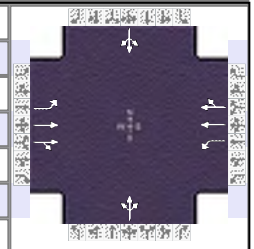
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	41	382	381	14	618	615		27			71	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1878	1810	1900	1892		1537			1613	
Queue Service Time (g_s), s	2.2	7.5	7.5	0.8	15.5	15.5		0.0			1.0	
Cycle Queue Clearance Time (g_c), s	2.2	7.5	7.5	0.8	15.5	15.5		1.4			4.0	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.68	0.68		0.09			0.09	
Capacity (*c*), veh/h	86	1327	1322	41	1290	1284		204			198	
Volume-to-Capacity Ratio (*X*)	0.478	0.288	0.288	0.344	0.479	0.479		0.133			0.357	
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	120.9	119.5	17.3	243.5	242.7		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	4.8	4.8	0.7	9.7	9.7		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.4	5.5	5.5	48.1	7.6	7.6		41.7			42.9	
Incremental Delay (d_2), s/veh	3.0	0.5	0.5	3.6	1.3	1.3		0.1			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.0	6.0	51.8	8.9	8.9		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.3	A		9.4	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.15	A	1.52	B	0.53	A	0.60	A

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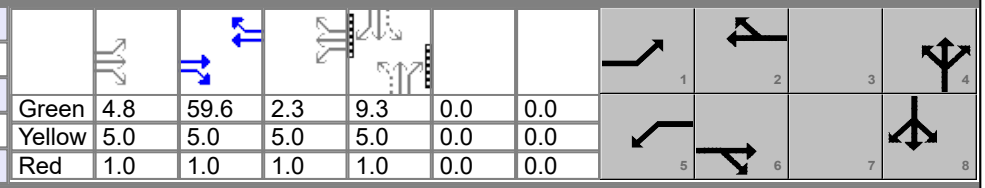
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.8	59.6	2.3	9.3	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.816	0.809		0.937	0.849	
Right-Turn Adjustment Factor (f_{RT})		0.996	0.996		0.996	0.996		0.000	0.809		0.000	0.849
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3726	38	1810	3745	47	1045	369	123	496	124	993
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

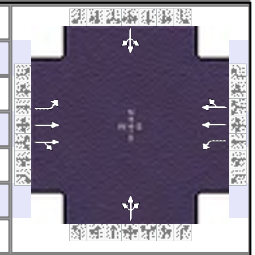
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.68		0.09		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1378		1429
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1511		1725
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.3		9.3
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.4		7.9
Permitted Queue Service Time (g_{ps}), s						0.0		1.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		3.0
Queue Service Time Before Blockage (g_{fs}), s						0.9		3.0
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.007	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.066	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.45	47.75	1357.65	5.16	186.80	41.10	186.80	41.10
Bicycle F_w / F_v	-3.64	0.66	-3.64	1.03	-3.64	0.04	-3.64	0.12

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HCS Signalized Intersection Results Graphical Summary

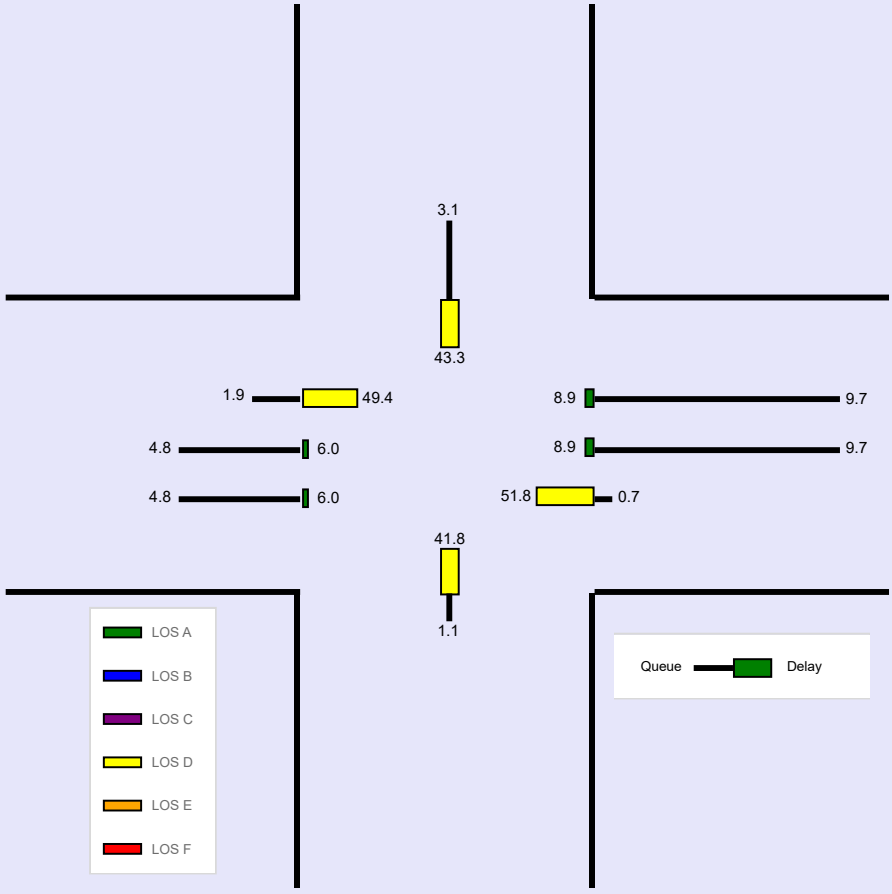
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	695	8	13	1120	16	17	6	3	20	5	45

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	3	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.8	59.6	2.3	9.3	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	5.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	47.7	120.9	119.5	17.3	243.5	242.7		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	4.8	4.8	0.7	9.7	9.7		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.0	6.0	51.8	8.9	8.9		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.3	A		9.4	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.5						B					



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--- Messages ---

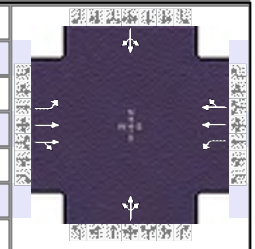
No errors or warnings exist.

--- Comments ---

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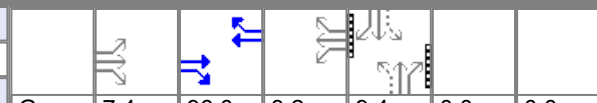
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base Mid.xus		
Project Description	23-018				

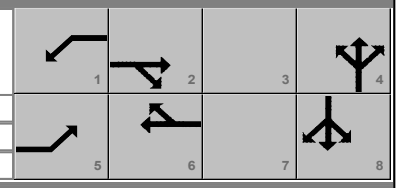


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	932	27	15	714	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.4	96.0	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	932	27	15	714	12	16	2	9	14	0	34
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

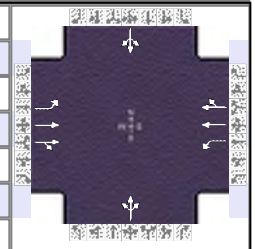
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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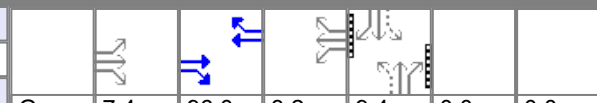
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base Mid.xus		
Project Description	23-018				

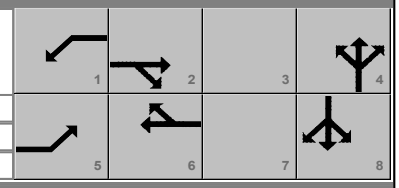


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	932	27	15	714	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.4	96.0	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.4	115.4	9.2	111.2		15.4		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	7.7		3.2			4.1		5.6
Green Extension Time (g_e), s	0.2	0.0	2.0	0.0		0.1		0.1
Phase Call Probability	0.94		0.45			0.94		0.94
Max Out Probability	0.00		0.02			0.00		0.00

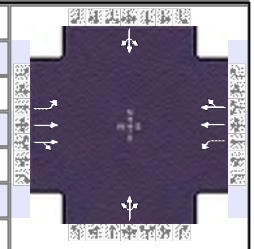
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	74	495	491	15	374	372		27			45	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1868	1810	1900	1891		1548			1596	
Queue Service Time (g_s), s	5.7	10.9	10.9	1.2	8.5	8.5		0.0			0.5	
Cycle Queue Clearance Time (g_c), s	5.7	10.9	10.9	1.2	8.5	8.5		2.1			3.6	
Green Ratio (*g/C*)	0.05	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	96	1474	1460	41	1428	1421		145			141	
Volume-to-Capacity Ratio (*X*)	0.776	0.336	0.336	0.378	0.262	0.262		0.184			0.322	
Back of Queue (*Q*), ft/ln (95 th percentile)	128.9	175.5	172.6	26.7	145	144.3		41.9			71.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.2	7.0	6.9	1.1	5.8	5.8		1.7			2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.61	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.5	4.5	4.5	67.4	5.4	5.4		61.9			62.6	
Incremental Delay (d_2), s/veh	9.6	0.6	0.6	4.2	0.4	0.4		0.2			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	75.0	5.1	5.1	71.7	5.8	5.8		62.1			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.0	B		7.2	A		62.1	E		63.1	E	
Intersection Delay, s/veh / LOS	10.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.36	A	1.12	A	0.53	A	0.56	A

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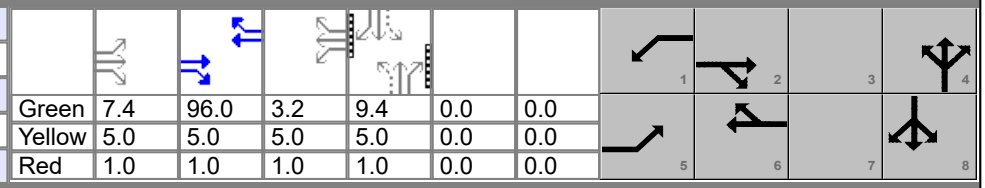
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	932	27	15	714	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.4	96.0	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.815		0.937	0.840	
Right-Turn Adjustment Factor (f_{RT})		0.991	0.991		0.995	0.995		0.000	0.815		0.000	0.840
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3659	94	1810	3738	52	953	119	476	508	0	1088
Proportion of Vehicles Arriving on Green (P)	0.05	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.00	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

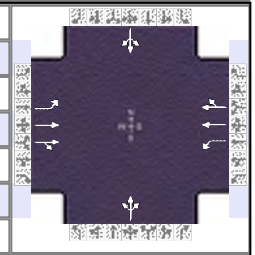
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1400		1427
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1558		1719
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.4		9.4
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.8		7.3
Permitted Queue Service Time (g_{ps}), s						0.0		0.5
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		3.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		3.2
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.006	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.059	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.20	66.87	1502.92	4.32	134.23	60.92	134.23	60.92
Bicycle F_w / F_v	-3.64	0.87	-3.64	0.63	-3.64	0.04	-3.64	0.07

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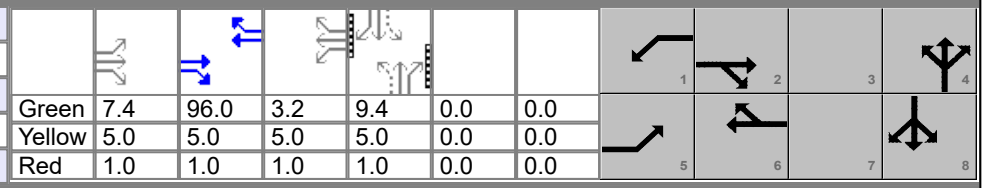
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base Mid.xus		
Project Description	23-018				



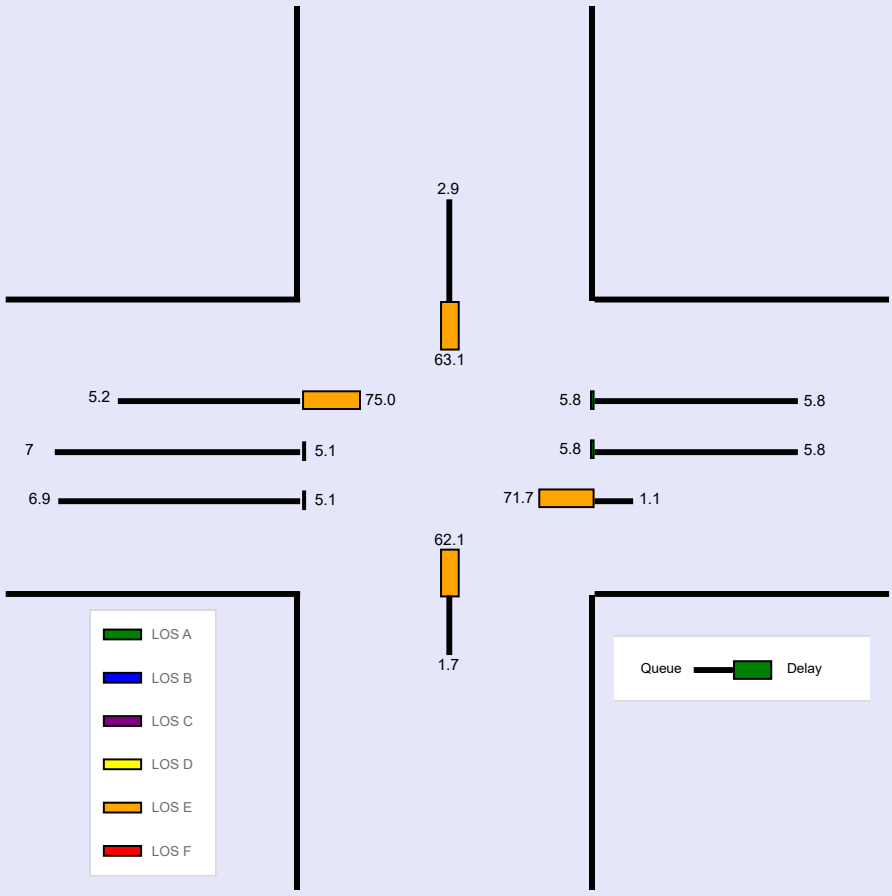
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	72	932	27	15	714	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.4	96.0	3.2	9.4	0.0	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	5	6	7	8		
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	128.9	175.5	172.6	26.7	145	144.3		41.9			71.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.2	7.0	6.9	1.1	5.8	5.8		1.7			2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.61	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	75.0	5.1	5.1	71.7	5.8	5.8		62.1			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.0	B		7.2	A		62.1	E		63.1	E	
Intersection Delay, s/veh / LOS	10.9						B					



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--- Messages ---

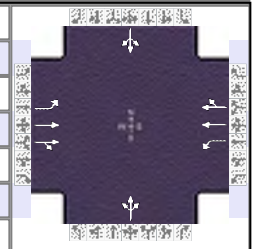
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	7.2	96.1	3.1	9.7	0.0	0.0	5	6	7	8
Yellow	5.0	5.0	5.0	5.0	0.0	0.0				
Red	1.0	1.0	1.0	1.0	0.0	0.0				

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	2	0	0	2	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

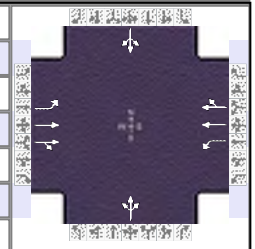
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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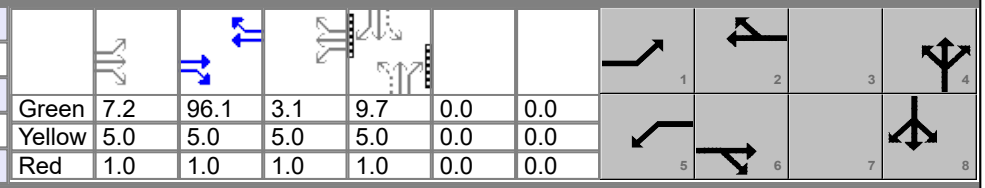
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.2	96.1	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.2	115.3	9.1	111.1		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	7.5		3.1			4.9		6.1
Green Extension Time (g_e), s	0.1	0.0	1.3	0.0		0.1		0.1
Phase Call Probability	0.94		0.44			0.97		0.97
Max Out Probability	0.00		0.94			0.00		0.00

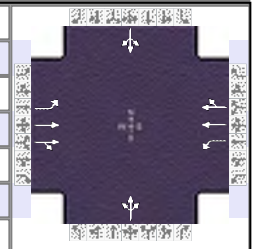
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	72	709	707	15	481	479		36			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1891	1810	1900	1891		1563			1585	
Queue Service Time (g_s), s	5.5	18.3	18.3	1.1	11.8	11.8		0.0			1.2	
Cycle Queue Clearance Time (g_c), s	5.5	18.3	18.3	1.1	11.8	11.8		2.9			4.1	
Green Ratio (*g/C*)	0.05	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	93	1483	1476	40	1427	1420		150			147	
Volume-to-Capacity Ratio (*X*)	0.778	0.478	0.479	0.374	0.337	0.337		0.242			0.348	
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	270.5	269.7	25.7	199.1	198.4		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	10.8	10.8	1.0	8.0	7.9		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.6	5.4	5.4	67.5	5.8	5.8		62.0			62.5	
Incremental Delay (d_2), s/veh	9.9	1.1	1.1	4.3	0.6	0.6		0.3			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	75.5	6.5	6.5	71.8	6.4	6.5		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	9.9	A		7.4	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.32	B
Bicycle LOS Score / LOS	1.72	B	1.29	A	0.55	A	0.57	A

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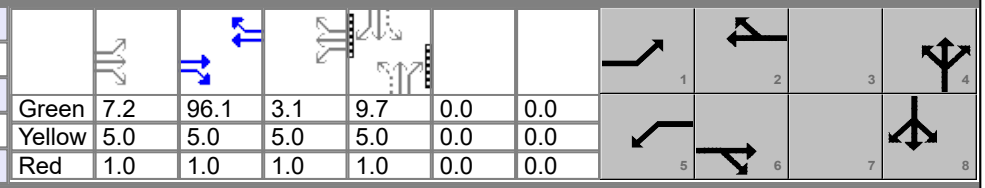
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.2	96.1	3.1	9.7	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.823		0.897	0.834	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.995	0.995		0.000	0.823		0.000	0.834
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3740	51	1810	3740	50	966	230	368	727	66	793
Proportion of Vehicles Arriving on Green (P)	0.05	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

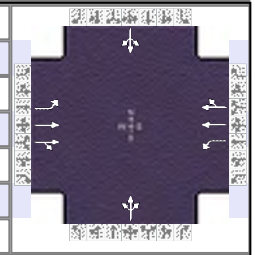
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1404		1422
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1560		1646
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.5		6.8
Permitted Queue Service Time (g_{ps}), s						0.0		1.2
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.004	1.557	0.003	1.557	0.003
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.059	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.97	66.96	1502.08	4.34	138.06	60.67	138.06	60.67
Bicycle F_w / F_v	-3.64	1.23	-3.64	0.80	-3.64	0.06	-3.64	0.08

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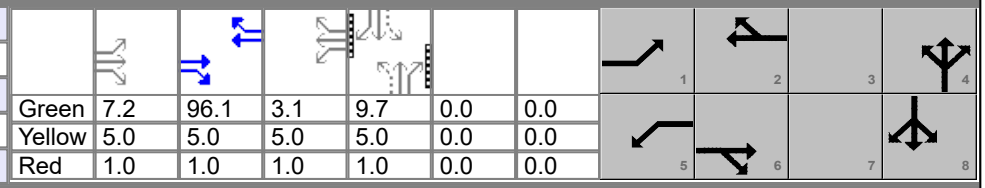
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna Base PM.xus		
Project Description	23-018				



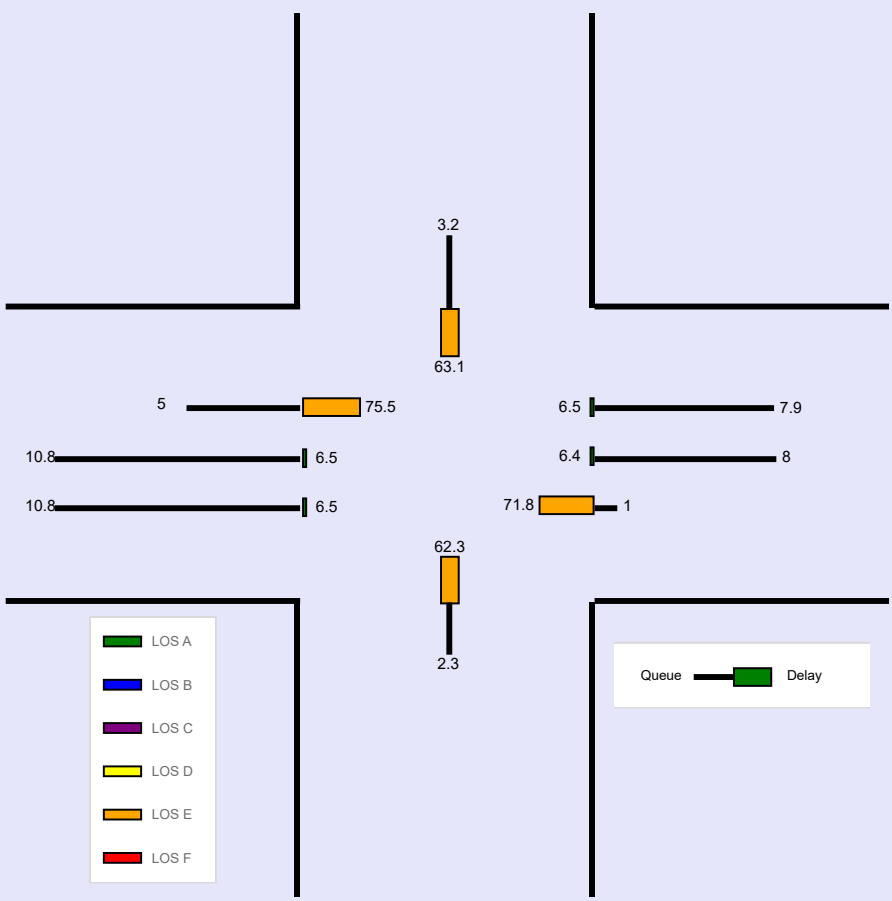
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	68	1313	20	14	890	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.2	96.1	3.1	9.7	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	126.1	270.5	269.7	25.7	199.1	198.4		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.0	10.8	10.8	1.0	8.0	7.9		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.60	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	75.5	6.5	6.5	71.8	6.4	6.5		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	9.9	A		7.4	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	10.7						B					



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--- Messages ---

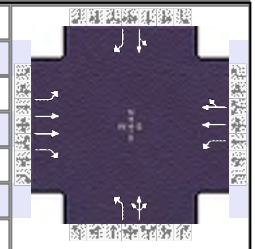
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.0	78.5	12.8	8.7	0.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	5	6	7	8		
Red	1.5	0.0	1.5	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1	2	0	0		0	0			0	0
Ped / Bike / RTOR, /h	0	0	10	0	0	1	0	0	6	0	0	14
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

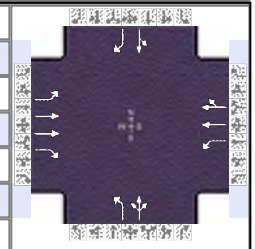
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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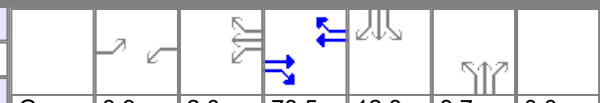
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-018				

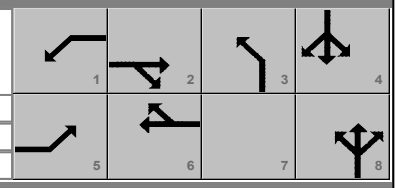


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.0	78.5	12.8	8.7	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	9.9	84.5	12.0	86.6		14.7		18.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.1		6.6			8.5		12.7
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.65		0.90			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.24

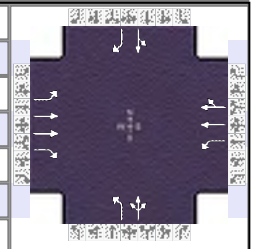
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	509	97	64	419	419	92	82			57	135
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1585	1810	1900	1897	1810	1696			1889	1610
Queue Service Time (g_s), s	2.1	8.5	3.3	4.6	14.0	14.0	6.5	6.1			3.6	10.7
Cycle Queue Clearance Time (g_c), s	2.1	8.5	3.3	4.6	14.0	14.0	6.5	6.1			3.6	10.7
Green Ratio (*g/C*)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07			0.10	0.10
Capacity (*c*), veh/h	54	2169	958	83	1178	1176	121	113			186	159
Volume-to-Capacity Ratio (*X*)	0.546	0.235	0.101	0.773	0.356	0.356	0.764	0.719			0.304	0.849
Back of Queue (*Q*), ft/ln (95 th percentile)	45	147.4	53.1	98.3	242.1	241.8	140.6	123.3			79.7	223.1
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	5.8	2.1	3.9	9.7	9.7	5.6	4.9			3.2	8.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.29	0.45	0.00	0.00	0.64	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.2	11.9	10.8	61.4	12.1	12.1	59.7	59.5			54.4	57.6
Incremental Delay (d_2), s/veh	3.2	0.3	0.2	5.6	0.8	0.8	3.7	3.2			0.3	17.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.3	12.1	11.1	67.0	12.9	12.9	63.4	62.6			54.8	74.9
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.4	B		16.7	B		63.0	E		68.9	E	
Intersection Delay, s/veh / LOS	25.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.01	A	1.23	A	0.77	A	0.80	A

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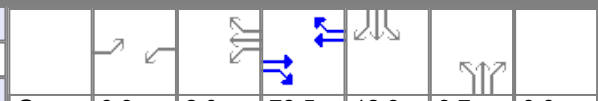
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-018				

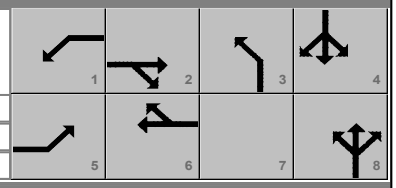


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.0	78.5	12.8	8.7	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	3589	1585	1810	3783	15	1810	565	1131	218	1671	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07	0.07	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.17

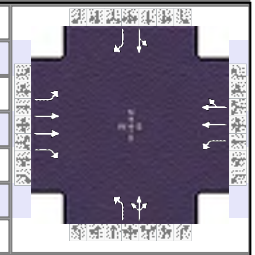
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.60	0.05	0.62		0.07		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.020	1.557	0.001	1.710	0.014
Pedestrian F_s / F_{delay}	0.000	0.093	0.000	0.090	0.000	0.167	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1208.46	10.18	1239.77	9.39		72.19	133.58	56.61
Bicycle F_w / F_v	-3.64	0.52	-3.64	0.74	-3.64	0.29	-3.64	0.32

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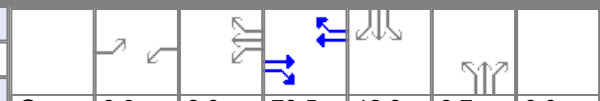
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base AM.xus		
Project Description	23-018				

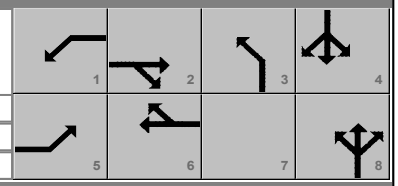


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	468	99	59	768	4	85	25	56	6	46	138

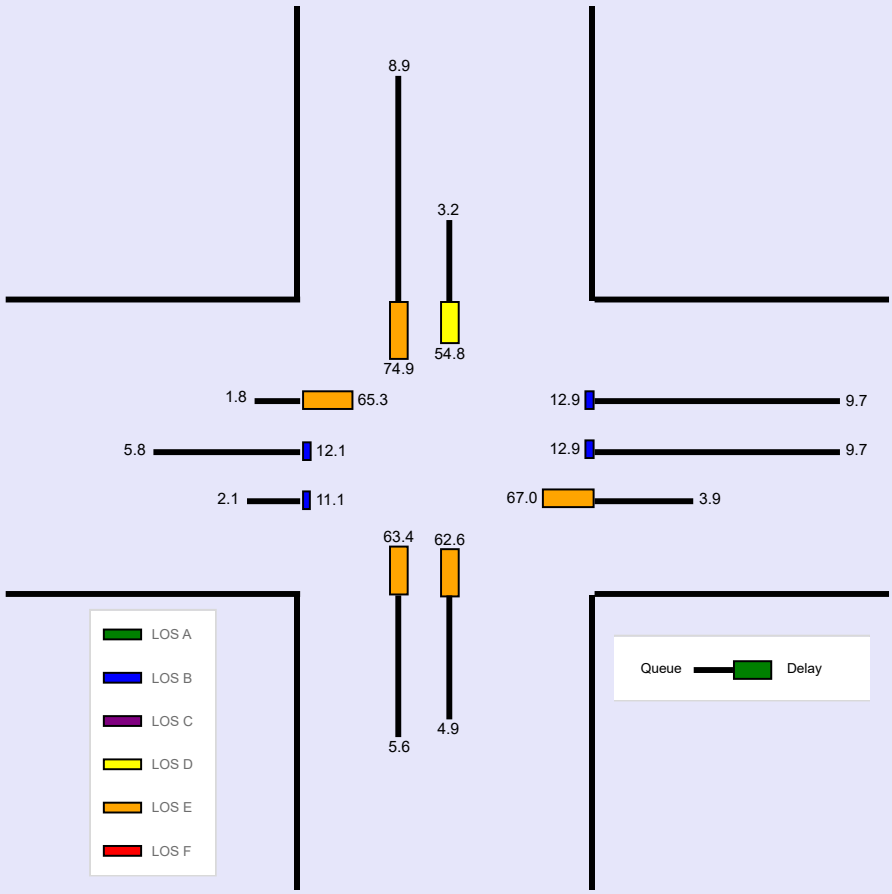
Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.0	78.5	12.8	8.7	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	45	147.4	53.1	98.3	242.1	241.8	140.6	123.3			79.7	223.1
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	5.8	2.1	3.9	9.7	9.7	5.6	4.9			3.2	8.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.29	0.45	0.00	0.00	0.64	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.3	12.1	11.1	67.0	12.9	12.9	63.4	62.6			54.8	74.9
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.4	B		16.7	B		63.0	E		68.9	E	
Intersection Delay, s/veh / LOS	25.4						C					



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--- Messages ---

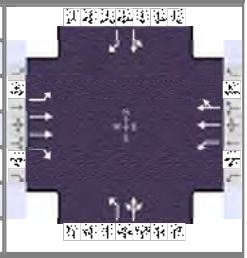
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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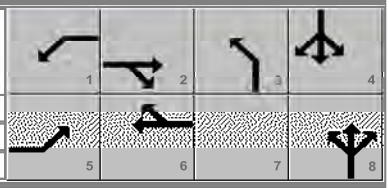
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	608	127	66	460	15	86	41	111	19	29	74

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	7.0	0.9		75.6	8.1	14.5	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	608	127	66	460	15	86	41	111	19	29	74
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	2	1	2	0	0		0	0			0	0
Ped / Bike / RTOR, /h	0	0	13	0	0	2	0	0	12	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

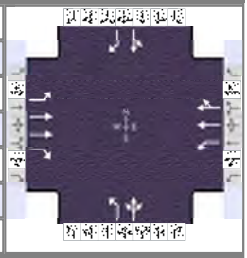
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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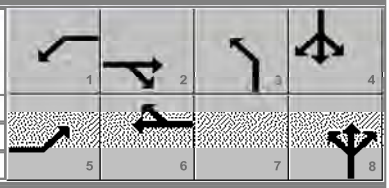
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	608	127	66	460	15	86	41	111	19	29	74

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.0	0.9	75.6	8.1	14.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	13.8	82.5	13.0	81.6		20.5		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		2.9
Queue Clearance Time (g_s), s	8.1		7.4			14.2		8.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.95		0.94			1.00		0.99
Max Out Probability	0.00		0.00			0.00		0.00

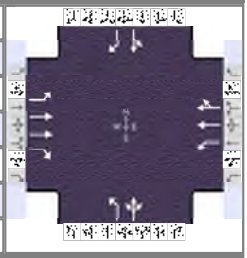
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	85	699	131	76	273	271	99	161			55	76
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1795	1585	1810	1900	1881	1810	1685			1863	1610
Queue Service Time (g_s), s	6.1	12.9	4.8	5.4	9.1	9.1	6.7	12.2			3.7	6.0
Cycle Queue Clearance Time (g_c), s	6.1	12.9	4.8	5.4	9.1	9.1	6.7	12.2			3.7	6.0
Green Ratio (*g/C*)	0.06	0.59	0.59	0.05	0.58	0.58	0.11	0.11			0.06	0.06
Capacity (*c*), veh/h	107	2112	933	97	1105	1095	201	188			116	100
Volume-to-Capacity Ratio (*X*)	0.794	0.331	0.141	0.783	0.247	0.247	0.491	0.857			0.477	0.759
Back of Queue (*Q*), ft/ln (95 th percentile)	130.7	219.6	77.5	115.3	172.5	171.5	139.1	231.1			82	117.9
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	8.7	3.0	4.6	6.9	6.9	5.6	9.2			3.3	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00	0.42	0.52	0.00	0.00	0.63	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	60.3	13.7	12.0	60.8	13.3	13.3	54.3	56.7			58.9	60.0
Incremental Delay (d_2), s/veh	4.9	0.4	0.3	5.1	0.5	0.5	0.7	4.3			1.1	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.2	14.1	12.3	65.9	13.8	13.8	55.0	61.1			60.1	64.4
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	18.6	B		20.2	C		58.8	E		62.6	E	
Intersection Delay, s/veh / LOS	27.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.24	A	1.00	A	0.92	A	0.70	A

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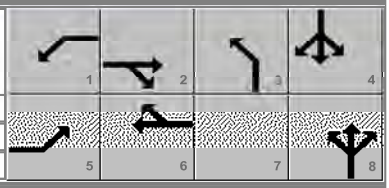
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	608	127	66	460	15	86	41	111	19	29	74

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.0	0.9	75.6	8.1	14.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.984	0.992	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.981	0.981	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.990	0.990		0.887	0.887		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1781	3589	1585	1810	3677	104	1810	494	1192	737	1126	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.59	0.59	0.05	0.58	0.58	0.11	0.11	0.11	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.04

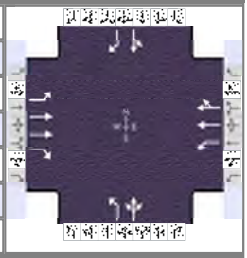
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.59	0.05	0.58		0.11		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.017	1.198	0.011	1.557	0.003	1.710	0.018
Pedestrian F_s / F_{delay}	0.000	0.096	0.000	0.097	0.000	0.167	0.000	0.158
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1176.77	11.01	1163.65	11.37		72.19	222.69	51.33
Bicycle F_w / F_v	-3.64	0.75	-3.64	0.51	-3.64	0.43	-3.64	0.22

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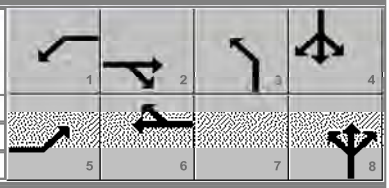
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base Mid.xus		
Project Description	23-018				

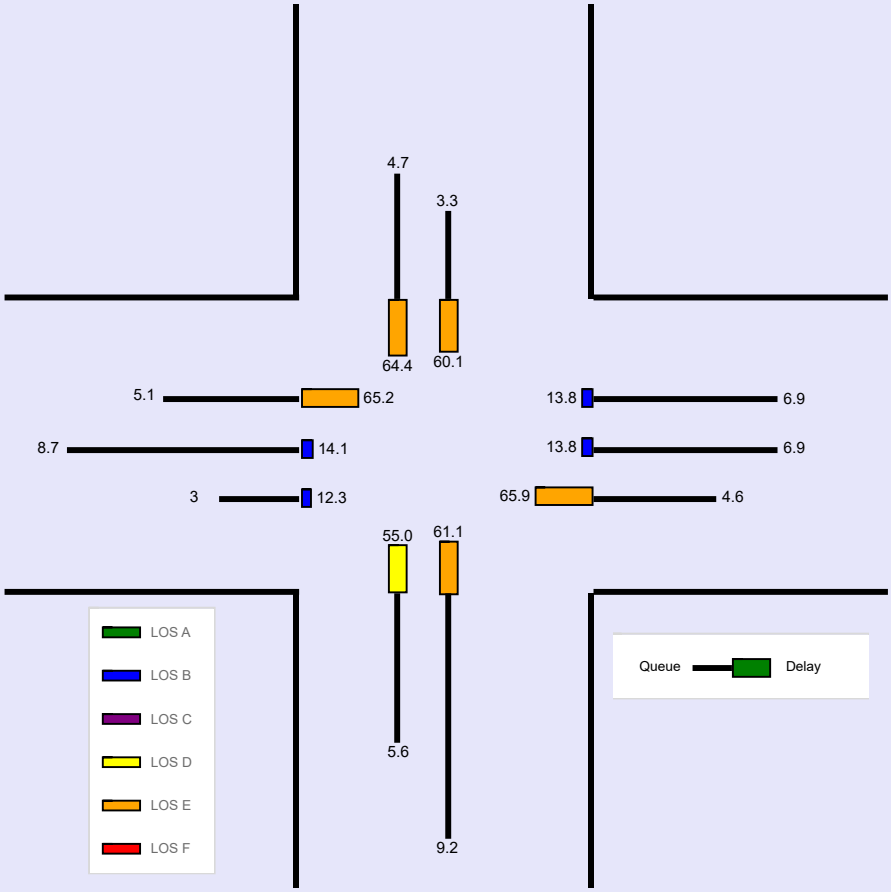


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	74	608	127	66	460	15	86	41	111	19	29	74

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.0	0.9	75.6	8.1	14.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	130.7	219.6	77.5	115.3	172.5	171.5	139.1	231.1			82	117.9
Back of Queue (*Q*), veh/ln (95 th percentile)	5.1	8.7	3.0	4.6	6.9	6.9	5.6	9.2			3.3	4.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00	0.42	0.52	0.00	0.00	0.63	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.2	14.1	12.3	65.9	13.8	13.8	55.0	61.1			60.1	64.4
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	18.6	B		20.2	C		58.8	E		62.6	E	
Intersection Delay, s/veh / LOS	27.5						C					



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--- Messages ---

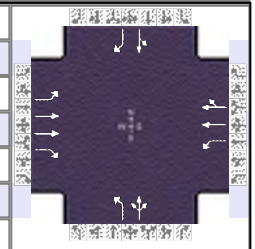
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Signalized Intersection Input Data

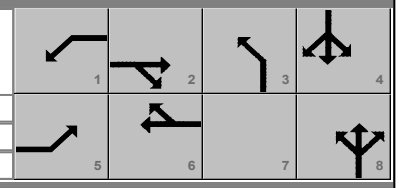
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2	70.0	9.1	18.3	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	1	0	0		2	0			0	0
Ped / Bike / RTOR, /h	0	0	19	0	0	2	0	0	17	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

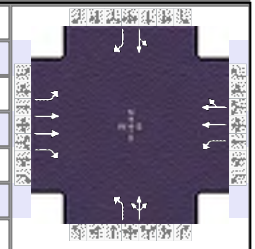
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

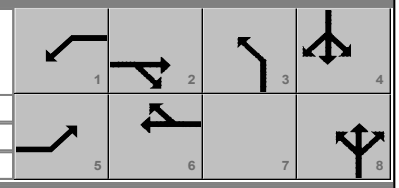
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2	70.0	9.1	18.3	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	14.6	77.2	13.4	76.0		24.3		15.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	8.8		7.8			18.0		9.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.97		0.95			1.00		1.00
Max Out Probability	0.00		0.00			0.02		0.00

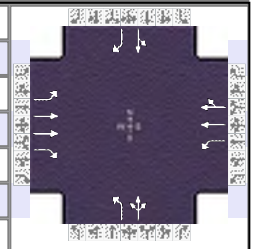
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	96	871	167	81	275	273	126	209			64	89
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1598	1810	1900	1882	1781	1673			1855	1610
Queue Service Time (g_s), s	6.8	18.7	6.9	5.8	10.1	10.2	8.5	16.0			4.3	7.0
Cycle Queue Clearance Time (g_c), s	6.8	18.7	6.9	5.8	10.1	10.2	8.5	16.0			4.3	7.0
Green Ratio (*g/C*)	0.07	0.55	0.55	0.06	0.54	0.54	0.14	0.14			0.07	0.07
Capacity (*c*), veh/h	120	1980	875	103	1023	1013	250	235			130	113
Volume-to-Capacity Ratio (*X*)	0.802	0.440	0.191	0.788	0.269	0.269	0.502	0.890			0.490	0.783
Back of Queue (*Q*), ft/ln (95 th percentile)	144.3	301.1	113.3	123.2	195.6	195	176.1	310.4			94.5	137.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.8	12.0	4.5	4.9	7.8	7.8	6.9	12.4			3.8	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.61	0.56	0.00	0.00	0.80	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.9	17.5	14.9	60.5	16.2	16.2	51.7	54.9			58.2	59.5
Incremental Delay (d_2), s/veh	4.6	0.7	0.5	4.9	0.6	0.7	0.6	16.8			1.1	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.5	18.2	15.4	65.4	16.8	16.8	52.2	71.6			59.2	63.9
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	21.7	C		23.1	C		64.3	E		61.9	E	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.42	A	1.01	A	1.04	A	0.74	A

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HCS Signalized Intersection Intermediate Values

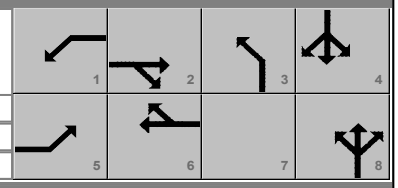
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Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2		70.0	9.1		18.3	0.0				
Yellow	4.5	0.0		4.5	4.0		4.0	0.0				
Red	1.5	0.0		1.5	2.0		2.0	0.0				



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	0.992	1.000	1.000	1.000	0.984	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.881	0.881		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1598	1810	3682	100	1781	412	1261	898	957	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.55	0.55	0.06	0.54	0.54	0.14	0.14	0.14	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.18			0.04	0.04

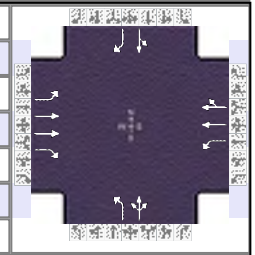
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.55	0.06	0.54		0.14		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1781		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.024	1.198	0.014	1.557	0.003	1.710	0.027
Pedestrian F_s / F_{delay}	0.000	0.104	0.000	0.105	0.000	0.167	0.000	0.155
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1094.82	13.31	1076.91	13.85		72.19	281.20	48.01
Bicycle F_w / F_v	-3.64	0.94	-3.64	0.52	-3.64	0.55	-3.64	0.25

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HCS Signalized Intersection Results Graphical Summary

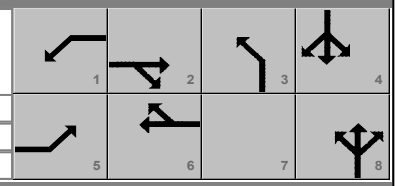
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Dec 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan Base PM.xus		
Project Description	23-018				



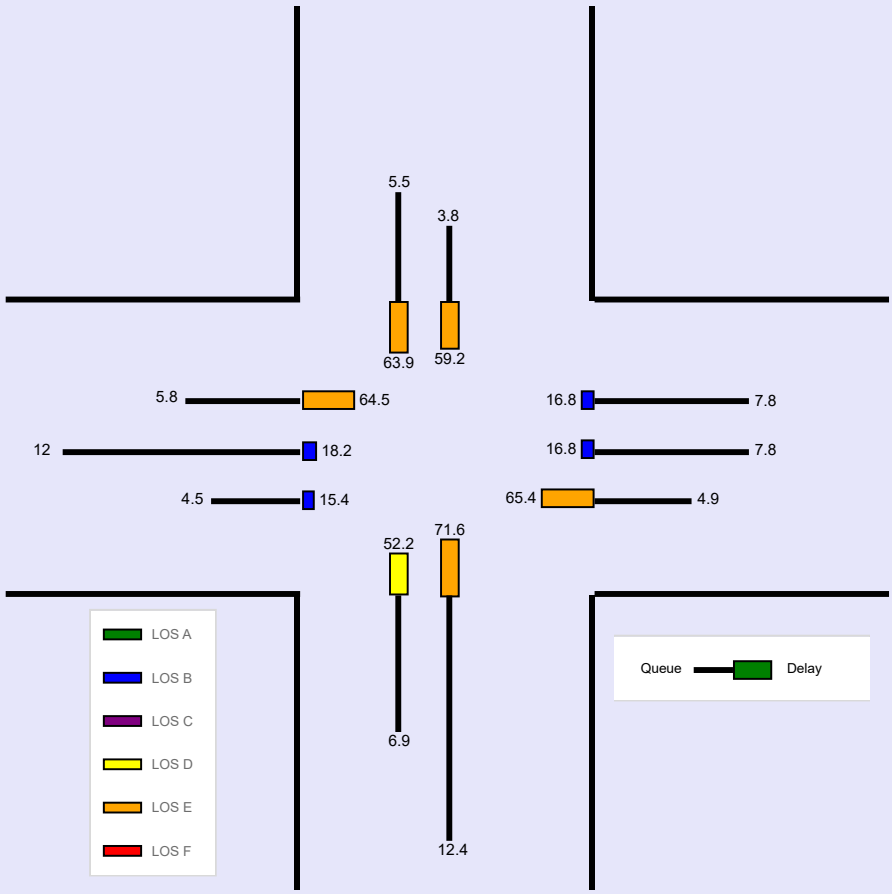
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	845	181	79	517	16	122	50	170	30	32	96

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.4	1.2	70.0	9.1	18.3	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	144.3	301.1	113.3	123.2	195.6	195	176.1	310.4			94.5	137.6
Back of Queue (*Q*), veh/ln (95 th percentile)	5.8	12.0	4.5	4.9	7.8	7.8	6.9	12.4			3.8	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.61	0.56	0.00	0.00	0.80	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.5	18.2	15.4	65.4	16.8	16.8	52.2	71.6			59.2	63.9
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	21.7	C		23.1	C		64.3	E		61.9	E	
Intersection Delay, s/veh / LOS	31.2						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

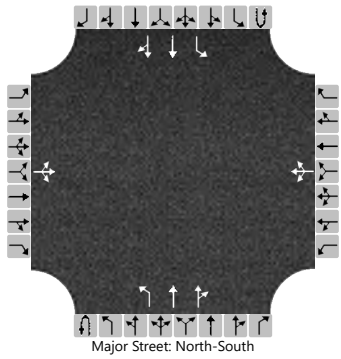
General Information

Analyst	DLS
Agency/Co.	USI
Date Performed	1/16/2024
Analysis Year	2023
Time Analyzed	Base AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	5	5		7	6	18	0	28	518	7	0	50	353	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				33			30				53		
Capacity, c (veh/h)			384				471			1183				1022		
v/c Ratio			0.06				0.07			0.03				0.05		
95% Queue Length, Q_{95} (veh)			0.2				0.2			0.1				0.2		
Control Delay (s/veh)			15.0				13.2			8.1				8.7		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	15.0				13.2				0.4				1.1			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

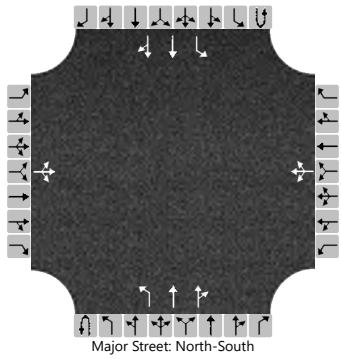
General Information

Analyst	DLS
Agency/Co.	USI
Date Performed	1/16/2024
Analysis Year	2023
Time Analyzed	Base MID
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		9	13	11		9	10	17	0	23	346	6	0	65	488	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37				40			26				72		
Capacity, c (veh/h)			365				440			1027				1178		
v/c Ratio			0.10				0.09			0.02				0.06		
95% Queue Length, Q_{95} (veh)			0.3				0.3			0.1				0.2		
Control Delay (s/veh)			16.0				14.0			8.6				8.3		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	16.0				14.0				0.5				1.0			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

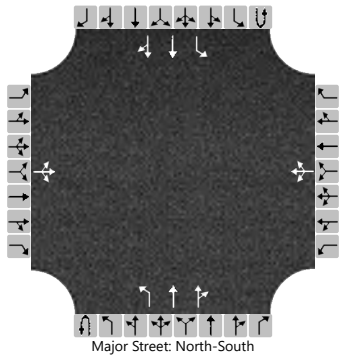
General Information

Analyst	DLS
Agency/Co.	USI
Date Performed	1/16/2024
Analysis Year	2023
Time Analyzed	Base PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	10	17		11	5	16	0	27	409	16	0	124	634	15
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

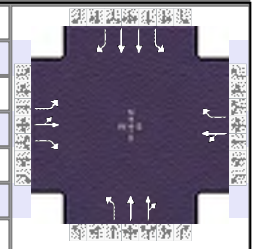
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41				34			29				132		
Capacity, c (veh/h)			288				357			914				1119		
v/c Ratio			0.14				0.10			0.03				0.12		
95% Queue Length, Q_{95} (veh)			0.5				0.3			0.1				0.4		
Control Delay (s/veh)			19.6				16.1			9.1				8.6		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	19.6				16.1				0.5				1.4			
Approach LOS	C				C				A				A			

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.0	1.9	0.0	1	2	3	4		
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	5	6	7	8		
Red	1.0	0.0	1.0	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

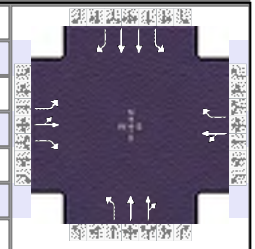
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

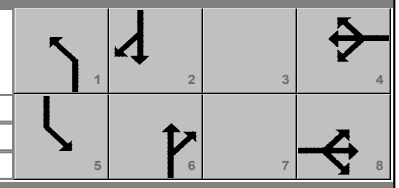
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.0	1.9	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.8		7.7	7.9	27.7	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.1		2.4	2.6	6.2	2.0	6.5
Green Extension Time (g_e), s		0.7		0.0	0.0	5.5	0.0	5.5
Phase Call Probability		0.92		0.27	0.27	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

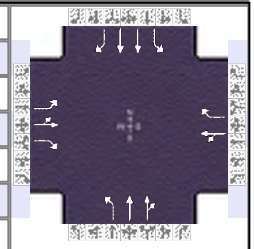
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	110	9	36		15	4	19	194	194	1	231	170
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1885	1610	1810	1900	1894	1810	1795	
Queue Service Time (g_s), s	3.1	0.2			0.4	0.2	0.6	4.2	4.2	0.0	2.6	
Cycle Queue Clearance Time (g_c), s	3.1	0.2			0.4	0.2	0.6	4.2	4.2	0.0	2.6	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.03	0.37	0.37	0.00	0.34	
Capacity (*c*), veh/h	342	359			60	52	58	707	705	5	1230	
Volume-to-Capacity Ratio (*X*)	0.322	0.025			0.242	0.087	0.330	0.274	0.275	0.248	0.188	
Back of Queue (*Q*), ft/ln (95 th percentile)	57.2	4.3			10.5	3.2	12.3	67.3	67.1	1.2	40.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	0.2			0.4	0.1	0.5	2.7	2.7	0.0	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.4	19.3			27.6	27.4	27.6	12.8	12.8	29.1	13.5	
Incremental Delay (d_2), s/veh	0.7	0.0			2.7	1.0	2.4	0.3	0.3	10.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.1	13.1	39.3	13.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.1	B		29.8	C		13.9	B		7.9	A	
Intersection Delay, s/veh / LOS	12.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.74	A	0.52	A	0.82	A	0.82	A

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HCS Signalized Intersection Intermediate Values

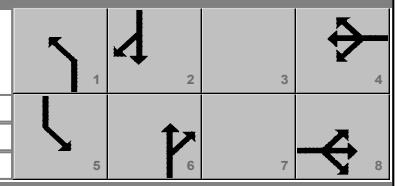
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.0	1.9	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.992	0.992		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.997	0.997		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	290	1595	1610	1810	3761	33	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.03	0.37	0.37	0.00	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

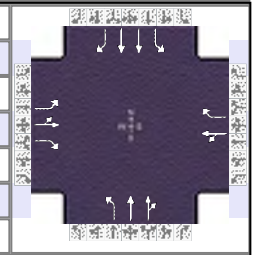
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.03	0.37	0.00	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.135	0.000	0.133	0.000	0.098	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-233.01	36.38	63.96	27.35	744.36	11.50	685.37	12.61
Bicycle F_w / F_v	-3.64	0.26	-3.64	0.03	-3.64	0.34	-3.64	0.33

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HCS Signalized Intersection Results Graphical Summary

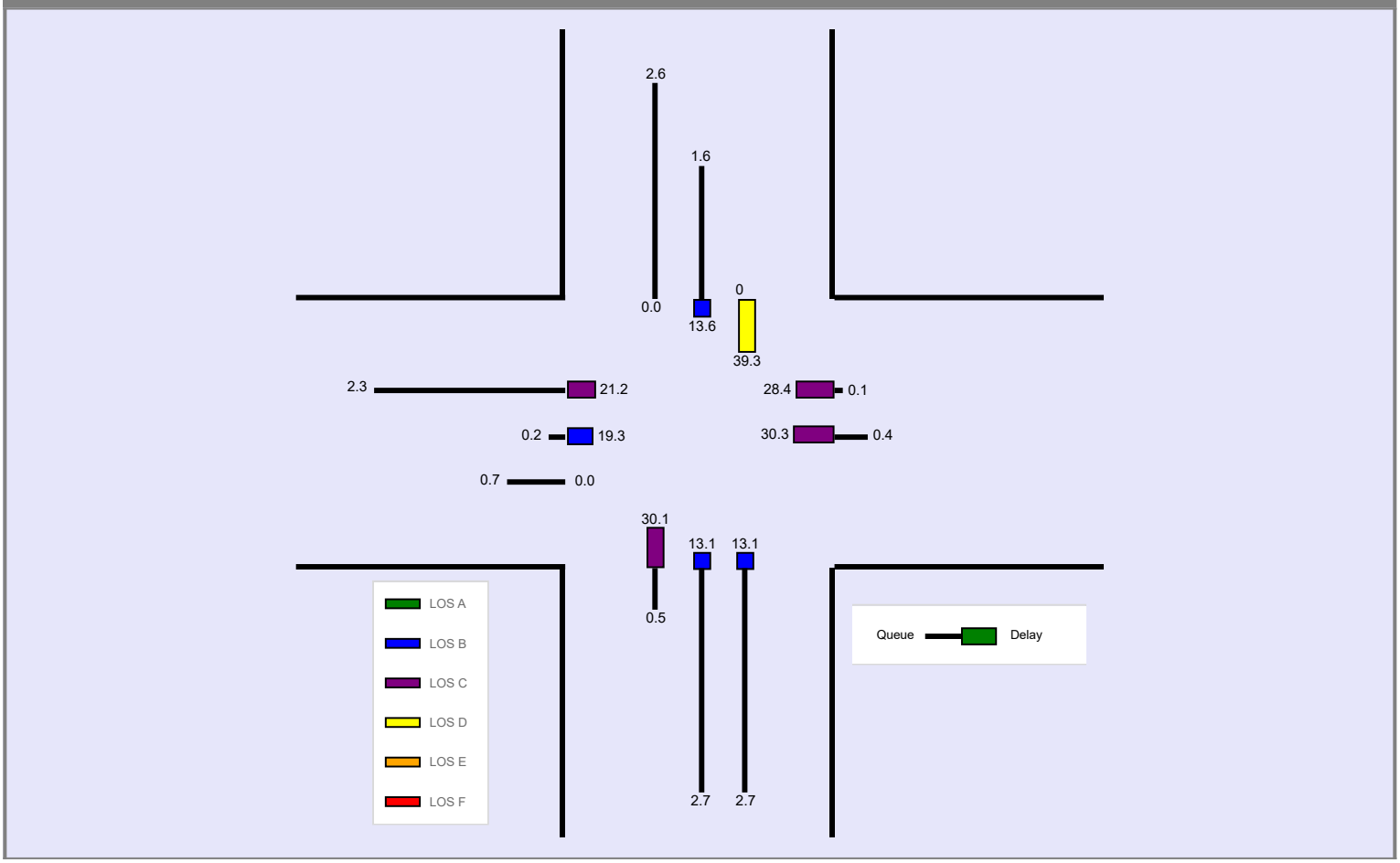
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	8	32	2	11	5	17	342	4	1	206	151

Signal Information													
Cycle, s	58.4	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	0.1	1.7	20.0	11.0	1.9	0.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	57.2	4.3			10.5	3.2	12.3	67.3	67.1	1.2	40.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	0.2			0.4	0.1	0.5	2.7	2.7	0.0	1.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.1	13.1	39.3	13.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.1	B		29.8	C		13.9	B		7.9	A	
Intersection Delay, s/veh / LOS	12.1						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

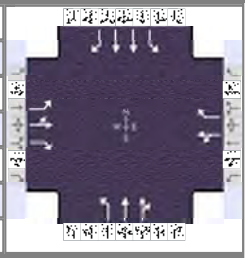
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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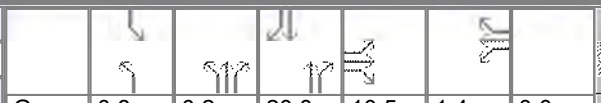
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base Mid.xus		
Project Description	23-018				

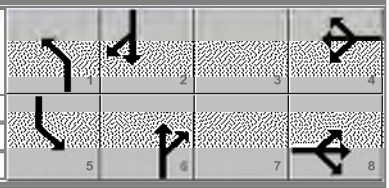


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	9	31	2	5	6	9	200	1	6	287	135

Signal Information			
Cycle, s	56.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	0.2	20.0	10.5	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	9	31	2	5	6	9	200	1	6	287	135
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

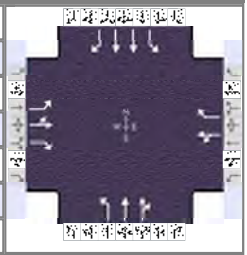
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

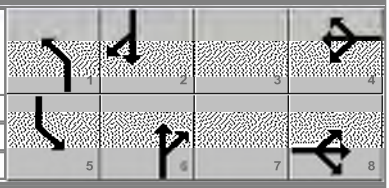
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	9	31	2	5	6	9	200	1	6	287	135

Signal Information			
Cycle, s	56.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.8	0.2	20.0	10.5	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.3		7.2	7.0	26.2	6.8	26.0
Change Period, (*Y+R c*), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (*g s*), s		4.3		2.2	2.3	4.3	2.2	5.8
Green Extension Time (*g e*), s		0.6		0.0	0.0	5.2	0.0	5.2
Phase Call Probability		0.87		0.19	0.15	1.00	0.10	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

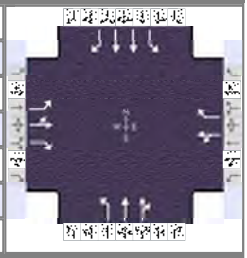
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	86	10	35		8	6	10	227	0	7	326	153
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1873	1610	1810	1900	0	1810	1795	
Queue Service Time (*g s*), s	2.3	0.2			0.2	0.2	0.3	2.3	0.0	0.2	3.6	
Cycle Queue Clearance Time (*g c*), s	2.3	0.2			0.2	0.2	0.3	2.3	0.0	0.2	3.6	
Green Ratio (*g/C*)	0.19	0.19			0.02	0.02	0.02	0.36		0.01	0.35	
Capacity (*c*), veh/h	336	353			45	39	33	1361		26	1271	
Volume-to-Capacity Ratio (*X*)	0.257	0.029			0.177	0.147	0.307	0.167	0.000	0.261	0.257	
Back of Queue (*Q*), ft/ln (95 th percentile)	42.5	4.8			5.9	4.3	7.1	36.1	0	4.3	54.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	0.2			0.2	0.2	0.3	1.4	0.0	0.2	2.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.02	0.00	0.00	0.02	0.00	
Uniform Delay (*d 1*), s/veh	19.7	18.8			27.0	27.0	27.4	12.4		27.5	13.0	
Incremental Delay (*d 2*), s/veh	0.5	0.0			2.5	2.3	3.8	0.1	0.0	1.9	0.2	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	20.2	18.9	0.0		29.5	29.3	31.1	12.5		29.5	13.1	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.7	B		29.4	C		13.3	B		9.2	A	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.71	A	0.51	A	0.68	A	0.89	A

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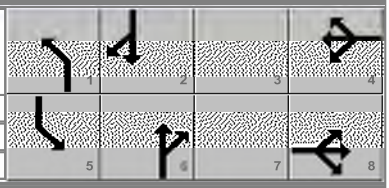
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	9	31	2	5	6	9	200	1	6	287	135

Signal Information												
Cycle, s	56.5	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	0.8	0.2	20.0	10.5	1.4	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.986	0.986		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	535	1338	1610	1810	3800	0	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.36	0.00	0.01	0.35	0.35
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17		0.04	0.17	0.17

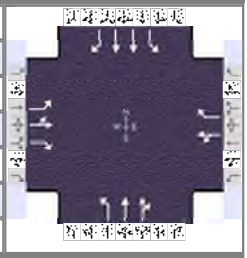
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.02	0.02	0.36	0.01	0.35
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.134	0.000	0.132	0.000	0.098	0.000	0.099
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-240.81	35.45	47.81	26.90	716.30	11.63	708.29	11.78
Bicycle F_w / F_v	-3.64	0.22	-3.64	0.02	-3.64	0.20	-3.64	0.40

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HCS Signalized Intersection Results Graphical Summary

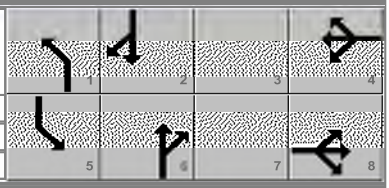
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base Mid.xus		
Project Description	23-018				



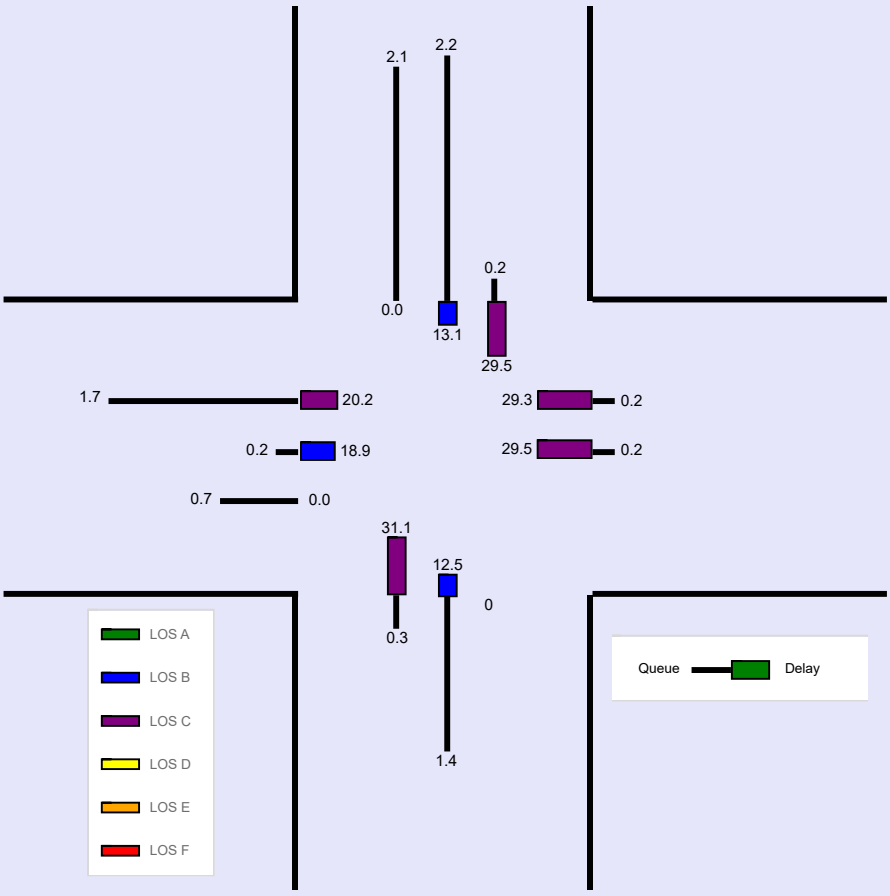
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	76	9	31	2	5	6	9	200	1	6	287	135

Signal Information			
Cycle, s	56.5	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.8	0.2	20.0	10.5	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	42.5	4.8			5.9	4.3	7.1	36.1	0	4.3	54.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	0.2			0.2	0.2	0.3	1.4	0.0	0.2	2.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.02	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	20.2	18.9	0.0		29.5	29.3	31.1	12.5		29.5	13.1	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.7	B		29.4	C		13.3	B		9.2	A	
Intersection Delay, s/veh / LOS	11.5						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

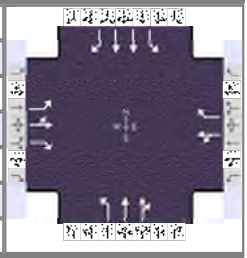
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

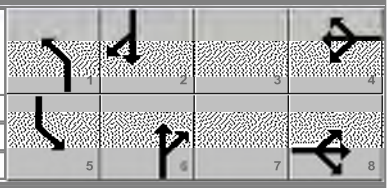
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.2	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

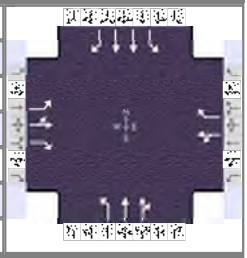
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

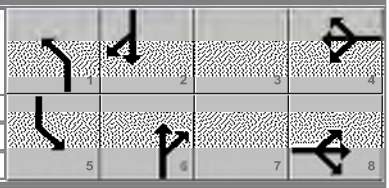
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.2	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.0		7.5	8.1	27.0	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.3		2.3	2.7	4.8	2.3	6.9
Green Extension Time (g_e), s		0.8		0.0	0.0	6.1	0.0	6.1
Phase Call Probability		0.94		0.24	0.31	1.00	0.14	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

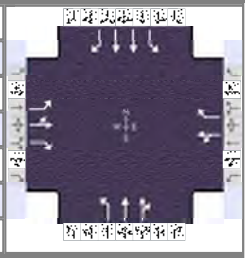
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	117	13	38		7	10	22	131	131	10	403	173
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1900	1886	1810	1795	
Queue Service Time (g_s), s	3.3	0.3			0.2	0.3	0.7	2.8	2.8	0.3	4.9	
Cycle Queue Clearance Time (g_c), s	3.3	0.3			0.2	0.3	0.7	2.8	2.8	0.3	4.9	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	346	364			53	47	66	680	675	36	1224	
Volume-to-Capacity Ratio (*X*)	0.338	0.035			0.140	0.205	0.338	0.193	0.194	0.268	0.329	
Back of Queue (*Q*), ft/ln (95 th percentile)	61.2	6.2			5.4	7.3	14.2	45.5	45.3	6	75.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.2	0.3	0.6	1.8	1.8	0.2	3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.8	27.8	27.6	13.0	13.0	28.3	14.4	
Incremental Delay (d_2), s/veh	0.8	0.1			1.6	2.8	2.2	0.2	0.2	1.5	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.2	13.2	29.8	14.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.3	B		30.1	C		14.5	B		10.5	B	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.76	A	0.52	A	0.72	A	0.97	A

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HCS Signalized Intersection Intermediate Values

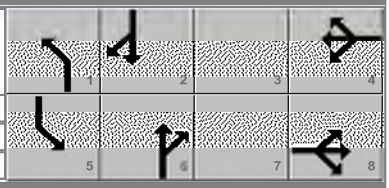
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Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.2	1.7	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.993	0.993		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3709	77	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

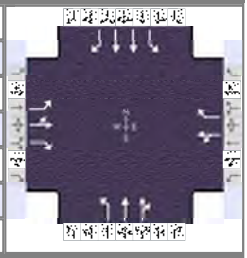
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.135	0.000	0.133	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-231.83	36.53	57.88	27.66	715.33	12.10	681.88	12.74
Bicycle F_w / F_v	-3.64	0.28	-3.64	0.03	-3.64	0.23	-3.64	0.48

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HCS Signalized Intersection Results Graphical Summary

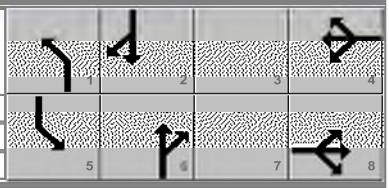
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2023	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd Base PM.xus		
Project Description	23-018				



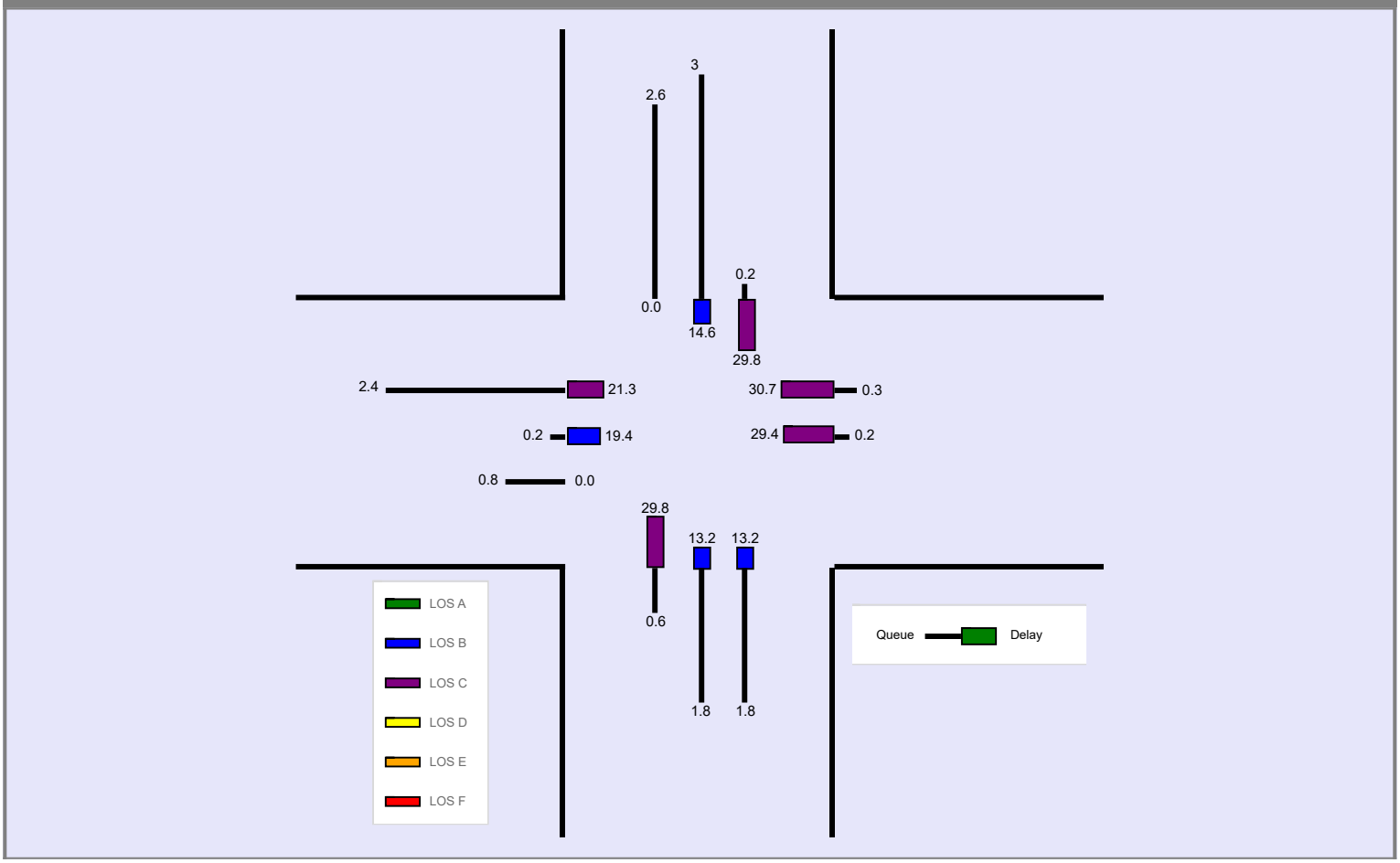
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	110	12	36	5	2	10	21	241	6	9	379	163

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.2	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	61.2	6.2			5.4	7.3	14.2	45.5	45.3	6	75.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.2	0.3	0.6	1.8	1.8	0.2	3.0	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.2	13.2	29.8	14.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.3		B	30.1		C	14.5		B	10.5		B
Intersection Delay, s/veh / LOS	12.8						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

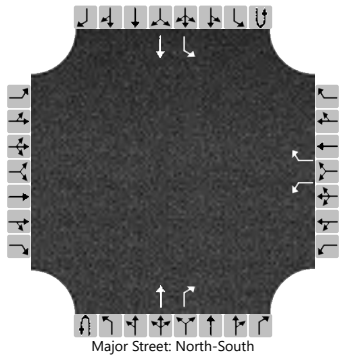
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	10/18/2023
Analysis Year	2023
Time Analyzed	Base Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						103		42			313	69		50	269	
Percent Heavy Vehicles (%)						0		2						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.22						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.32						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						110		45						53		
Capacity, c (veh/h)						377		709						1163		
v/c Ratio						0.29		0.06						0.05		
95% Queue Length, Q_{95} (veh)						1.2		0.2						0.1		
Control Delay (s/veh)						18.4		10.4						8.2		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						16.1								1.3		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

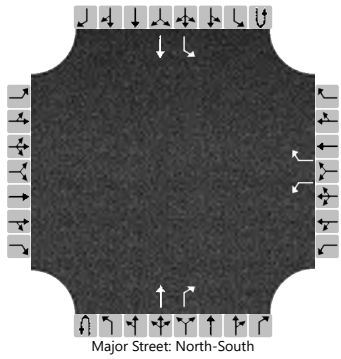
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	10/18/2023
Analysis Year	2023
Time Analyzed	Base AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						144		61			430	70		34	204	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						158		67						37		
Capacity, c (veh/h)						357		596						1015		
v/c Ratio						0.44		0.11						0.04		
95% Queue Length, Q_{95} (veh)						2.2		0.4						0.1		
Control Delay (s/veh)						22.8		11.8						8.7		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						19.6								1.2		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

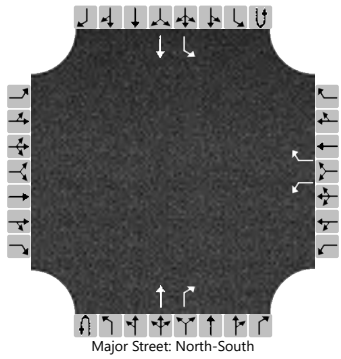
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	10/18/2023
Analysis Year	2023
Time Analyzed	Base PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						113		66			319	77		84	384	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						116		68						87		
Capacity, c (veh/h)						289		717						1161		
v/c Ratio						0.40		0.09						0.07		
95% Queue Length, Q_{95} (veh)						1.9		0.3						0.2		
Control Delay (s/veh)						25.6		10.5						8.3		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						20.0								1.5		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

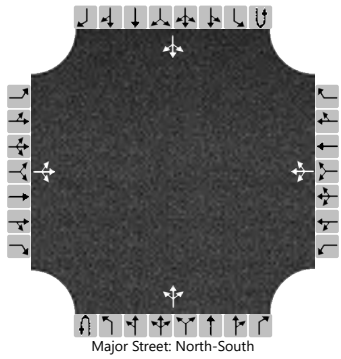
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2023
Time Analyzed	Base AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		12	0	34		0	396	8		13	220	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				60			0				17		
Capacity, c (veh/h)			0				446			1288				1052		
v/c Ratio							0.13			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.5			0.0				0.0		
Control Delay (s/veh)							14.3			7.8	0.0	0.0		8.5	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)					14.3				0.0				0.6			
Approach LOS					B				A				A			

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HCS Two-Way Stop-Control Report

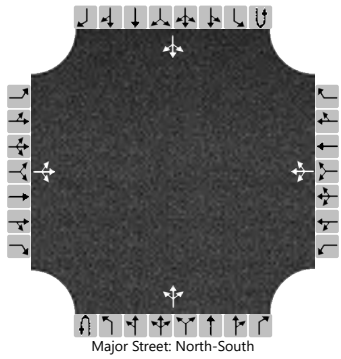
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2023
Time Analyzed	Base Mid
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		7	0	16		0	269	4		19	312	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				25			0				20		
Capacity, c (veh/h)			0				570			1235				1280		
v/c Ratio							0.04			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.0		
Control Delay (s/veh)							11.6			7.9	0.0	0.0		7.9	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)					11.6				0.0				0.6			
Approach LOS					B				A				A			

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HCS Two-Way Stop-Control Report

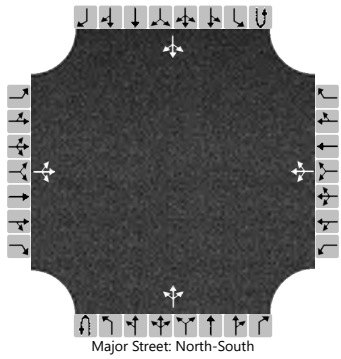
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2023
Time Analyzed	Base PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	0	1		11	1	20		0	313	16		28	417	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				34			0				30		
Capacity, c (veh/h)			363				441			1123				1216		
v/c Ratio			0.01				0.08			0.00				0.02		
95% Queue Length, Q_{95} (veh)			0.0				0.3			0.0				0.1		
Control Delay (s/veh)			15.0				13.8			8.2	0.0	0.0		8.0	0.3	0.3
Level of Service (LOS)			B				B			A	A	A		A	A	A
Approach Delay (s/veh)	15.0				13.8				0.0				0.8			
Approach LOS	B				B				A				A			

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Appendix E
2028 No Build Conditions

Appendix E.1 2028 No Build Conditions Capacity Analysis..... E-2

URBAN SYSTEMS inc.

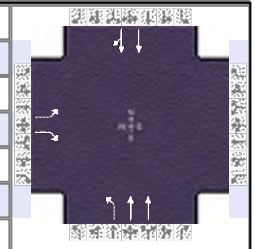
Appendix E
No Build Conditions

Appendix E.1 2028 No Build Conditions Capacity Analysis

URBAN SYSTEMS inc.

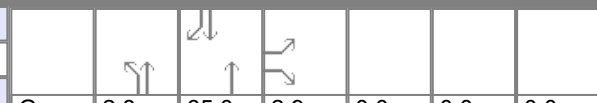
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG AM.xus		
Project Description	23-018				

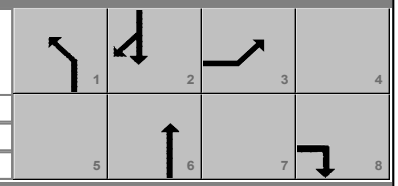


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	882			958	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.8	65.0	2.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	882			958	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	1			4	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

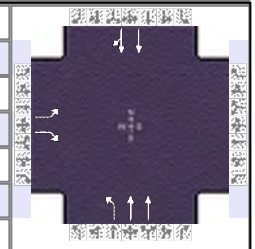
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

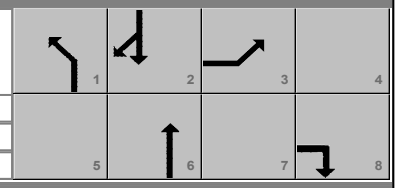
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	882			958	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	2.9	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		9.4			8.8	79.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		4.9			3.6	7.6		27.2
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.37			0.57	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

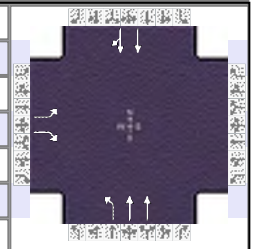
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		18				34	959			523	522
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1795			1841	1838
Queue Service Time (g_s), s	2.9		1.0				1.6	5.6			25.2	9.6
Cycle Queue Clearance Time (g_c), s	2.9		1.0				1.6	5.6			25.2	9.6
Green Ratio (*g/C*)	0.03		0.03				0.03	0.83			0.73	0.73
Capacity (*c*), veh/h	0		53				57	2968			1340	1338
Volume-to-Capacity Ratio (*X*)	0.000		0.348				0.586	0.323			0.390	0.390
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19.1				34.5	33.7			130.1	125.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.4	1.3			5.0	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.23	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				42.6	1.8			4.6	4.6
Incremental Delay (d_2), s/veh	0.0		1.4				3.5	0.3			0.9	0.9
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.7				46.1	2.1			5.5	5.5
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.7		D	0.0			3.6		A	5.5		A
Intersection Delay, s/veh / LOS	4.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.30	A	1.35	A

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HCS Signalized Intersection Intermediate Values

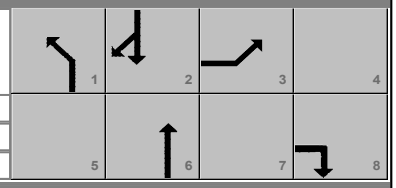
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	882			958	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	2.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



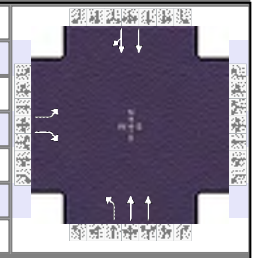
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.992	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3680	0	0	3663	15
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.03	0.00	0.00	0.00	0.03	0.83	0.00	0.00	0.73	0.73
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.03			0.03	0.83		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		595
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.012	0.000	0.048
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.45		49.78	1653.99	1.34	1456.12	3.30
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.82	-3.64	0.86

HCS Signalized Intersection Results Graphical Summary

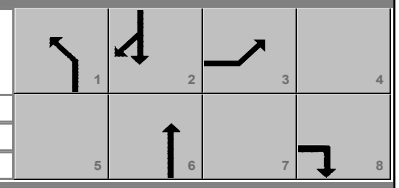
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG AM.xus		
Project Description	23-018				



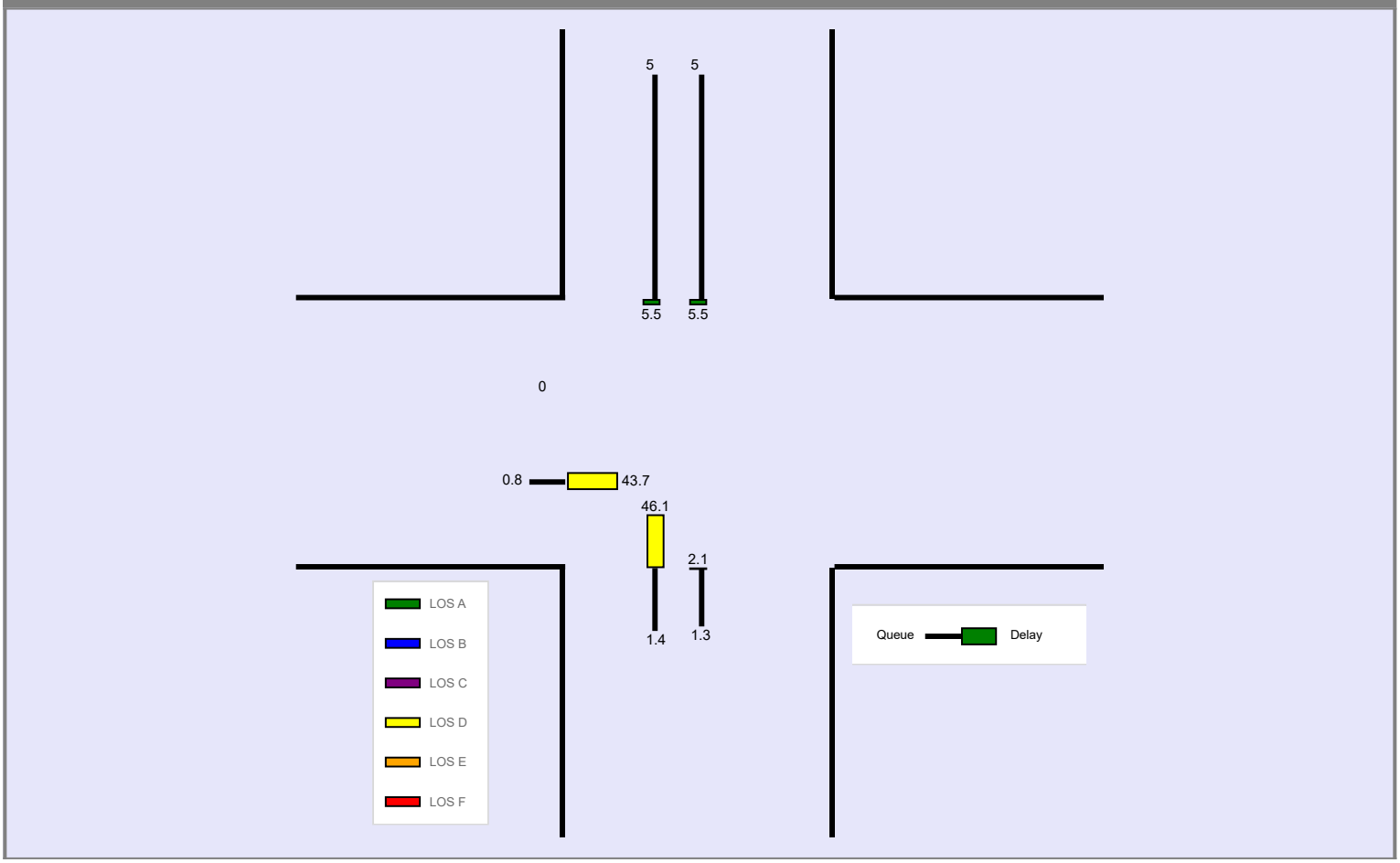
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	882			958	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	2.9	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19.1				34.5	33.7			130.1	125.9
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.4	1.3			5.0	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.23	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.7				46.1	2.1			5.5	5.5
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.7		D	0.0			3.6		A	5.5		A
Intersection Delay, s/veh / LOS	4.9						A					



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--- Messages ---

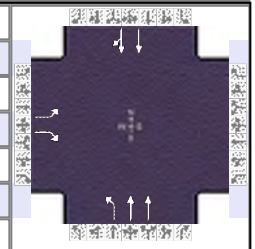
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

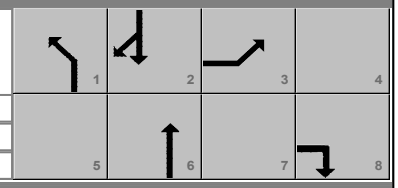
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	950			919	9

Signal Information			
Cycle, s	92.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	65.0	4.3	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	950			919	9
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	4			3	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

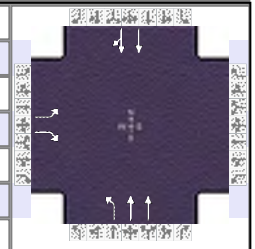
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

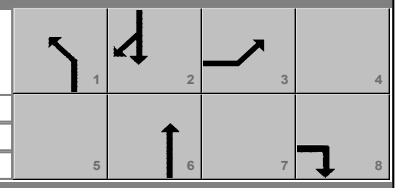
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	950			919	9

Signal Information			
Cycle, s	92.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	65.0	4.3	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		10.8			10.9	81.9		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.5			2.6	1.0		1.0
Queue Clearance Time (g_s), s		3.3			5.7	8.7		24.7
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.53			0.85	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

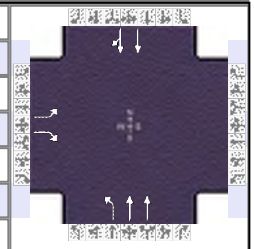
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		23				74	1000			489	487
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1752			1856	1850
Queue Service Time (g_s), s	0.3		1.3				3.7	6.7			22.7	9.9
Cycle Queue Clearance Time (g_c), s	0.3		1.3				3.7	6.7			22.7	9.9
Green Ratio (*g/C*)	0.05		0.05				0.05	0.82			0.70	0.70
Capacity (*c*), veh/h	83		74				96	2871			1302	1298
Volume-to-Capacity Ratio (*X*)	0.076		0.313				0.768	0.348			0.375	0.375
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		24.2				78.4	49.2			146.8	143
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.0				3.1	1.9			5.7	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.52	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.3		42.8				43.3	2.1			5.6	5.6
Incremental Delay (d_2), s/veh	0.1		0.9				4.8	0.3			0.8	0.8
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	42.5		43.7				48.1	2.5			6.4	6.4
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.4		D	0.0			5.6		A	6.4		A
Intersection Delay, s/veh / LOS	6.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.86	B
Bicycle LOS Score / LOS		F	0.00	A	1.37	A	1.29	A

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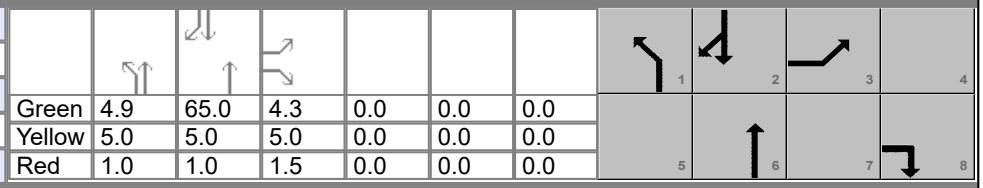
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	950			919	9

Signal Information			
Cycle, s	92.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.9	65.0	4.3	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.969	1.000	1.000	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.997	0.997
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3593	0	0	3673	32
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.00	0.00	0.00	0.05	0.82	0.00	0.00	0.70	0.70
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

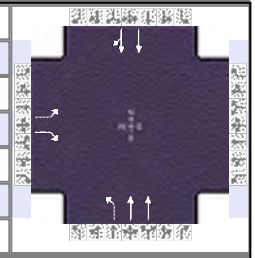
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.05			0.05	0.82		0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		572
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.154	0.000	0.154	0.000	0.017	0.000	0.057
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		54.14		51.47	1638.35	1.51	1402.92	4.13
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.88	-3.64	0.81

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HCS Signalized Intersection Results Graphical Summary

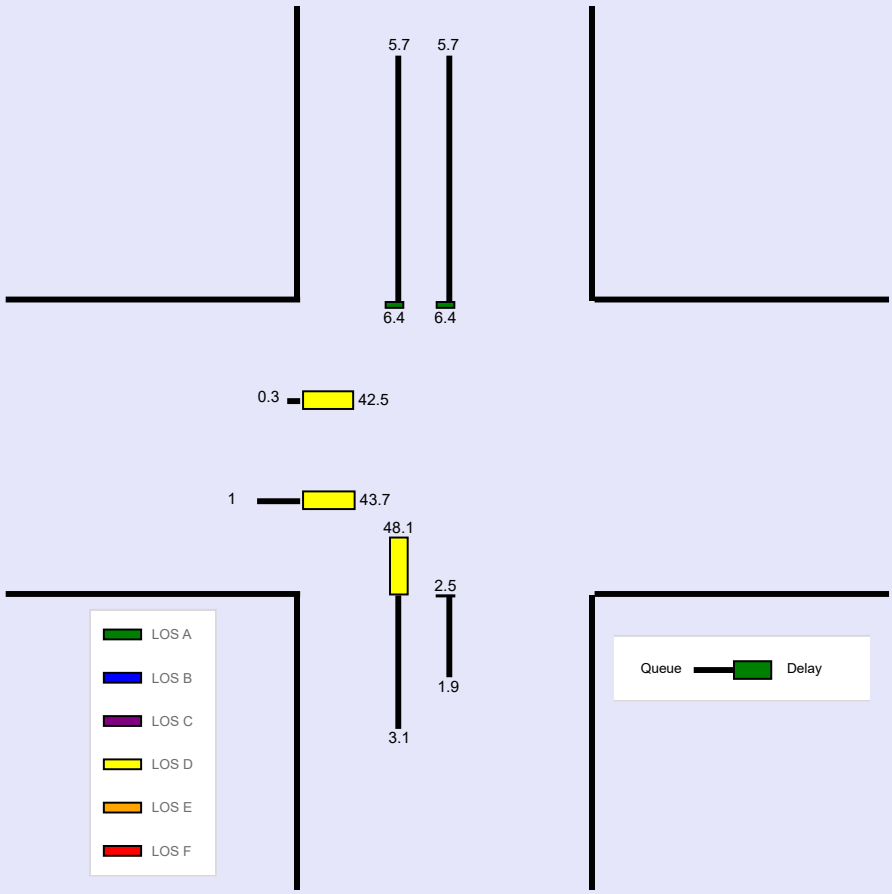
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	950			919	9

Signal Information													
Cycle, s	92.7	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	4.9	65.0	4.3	0.0	0.0	0.0			
				Yellow	5.0	5.0	5.0	0.0	0.0	0.0			
				Red	1.0	1.0	1.5	0.0	0.0	0.0			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		24.2				78.4	49.2			146.8	143
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.0				3.1	1.9			5.7	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.52	0.00			0.00	0.00
Control Delay (*d*), s/veh	42.5		43.7				48.1	2.5			6.4	6.4
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.4	D		0.0			5.6	A		6.4	A	
Intersection Delay, s/veh / LOS	6.5						A					



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--- Messages ---

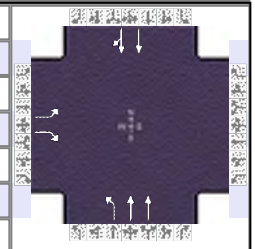
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

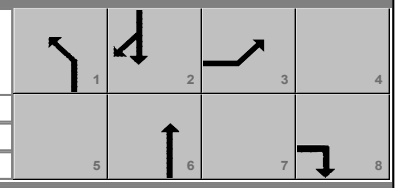
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1327			1108	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1327			1108	4
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	1			1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

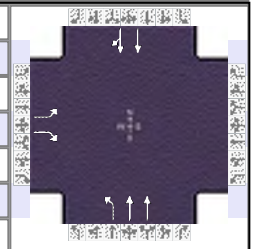
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

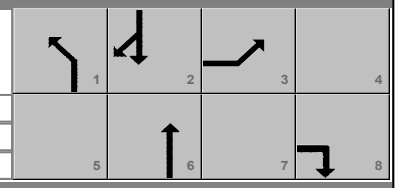
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1327			1108	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.0			7.7	78.7		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.8	11.1		31.0
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.19			0.34	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

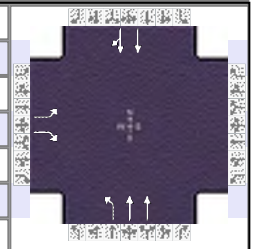
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				17	1412			591	591
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1795			1885	1883
Queue Service Time (g_s), s	0.3		0.1				0.8	9.1			29.0	9.9
Cycle Queue Clearance Time (g_c), s	0.3		0.1				0.8	9.1			29.0	9.9
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	31		28				35	3010			1414	1413
Volume-to-Capacity Ratio (*X*)	0.206		0.077				0.484	0.469			0.418	0.418
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	38.2			121	120
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.5			4.8	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.0		41.9				42.1	1.9			3.9	3.9
Incremental Delay (d_2), s/veh	1.2		0.4				3.8	0.5			0.9	0.9
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.4			4.9	4.9
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			2.9		A	4.9		A
Intersection Delay, s/veh / LOS	3.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.66	B	1.46	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1327			1108	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	1.7	65.0	1.5	0.0	0.0	0.0	5	6	7	8		
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.992	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3680	0	0	3758	10
Proportion of Vehicles Arriving on Green (P)	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.84	0.00	0.00	0.75	0.75
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

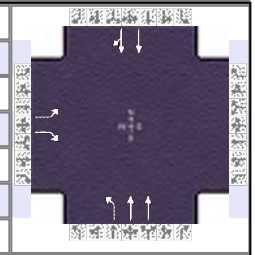
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		387
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.005	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.16		48.48	1677.29	1.13	1500.03	2.71
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.18	-3.64	0.98

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HCS Signalized Intersection Results Graphical Summary

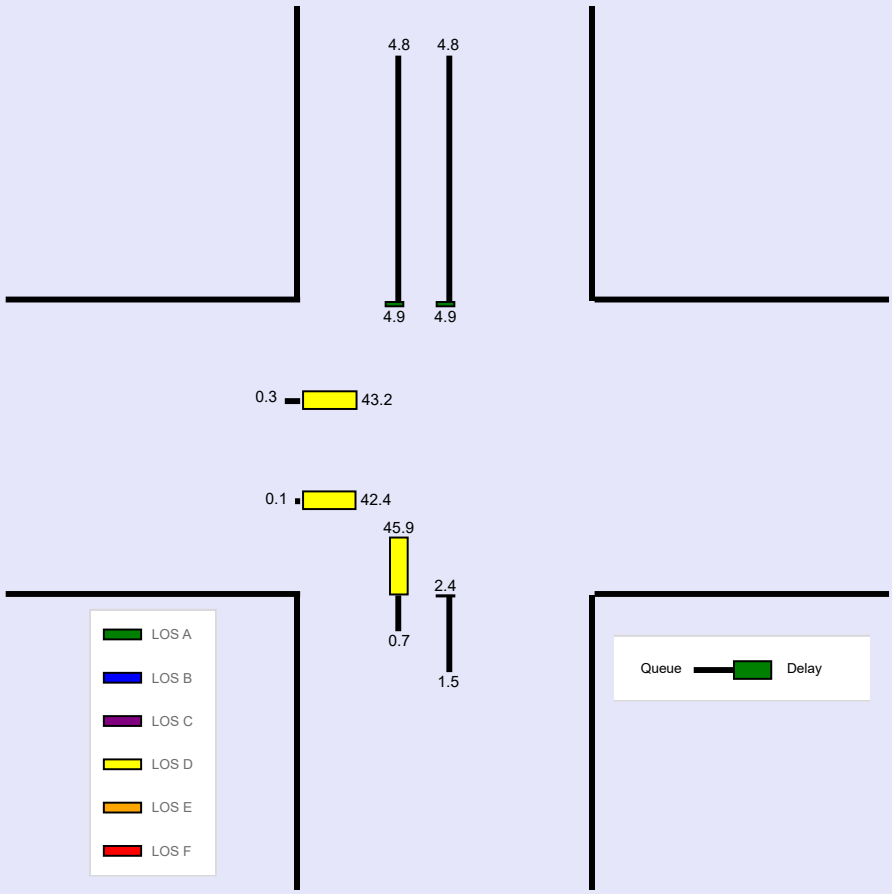
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1327			1108	4

Signal Information													
Cycle, s	86.7	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	1.7	65.0	1.5	0.0	0.0	0.0	1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0	5	6	7	8
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	0.0				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	38.2			121	120
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.5			4.8	4.8
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.4			4.9	4.9
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0	D		0.0			2.9	A		4.9	A	
Intersection Delay, s/veh / LOS	3.9						A					



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--- Messages ---

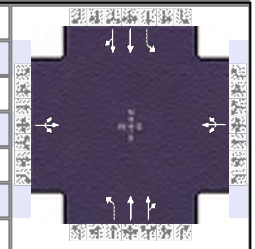
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	904	22	0	926	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	1	2	3	4		
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	5	6	7	8		
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	904	22	0	926	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

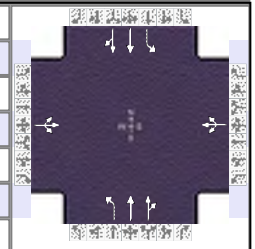
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

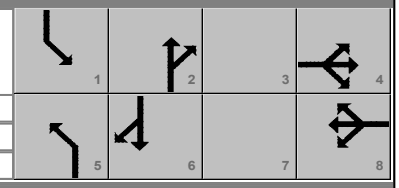
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	904	22	0	926	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		7.1		7.1	0.0	112.9	0.0	112.9
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s		4.5		2.9				
Green Extension Time (g_e), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.66		0.30				
Max Out Probability		0.00		0.00				

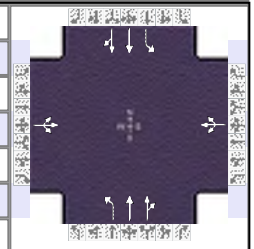
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		32			11		0	498	494	0	507	504
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1519			1426		1810	1870	1857	1810	1841	1830
Queue Service Time (g_s), s		1.7			0.0		0.0	4.4	4.4	0.0	4.6	4.6
Cycle Queue Clearance Time (g_c), s		2.5			0.9		0.0	4.4	4.4	0.0	4.6	4.6
Green Ratio (*g/C*)		0.03			0.03			0.90	0.90		0.90	0.90
Capacity (*c*), veh/h		89			97		2	1682	1669	2	1655	1646
Volume-to-Capacity Ratio (*X*)		0.361			0.111		0.000	0.296	0.296	0.000	0.307	0.307
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	10.2	10.7	0	11.6	11.2
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.4	0.4	0.0	0.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		58.2			57.4		0.0	0.8	0.8	0.0	0.8	0.8
Incremental Delay (d_2), s/veh		3.5			0.7		0.0	0.4	0.5	0.0	0.5	0.5
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.3	1.3	0.0	1.3	1.3
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.3	A		1.3	A	
Intersection Delay, s/veh / LOS	2.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.54	A	0.51	A	1.31	A	1.32	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG AM.xus		
Project Description	23-018				

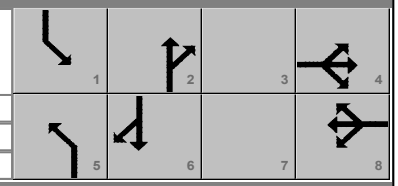


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	904	22	0	926	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	107.9	3.1	0.0	0.0	0.0	0.0						
Yellow	4.0	3.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.824	0.799		0.751	0.751		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.799		0.000	0.751		0.993	0.993		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1012	51	456	1426	0	0	1810	3650	77	1810	3612	59
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

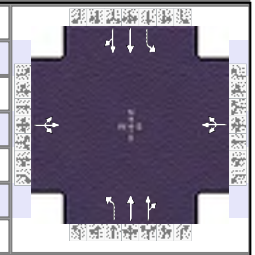
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.90	0.00	0.90
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1426	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1566		1426				
Permitted Effective Green Time (g_p), s		3.1		3.1	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		2.2		0.6	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		1.7		0.0				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	51.74	56.94	51.74	56.94	-83.33	65.10	1798.25	0.61
Bicycle F_w / F_v	-3.64	0.05	-3.64	0.02	-3.64	0.82	-3.64	0.83

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HCS Signalized Intersection Results Graphical Summary

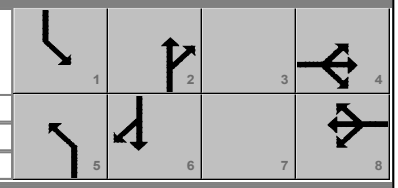
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG AM.xus		
Project Description	23-018				



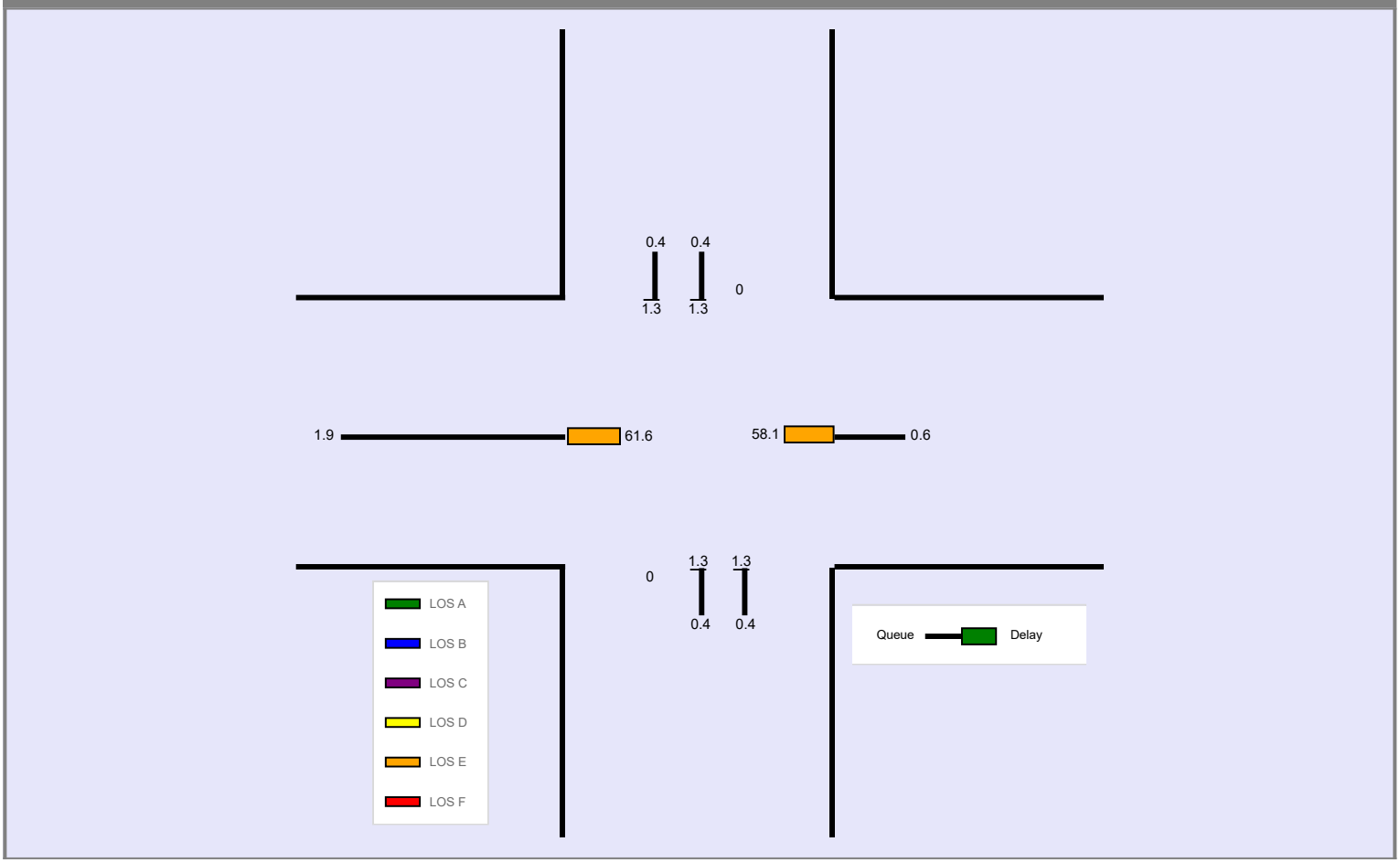
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	904	22	0	926	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	10.2	10.7	0	11.6	11.2
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.4	0.4	0.0	0.4	0.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.3	1.3	0.0	1.3	1.3
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.3	A		1.3	A	
Intersection Delay, s/veh / LOS	2.6						A					



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--- Messages ---

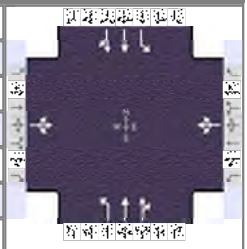
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

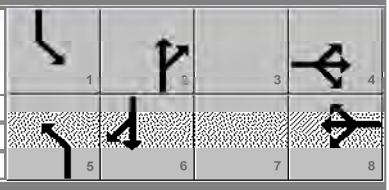
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1024	7	8	1022	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1024	7	8	1022	19
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		33	4		13	2	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	1	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

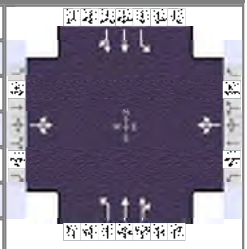
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

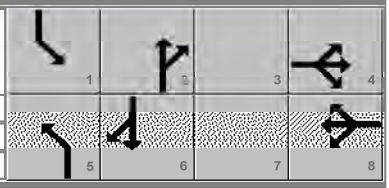
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1024	7	8	1022	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.3		9.3	5.4	104.7	6.0	105.3
Change Period, ($Y+R_c$), s		4.0		4.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.1		3.8	2.3		2.6	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.5	0.0
Phase Call Probability		0.83		0.54	0.10		0.25	
Max Out Probability		0.00		0.00	0.00		0.25	

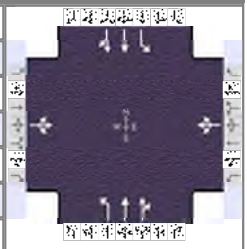
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		53			23		3	548	547	9	554	551
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1523			1462		1344	1841	1837	1626	1870	1859
Queue Service Time (g_s), s		2.3			0.0		0.3	8.6	8.6	0.6	8.3	8.3
Cycle Queue Clearance Time (g_c), s		4.1			1.8		0.3	8.6	8.6	0.6	8.3	8.3
Green Ratio (*g/C*)		0.04			0.04		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		117			122		5	1529	1526	13	1563	1554
Volume-to-Capacity Ratio (*X*)		0.453			0.192		0.705	0.359	0.359	0.635	0.355	0.355
Back of Queue (*Q*), ft/ln (95 th percentile)		78.6			33.1		9.3	96.4	94	15.8	90	88.1
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1			1.3		0.3	3.7	3.8	0.6	3.5	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.23	0.00	0.00
Uniform Delay (d_1), s/veh		56.7			55.6		59.7	2.4	2.4	59.3	2.3	2.3
Incremental Delay (d_2), s/veh		3.9			1.1		54.1	0.7	0.7	17.0	0.6	0.6
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		60.6			56.7		113.8	3.1	3.1	76.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.6	E		56.7	E		3.4	A		3.5	A	
Intersection Delay, s/veh / LOS	5.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.58	A	0.53	A	1.39	A	1.41	A

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HCS Signalized Intersection Intermediate Values

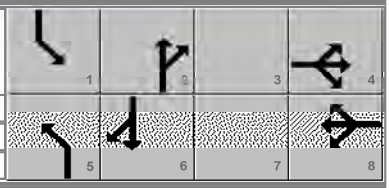
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1024	7	8	1022	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.743	0.969	1.000	0.899	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.827	0.801		0.772	0.769		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.801		0.000	0.769		0.998	0.998		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1005	30	487	1329	0	133	1344	3656	21	1626	3669	61
Proportion of Vehicles Arriving on Green (P)	0.04	0.04	0.04	0.04	0.00	0.04	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

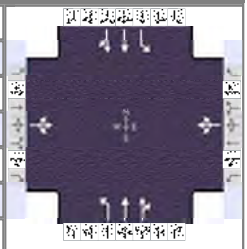
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	5.0	5.0	5.0	5.0
Green Ratio (g/C)		0.04		0.04	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1437		1417	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1567		1450				
Permitted Effective Green Time (g_p), s		5.3		5.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.5		1.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.3		0.0				
Time to First Blockage (g_f), s		0.1		0.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.1		0.2				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.164	0.000	0.019
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	88.75	54.79	88.75	54.79	16.47	59.02	1671.19	1.62
Bicycle F_w / F_v	-3.64	0.09	-3.64	0.04	-3.64	0.91	-3.64	0.92

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HCS Signalized Intersection Results Graphical Summary

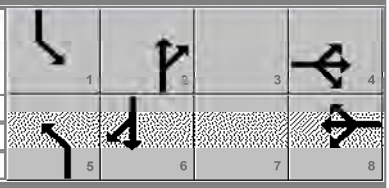
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG Mid.xus		
Project Description	23-018				



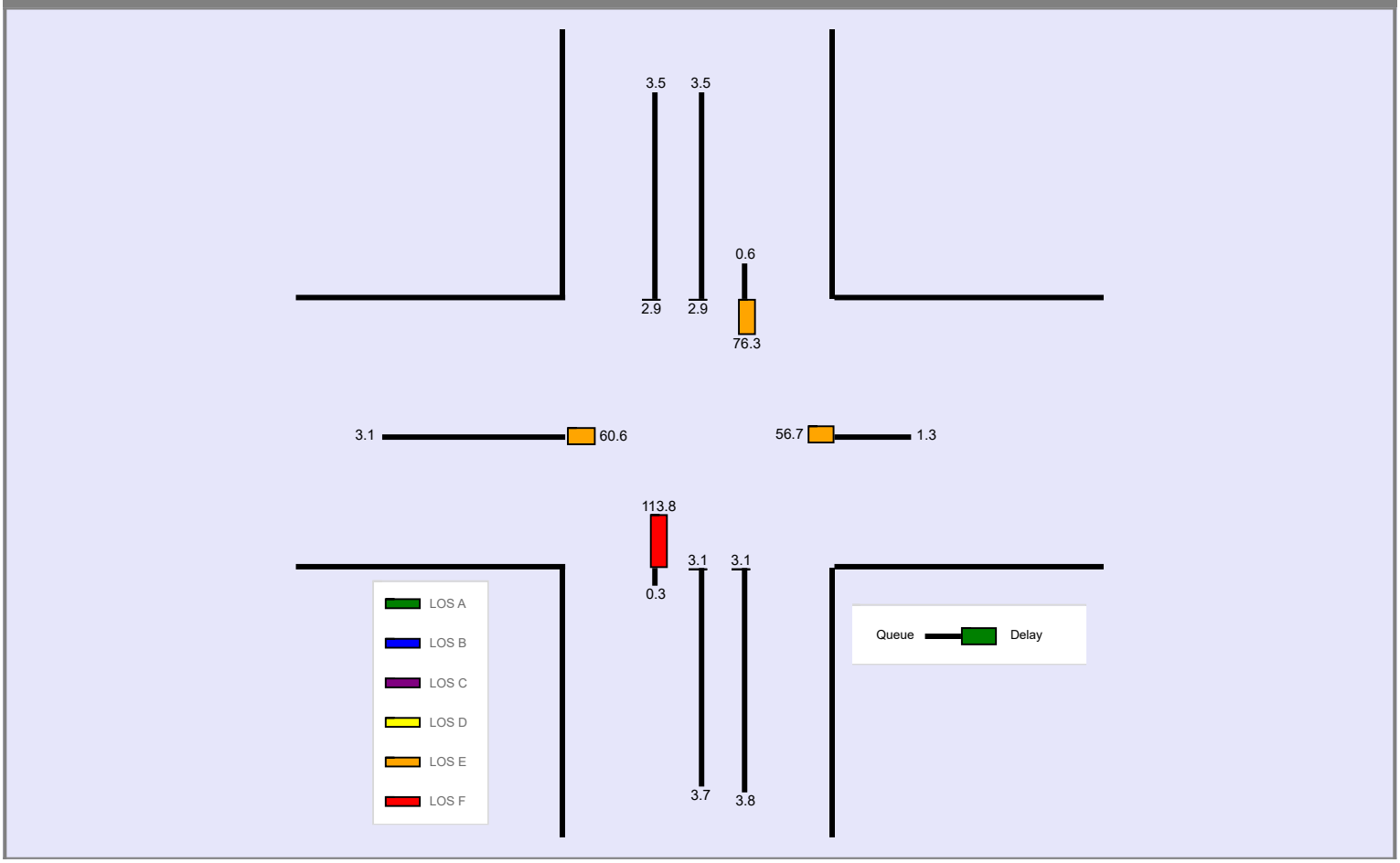
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1024	7	8	1022	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		78.6			33.1		9.3	96.4	94	15.8	90	88.1
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1			1.3		0.3	3.7	3.8	0.6	3.5	3.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.23	0.00	0.00
Control Delay (*d*), s/veh		60.6			56.7		113.8	3.1	3.1	76.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.6		E	56.7		E	3.4		A	3.5		A
Intersection Delay, s/veh / LOS	5.3						A					



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--- Messages ---

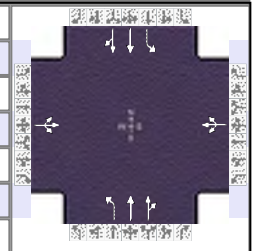
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

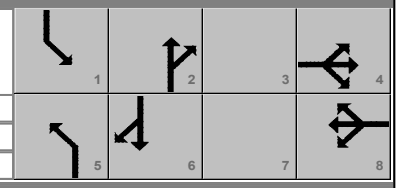
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1329	16	6	1111	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1329	16	6	1111	15
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	1		20	1	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		0	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

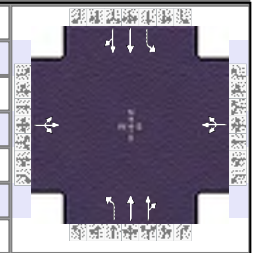
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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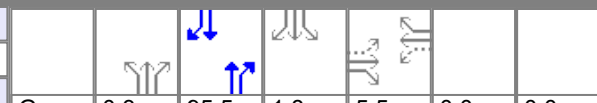
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG PM.xus		
Project Description	23-018				

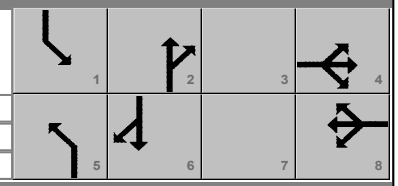


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1329	16	6	1111	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.5		9.5	4.3	104.8	5.8	106.3
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		4.1		6.3	2.1		2.5	
Green Extension Time (*g e*), s		0.3		0.3	0.0	0.0	0.6	0.0
Phase Call Probability		0.64		0.83	0.07		0.20	
Max Out Probability		0.00		0.00	0.00		0.26	

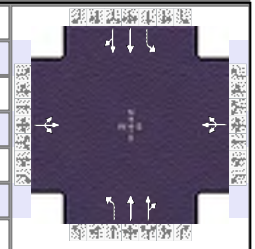
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		30			53		2	731	729	7	612	610
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1626			1485		1810	1885	1878	1527	1885	1877
Queue Service Time (*g s*), s		0.0			2.2		0.1	12.8	12.8	0.5	9.0	9.0
Cycle Queue Clearance Time (*g c*), s		2.1			4.3		0.1	12.8	12.8	0.5	9.0	9.0
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		119			121		4	1567	1561	10	1591	1584
Volume-to-Capacity Ratio (*X*)		0.256			0.441		0.515	0.466	0.467	0.655	0.385	0.385
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	143.1	142.6	13.6	91.3	90.3
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	5.7	5.7	0.5	3.6	3.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		55.6			56.7		59.8	2.8	2.8	59.5	2.2	2.2
Incremental Delay (*d 2*), s/veh		1.6			3.6		31.6	1.0	1.0	23.8	0.7	0.7
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.8	3.8	83.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	57.2	E		60.2	E		3.9	A		3.3	A	
Intersection Delay, s/veh / LOS	5.3						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.54	A	0.58	A	1.69	B	1.50	B

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HCS Signalized Intersection Intermediate Values

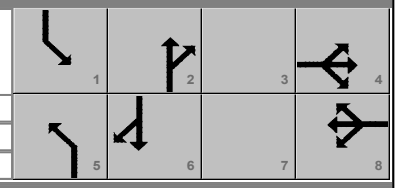
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1329	16	6	1111	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.5	1.8	5.5	0.0	0.0						
Yellow	3.0	4.0	3.0	3.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000	0.844	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.886	0.856		0.792	0.781		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.856		0.000	0.781		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	813	0	813	1151	91	242	1810	3724	39	1527	3719	44
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.05	0.05	0.05	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

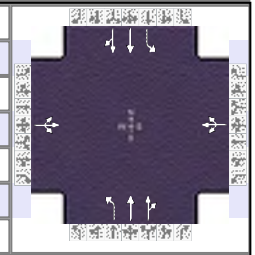
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1425		1420	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1628		1506				
Permitted Effective Green Time (g_p), s		5.5		5.5	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.2		3.4	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.2				
Time to First Blockage (g_f), s		1.1		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.8		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.015
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	91.03	54.66	91.03	54.66	13.03	59.22	1687.64	1.46
Bicycle F_w / F_v	-3.64	0.05	-3.64	0.09	-3.64	1.21	-3.64	1.01

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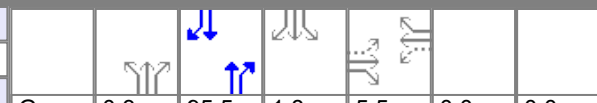
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 BG PM.xus		
Project Description	23-018				

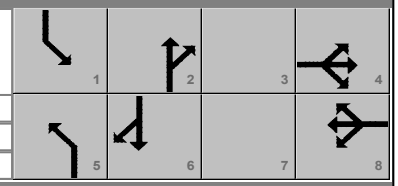


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1329	16	6	1111	15

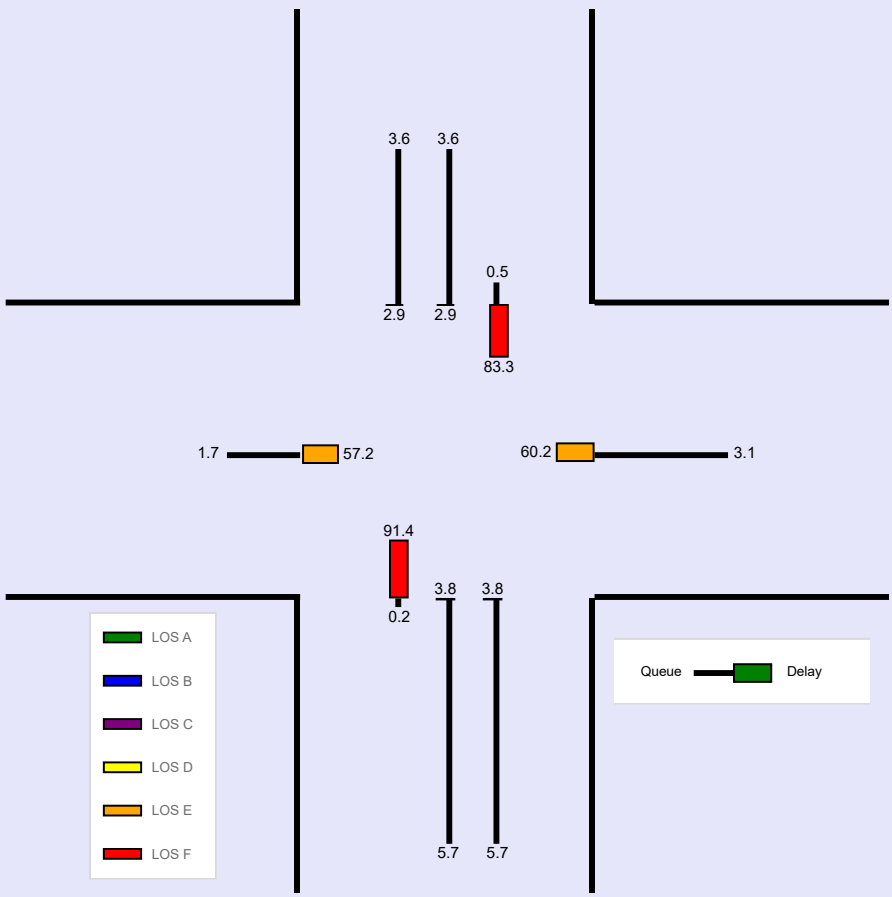
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	143.1	142.6	13.6	91.3	90.3
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	5.7	5.7	0.5	3.6	3.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.8	3.8	83.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	57.2		E	60.2		E	3.9		A	3.3		A
Intersection Delay, s/veh / LOS	5.3						A					



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--- Messages ---

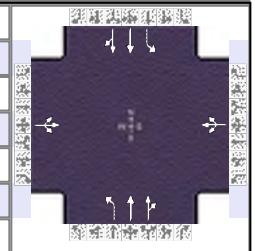
No errors or warnings exist.

--- Comments ---

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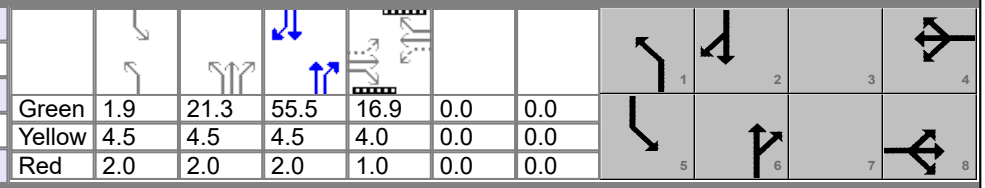
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	775	30	18	854	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.3	55.5	16.9	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	775	30	18	854	26
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	5	
Ped / Bike / RTOR, /h	0	0	3	0	0	7	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

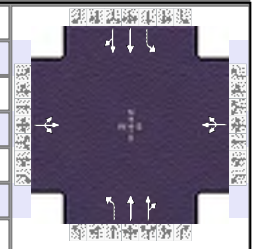
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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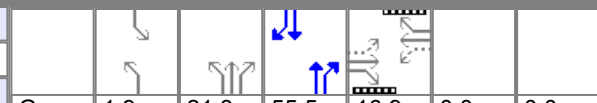
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG AM.xus		
Project Description	23-018				

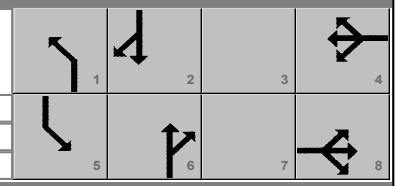


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	775	30	18	854	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		21.9		21.9	36.2	89.8	8.4	62.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		10.4		15.1	3.4		3.3	
Green Extension Time (g_e), s		1.8		1.7	0.0	0.0	0.0	0.0
Phase Call Probability		0.97		1.00	1.00		0.46	
Max Out Probability		0.00		0.00	0.00		0.00	

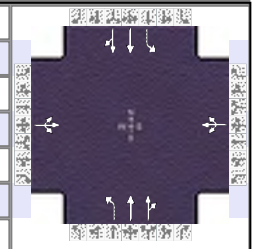
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			182		27	420	415	19	459	455
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1432			1601		1787	1847	1825	1669	1679	1663
Queue Service Time (g_s), s		0.0			4.8		1.4	10.8	10.8	1.3	24.3	24.3
Cycle Queue Clearance Time (g_c), s		8.4			13.1		1.4	10.8	10.8	1.3	24.3	24.3
Green Ratio (*g/C*)		0.14			0.14		0.25	0.69	0.69	0.02	0.46	0.46
Capacity (*c*), veh/h		245			267		442	1282	1266	26	776	769
Volume-to-Capacity Ratio (*X*)		0.447			0.684		0.061	0.328	0.328	0.725	0.591	0.591
Back of Queue (*Q*), ft/ln (95 th percentile)		144.9			240.6		28.4	182.4	177.6	29.5	392.5	374.6
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.6		1.1	7.2	7.1	1.2	15.1	15.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.13	0.00	0.00	0.15	0.00	0.00
Uniform Delay (d_1), s/veh		47.6			49.9		34.5	7.3	7.3	58.8	23.9	23.9
Incremental Delay (d_2), s/veh		1.8			4.4		0.3	0.7	0.7	13.3	3.3	3.3
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.5			54.2		34.8	8.0	8.0	72.1	27.2	27.2
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.5	D		54.2	D		8.8	A		28.1	C	
Intersection Delay, s/veh / LOS	23.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.67	A	0.79	A	1.20	A	1.26	A

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HCS Signalized Intersection Intermediate Values

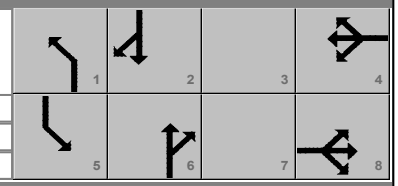
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	775	30	18	854	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	21.3	55.5	16.9	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.972	0.988	0.923	0.884	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.765	0.754		0.872	0.842		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.754		0.000	0.842		0.988	0.988		0.991	0.991
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	654	450	327	631	402	567	1787	3548	124	1669	3254	88
Proportion of Vehicles Arriving on Green (P)	0.14	0.14	0.14	0.14	0.14	0.14	0.25	0.69	0.69	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

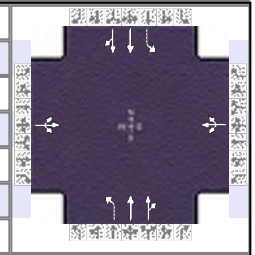
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.14		0.14	0.25	0.69	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1303		1365	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1315		1603				
Permitted Effective Green Time (g_p), s		16.9		16.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.7		8.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		4.8				
Time to First Blockage (g_f), s		2.4		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.4		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.004	0.972	0.010	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.069	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	280.98	44.33	280.98	44.33	1388.03	5.62	924.77	17.34
Bicycle F_w / F_v	-3.64	0.18	-3.64	0.30	-3.64	0.71	-3.64	0.77

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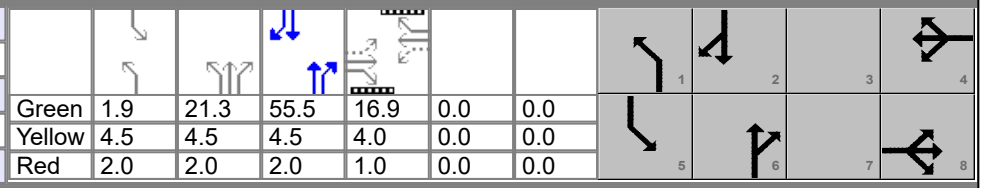
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG AM.xus		
Project Description	23-018				



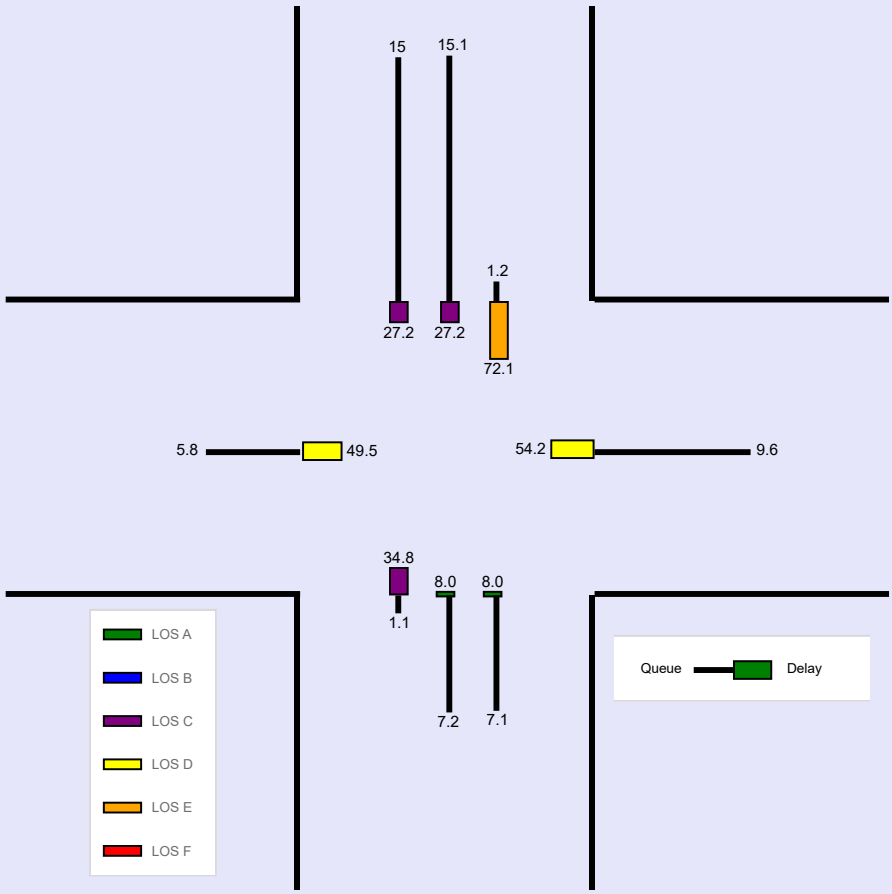
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	775	30	18	854	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		144.9			240.6		28.4	182.4	177.6	29.5	392.5	374.6
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.6		1.1	7.2	7.1	1.2	15.1	15.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.13	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		49.5			54.2		34.8	8.0	8.0	72.1	27.2	27.2
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.5	D		54.2	D		8.8	A		28.1	C	
Intersection Delay, s/veh / LOS	23.5						C					



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--- Messages ---

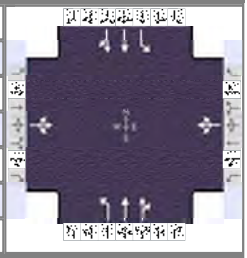
No errors or warnings exist.

--- Comments ---

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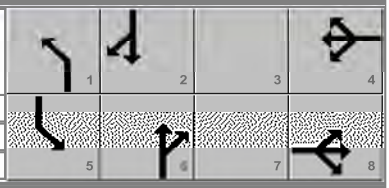
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	864	45	39	945	43

Signal Information									
Cycle, s	120.0	Reference Phase	2						
Offset, s	0	Reference Point	End						
Uncoordinated	No	Simult. Gap E/W	On	Green	3.8	19.5	59.5	12.7	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	4.5	4.5	4.0	0.0	0.0
				Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	864	45	39	945	43
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	5		0	3	
Ped / Bike / RTOR, /h	0	0	5	0	0	5	0	0	5	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

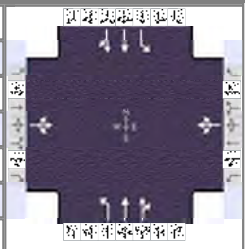
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

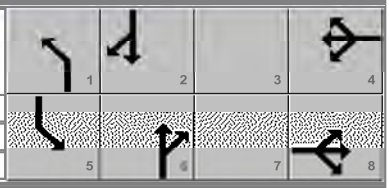
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	864	45	39	945	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	19.5	59.5	12.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		17.7		17.7	36.3	92.0	10.3	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		11.5		9.2	4.5		5.0	
Green Extension Time (*g e*), s		1.3		1.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.99		1.00	1.00		0.76	
Max Out Probability		0.01		0.00	0.00		0.00	

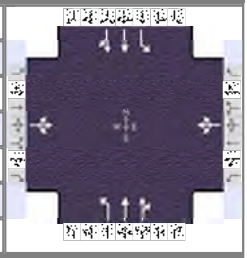
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		139			103		48	495	487	42	538	531
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1687			1596		1787	1802	1774	1669	1708	1685
Queue Service Time (*g s*), s		2.3			0.0		2.5	13.1	13.1	3.0	27.8	27.8
Cycle Queue Clearance Time (*g c*), s		9.5			7.2		2.5	13.1	13.1	3.0	27.8	27.8
Green Ratio (*g/C*)		0.11			0.11		0.25	0.71	0.71	0.03	0.50	0.50
Capacity (*c*), veh/h		216			209		444	1285	1264	53	847	836
Volume-to-Capacity Ratio (*X*)		0.643			0.494		0.108	0.386	0.386	0.798	0.635	0.635
Back of Queue (*Q*), ft/ln (95 th percentile)		196.4			142.5		50.7	209.7	199.8	63	433.6	419.4
Back of Queue (*Q*), veh/ln (95 th percentile)		7.9			5.7		2.0	8.1	8.0	2.5	16.9	16.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.23	0.00	0.00	0.32	0.00	0.00
Uniform Delay (*d 1*), s/veh		52.2			51.1		34.8	6.8	6.8	57.7	22.2	22.2
Incremental Delay (*d 2*), s/veh		4.5			2.6		0.5	0.9	0.9	9.7	3.6	3.7
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.7			53.7		35.3	7.7	7.7	67.4	25.9	25.9
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.7	E		53.7	D		9.0	A		27.5	C	
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.64	B	1.69	B
Bicycle LOS Score / LOS	0.72	A	0.66	A	1.34	A	1.40	A

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HCS Signalized Intersection Intermediate Values

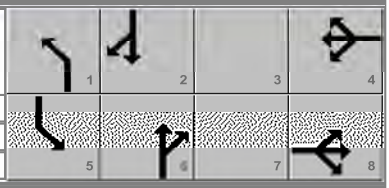
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	864	45	39	945	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	19.5	59.5	12.7	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.949	0.988	0.923	0.899	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.919	0.888		0.866	0.840		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.888		0.000	0.840		0.984	0.984		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	474	646	567	571	420	605	1787	3418	158	1669	3262	131
Proportion of Vehicles Arriving on Green (P)	0.11	0.11	0.11	0.11	0.11	0.11	0.25	0.71	0.71	0.03	0.50	0.50
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

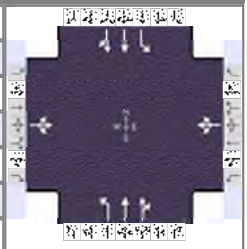
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.11		0.11	0.25	0.71	0.03	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1356		1315	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1707		1544				
Permitted Effective Green Time (g_p), s		12.7		12.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		5.4		3.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.3		0.0				
Time to First Blockage (g_f), s		2.6		2.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.6		2.7				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.007	1.557	0.007	0.972	0.007	0.972	0.007
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.155	0.000	0.064	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	210.95	48.01	210.95	48.01	1425.43	4.95	991.84	15.25
Bicycle F_w / F_v	-3.64	0.23	-3.64	0.17	-3.64	0.85	-3.64	0.92

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HCS Signalized Intersection Results Graphical Summary

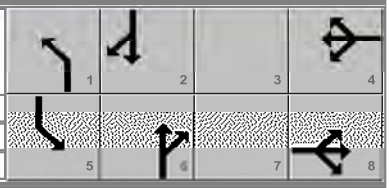
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG Mid.xus		
Project Description	23-018				



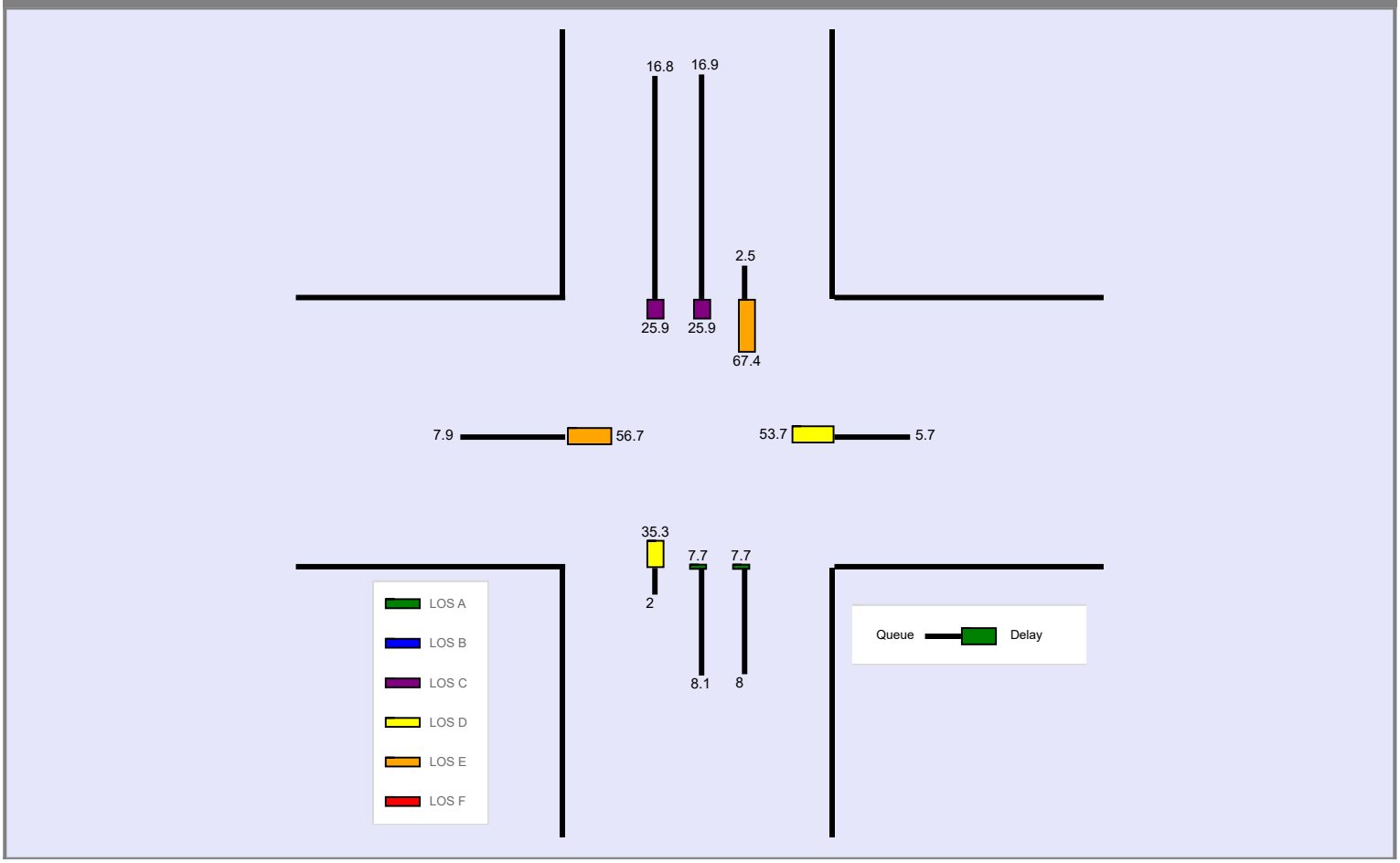
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	864	45	39	945	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	19.5	59.5	12.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		196.4			142.5		50.7	209.7	199.8	63	433.6	419.4
Back of Queue (*Q*), veh/ln (95 th percentile)		7.9			5.7		2.0	8.1	8.0	2.5	16.9	16.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.23	0.00	0.00	0.32	0.00	0.00
Control Delay (*d*), s/veh		56.7			53.7		35.3	7.7	7.7	67.4	25.9	25.9
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.7	E		53.7	D		9.0	A		27.5	C	
Intersection Delay, s/veh / LOS	22.3						C					



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--- Messages ---

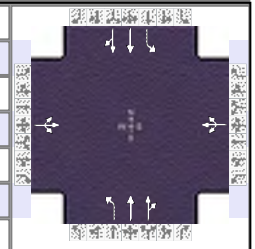
No errors or warnings exist.

--- Comments ---

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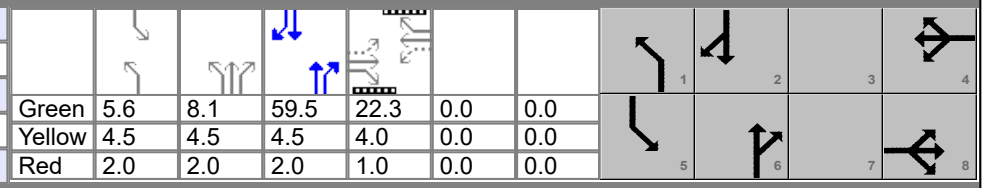
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1172	66	57	948	58

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.6	8.1		59.5	22.3	0.0	0.0					
Yellow	4.5	4.5		4.5	4.0	0.0	0.0					
Red	2.0	2.0		2.0	1.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1172	66	57	948	58
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	1		0	1	
Ped / Bike / RTOR, /h	0	0	6	0	0	6	0	0	7	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

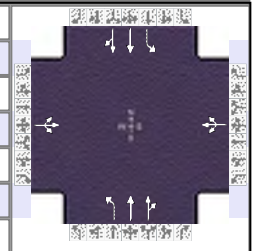
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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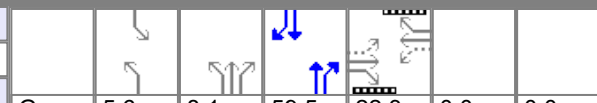
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG PM.xus		
Project Description	23-018				

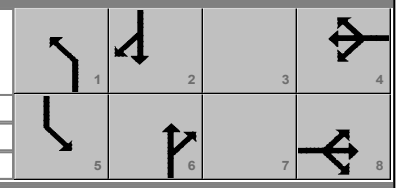


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1172	66	57	948	58

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.6	8.1	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		27.3		27.3	26.7	80.6	12.1	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		20.7		13.9	3.9		6.4	
Green Extension Time (*g e*), s		1.5		2.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.87	
Max Out Probability		0.43		0.06	0.00		0.00	

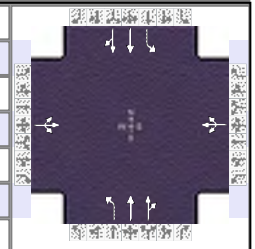
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		247			149		33	674	664	62	548	538
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1541			1350		1787	1862	1830	1669	1738	1706
Queue Service Time (*g s*), s		6.9			0.0		1.9	26.0	26.1	4.4	27.9	27.9
Cycle Queue Clearance Time (*g c*), s		18.7			11.9		1.9	26.0	26.1	4.4	27.9	27.9
Green Ratio (*g/C*)		0.19			0.19		0.17	0.62	0.62	0.05	0.50	0.50
Capacity (*c*), veh/h		327			292		301	1150	1130	78	862	846
Volume-to-Capacity Ratio (*X*)		0.755			0.509		0.108	0.586	0.588	0.793	0.637	0.637
Back of Queue (*Q*), ft/ln (95 th percentile)		312.9			191.9		39.1	402.4	395.9	88.7	435.4	425.8
Back of Queue (*Q*), veh/ln (95 th percentile)		12.5			7.7		1.6	16.0	15.8	3.5	17.3	17.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.18	0.00	0.00	0.44	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.4			44.2		42.2	13.7	13.8	56.6	22.3	22.3
Incremental Delay (*d 2*), s/veh		7.0			2.0		0.7	2.2	2.2	6.6	3.6	3.7
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.4			46.2		43.0	15.9	16.0	63.2	25.9	25.9
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.4	D		46.2	D		16.6	B		27.9	C	
Intersection Delay, s/veh / LOS	25.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.89	A	0.73	A	1.62	B	1.44	A

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HCS Signalized Intersection Intermediate Values

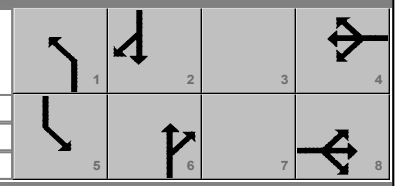
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1172	66	57	948	58

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	8.1	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.980	0.988	0.923	0.915	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.829	0.811		0.725	0.711		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.811		0.000	0.711		0.983	0.983		0.981	0.981
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	557	618	367	532	345	473	1787	3515	177	1669	3265	179
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.19	0.19	0.19	0.17	0.62	0.62	0.05	0.50	0.50
Incremental Delay Factor (k)		0.22			0.15		0.50	0.50	0.50	0.04	0.50	0.50

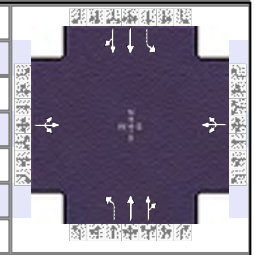
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.19		0.19	0.17	0.62	0.05	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1327		1248	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1437		1232				
Permitted Effective Green Time (g_p), s		22.3		22.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		10.4		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		6.9		0.0				
Time to First Blockage (g_f), s		2.0		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.0		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.009	0.972	0.009	0.972	0.009
Pedestrian F_s / F_{delay}	0.000	0.148	0.000	0.148	0.000	0.087	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	371.06	39.80	371.06	39.80	1235.34	8.77	991.60	15.25
Bicycle F_w / F_v	-3.64	0.41	-3.64	0.25	-3.64	1.13	-3.64	0.95

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HCS Signalized Intersection Results Graphical Summary

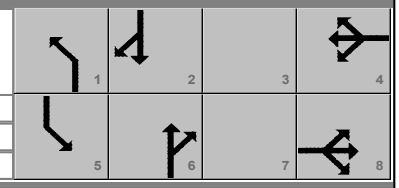
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 BG PM.xus		
Project Description	23-018				



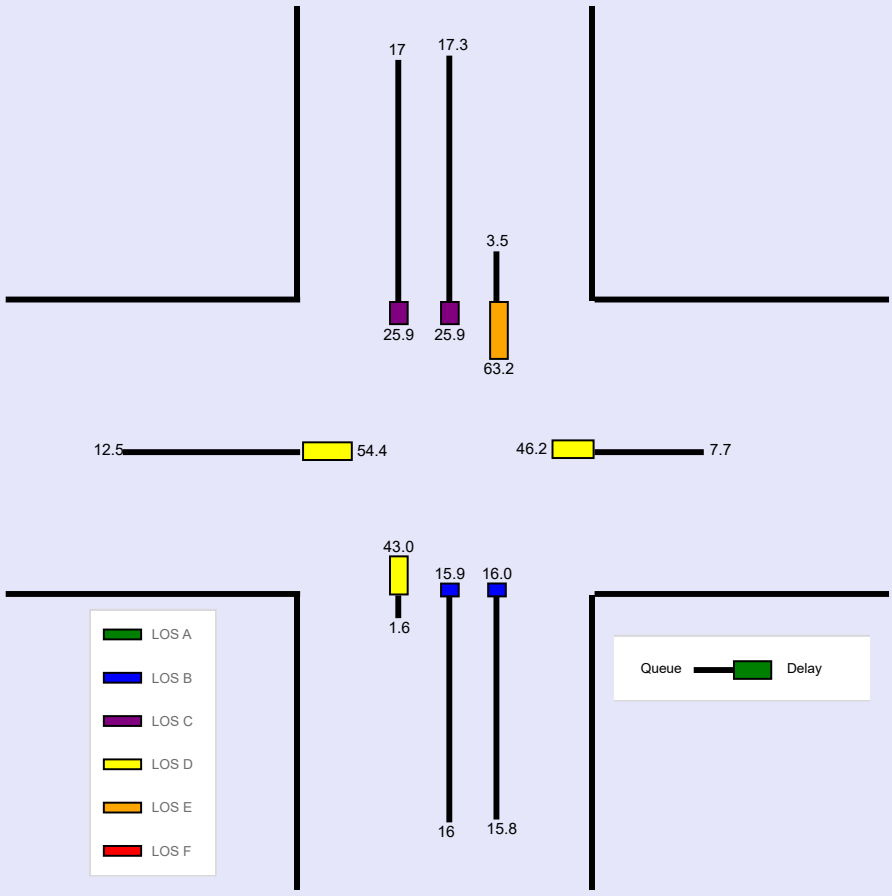
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1172	66	57	948	58

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.6	8.1	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		312.9			191.9		39.1	402.4	395.9	88.7	435.4	425.8
Back of Queue (*Q*), veh/ln (95 th percentile)		12.5			7.7		1.6	16.0	15.8	3.5	17.3	17.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.18	0.00	0.00	0.44	0.00	0.00
Control Delay (*d*), s/veh		54.4			46.2		43.0	15.9	16.0	63.2	25.9	25.9
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.4	D		46.2	D		16.6	B		27.9	C	
Intersection Delay, s/veh / LOS	25.8						C					



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--- Messages ---

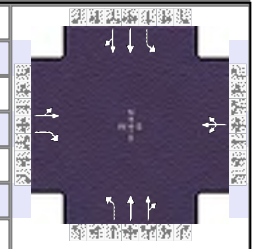
No errors or warnings exist.

--- Comments ---

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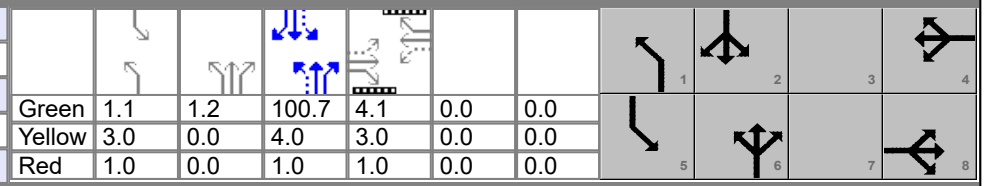
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	880	22	9	996	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	1.2	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	880	22	9	996	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	1		11	4	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

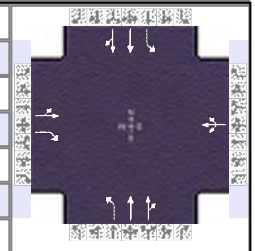
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

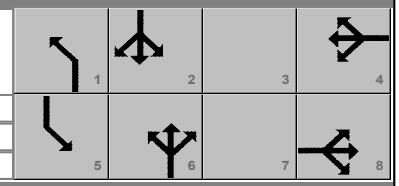
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	880	22	9	996	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.1		8.1	6.3	106.9	5.1	105.7
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		4.3		3.9	2.2		2.1	
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.89		0.89	0.57		0.27	
Max Out Probability		0.00		0.00	0.00		0.00	

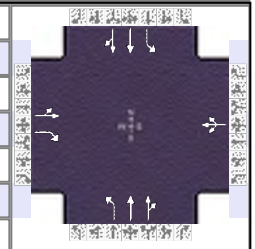
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	32		24		25	475	471	9	534	531
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1554	1610		1497		1810	1885	1871	1654	1841	1831
Queue Service Time (*g s*), s		0.0	2.3		1.2		0.2	6.1	6.1	0.1	7.9	7.9
Cycle Queue Clearance Time (*g c*), s		0.7	2.3		1.9		0.2	6.1	6.1	0.1	7.9	7.9
Green Ratio (*g/C*)		0.03	0.03		0.03		0.86	0.85	0.85	0.85	0.84	0.84
Capacity (*c*), veh/h		106	54		104		511	1600	1588	505	1544	1536
Volume-to-Capacity Ratio (*X*)		0.099	0.581		0.233		0.049	0.297	0.297	0.019	0.345	0.346
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.7	58	57.8	0.8	83.8	80.8
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.3	2.3	0.0	3.2	3.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		56.3	57.1		56.9		1.5	1.8	1.8	1.6	2.2	2.2
Incremental Delay (*d 2*), s/veh		0.6	13.2		1.6		0.0	0.5	0.5	0.0	0.6	0.6
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.3	2.3	1.6	2.8	2.8
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.3	A		2.8	A	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.29	A	1.37	A

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HCS Signalized Intersection Intermediate Values

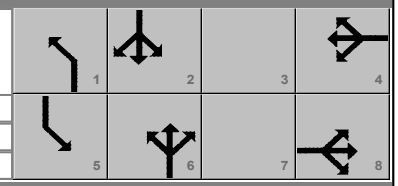
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	880	22	9	996	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000	0.914	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.818	0.818		0.805	0.788		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.788		0.992	0.992		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1243	311	1610	1172	65	260	1810	3677	79	1654	3617	54
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.85	0.85	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

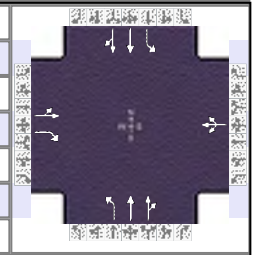
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.86	0.85	0.85	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	539	0	550	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1518				
Permitted Effective Green Time (g_p), s		4.1		4.1	100.7	0.0	100.7	0.0
Permitted Service Time (g_u), s		2.2		3.4	92.8	0.0	93.7	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.2	0.4		0.1	
Time to First Blockage (g_f), s		0.5		0.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.1				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.013	0.000	0.018
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	67.50	56.02	67.50	56.02	1697.77	1.37	1677.88	1.56
Bicycle F_w / F_v	-3.64	0.07	-3.64	0.04	-3.64	0.80	-3.64	0.89

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HCS Signalized Intersection Results Graphical Summary

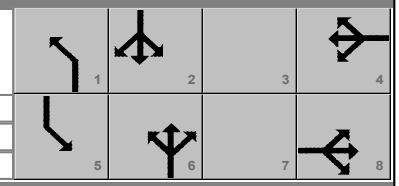
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG AM.xus		
Project Description	23-018				



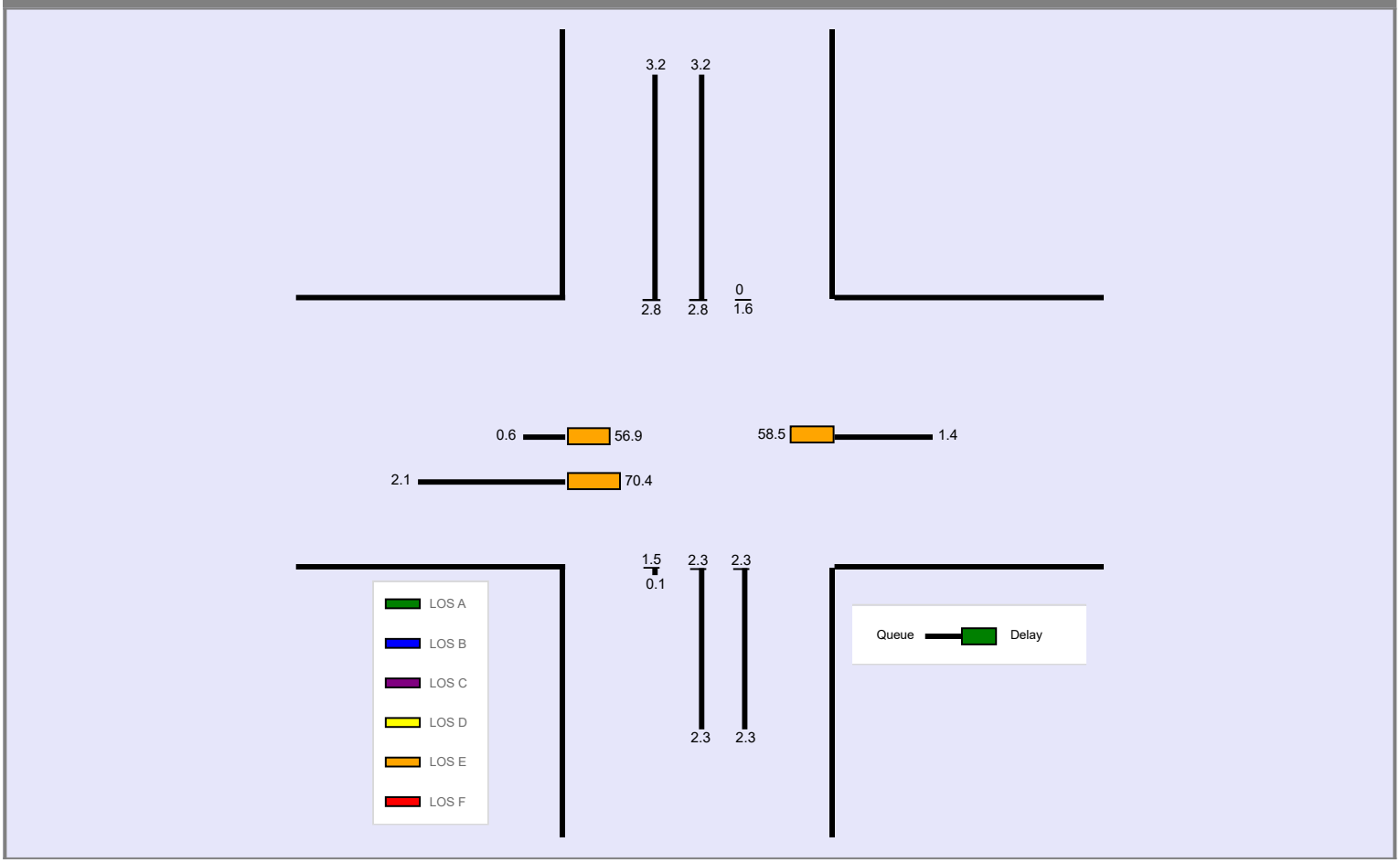
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	880	22	9	996	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.7	4.1	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.7	58	57.8	0.8	83.8	80.8
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.3	2.3	0.0	3.2	3.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.5	2.3	2.3	1.6	2.8	2.8
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.3	A		2.8	A	
Intersection Delay, s/veh / LOS	4.5						A					



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--- Messages ---

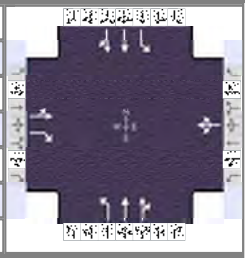
No errors or warnings exist.

--- Comments ---

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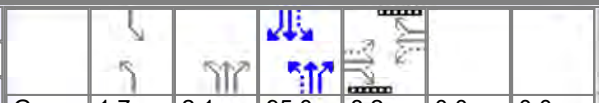
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG Mid.xus		
Project Description	23-018				

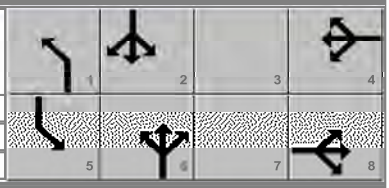


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	911	22	16	993	47

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	2.1	95.0	8.2	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	911	22	16	993	47
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		1	4		0	2	
Ped / Bike / RTOR, /h	0	0	8	0	0	1	0	0	3	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

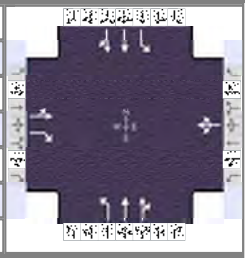
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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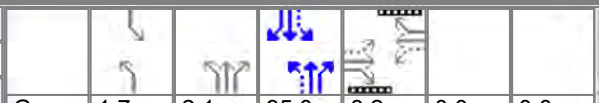
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG Mid.xus		
Project Description	23-018				

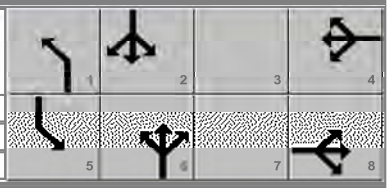


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	911	22	16	993	47

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.7	2.1	95.0	8.2	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		12.2		12.2	7.8	102.1	5.7	100.0
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		7.4		6.1	3.1		2.2	
Green Extension Time (g_e), s		0.9		0.9	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.94		0.43	
Max Out Probability		0.02		0.01	0.00		0.00	

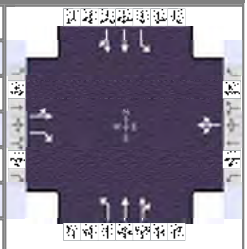
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		68	74		56		86	491	488	17	549	541
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1510	1610		1539		1795	1841	1827	1810	1870	1843
Queue Service Time (g_s), s		1.2	5.4		0.0		1.1	8.3	8.3	0.2	10.4	10.4
Cycle Queue Clearance Time (g_c), s		5.3	5.4		4.1		1.1	8.3	8.3	0.2	10.4	10.4
Green Ratio (*g/C*)		0.07	0.07		0.07		0.82	0.81	0.81	0.81	0.79	0.79
Capacity (*c*), veh/h		157	110		157		484	1489	1478	508	1481	1459
Volume-to-Capacity Ratio (*X*)		0.436	0.669		0.354		0.178	0.330	0.330	0.033	0.370	0.371
Back of Queue (*Q*), ft/ln (95 th percentile)		97.5	112.5		78.2		10.7	106.5	102.5	2.4	140.2	136.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9	4.5		3.1		0.4	4.1	4.1	0.1	5.5	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh		54.5	54.6		53.9		2.5	3.0	3.0	2.6	3.7	3.7
Incremental Delay (d_2), s/veh		2.7	9.6		1.9		0.1	0.6	0.6	0.0	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.2	64.1		55.8		2.6	3.6	3.6	2.6	4.4	4.4
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.8	E		55.8	E		3.5	A		4.4	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.72	A	0.58	A	1.37	A	1.40	A

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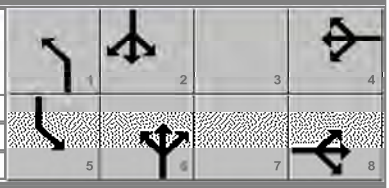
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	911	22	16	993	47

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.7	2.1	95.0	8.2	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	3.0	0.0	0.0		
				Red	1.0	0.0	1.0	1.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.992	0.969	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.795	0.795		0.819	0.810		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.810		0.993	0.993		0.985	0.985
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1185	325	1610	1133	174	232	1795	3593	75	1810	3563	151
Proportion of Vehicles Arriving on Green (P)	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.81	0.81	0.01	0.79	0.79
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

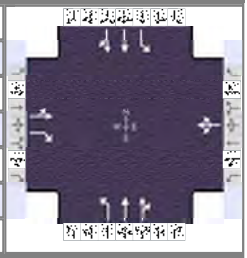
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.07		0.07	0.82	0.81	0.81	0.79
Permitted Saturation Flow Rate (s_p), veh/h/ln		1421		1421	522	0	584	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1503		1522				
Permitted Effective Green Time (g_p), s		8.2		8.2	95.1	0.0	95.0	0.0
Permitted Service Time (g_u), s		4.1		2.9	84.6	0.0	86.7	0.0
Permitted Queue Service Time (g_{ps}), s		1.2		0.0	2.1		0.2	
Time to First Blockage (g_f), s		0.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.007	0.972	0.001	1.198	0.011
Pedestrian F_s / F_{delay}	0.000	0.159	0.000	0.159	0.000	0.031	0.000	0.038
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	136.82	52.07	136.82	52.07	1617.87	2.19	1583.60	2.60
Bicycle F_w / F_v	-3.64	0.23	-3.64	0.09	-3.64	0.88	-3.64	0.91

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HCS Signalized Intersection Results Graphical Summary

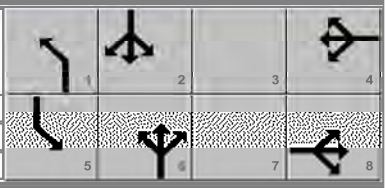
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG Mid.xus		
Project Description	23-018				



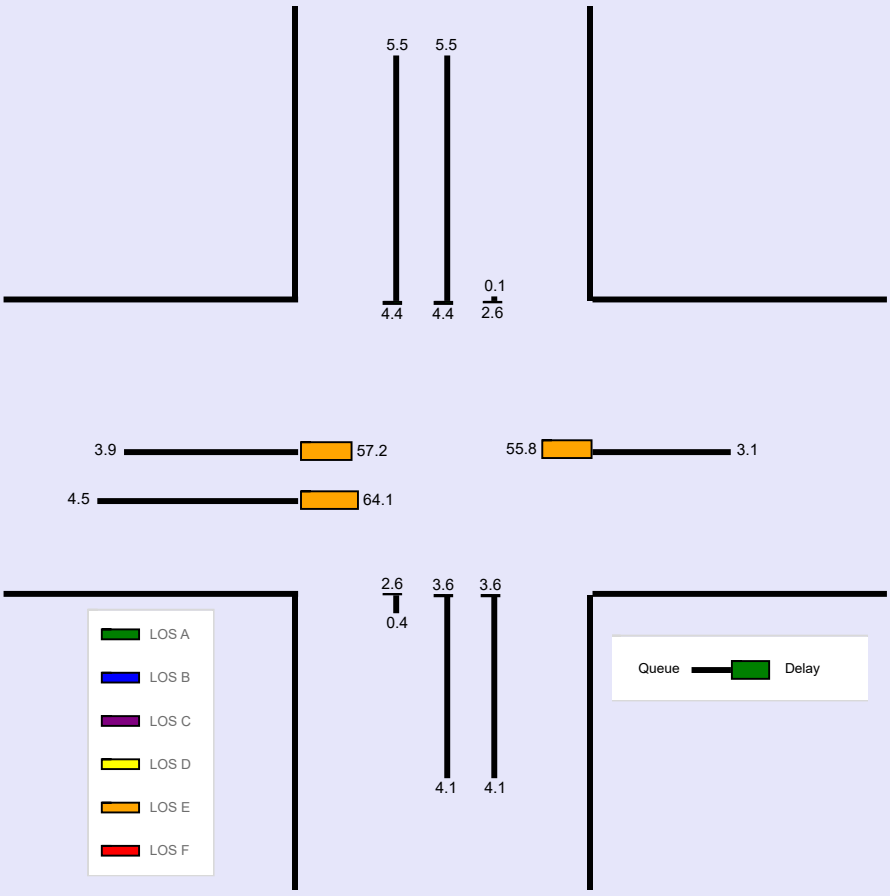
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	911	22	16	993	47

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.1	95.0	8.2	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		97.5	112.5		78.2		10.7	106.5	102.5	2.4	140.2	136.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9	4.5		3.1		0.4	4.1	4.1	0.1	5.5	5.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.01	0.00	0.00
Control Delay (*d*), s/veh		57.2	64.1		55.8		2.6	3.6	3.6	2.6	4.4	4.4
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.8	E		55.8	E		3.5	A		4.4	A	
Intersection Delay, s/veh / LOS	8.6						A					



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--- Messages ---

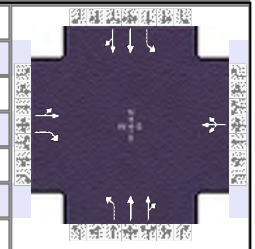
No errors or warnings exist.

--- Comments ---

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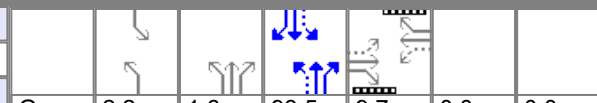
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG PM.xus		
Project Description	23-018				

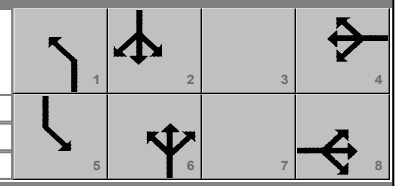


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	15	25	84	1310	61	22	1079	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	1.6		93.5	9.7	0.0	0.0					
Yellow	3.0	0.0		4.0	3.0	0.0	0.0					
Red	1.0	0.0		1.0	1.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	15	25	84	1310	61	22	1079	48
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	0		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	3	0	0	7	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

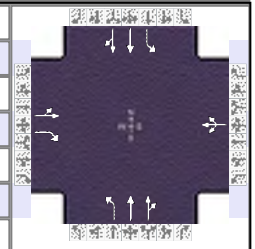
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

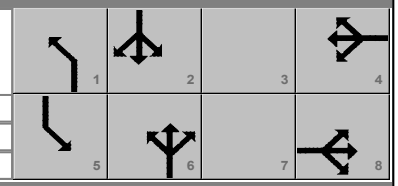
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	15	25	84	1310	61	22	1079	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	93.5	9.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		13.7		13.7	7.8	100.2	6.2	98.5
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		6.5		8.9	3.2		2.3	
Green Extension Time (*g e*), s		0.9		0.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.95		0.54	
Max Out Probability		0.06		0.18	0.00		0.00	

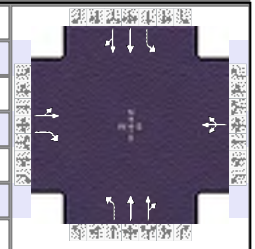
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		64	60		94		88	722	714	23	594	587
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1590	1610		1567		1810	1900	1873	1810	1885	1859
Queue Service Time (*g s*), s		0.0	4.3		2.4		1.2	15.2	15.3	0.3	12.2	12.2
Cycle Queue Clearance Time (*g c*), s		4.5	4.3		6.9		1.2	15.2	15.3	0.3	12.2	12.2
Green Ratio (*g/C*)		0.08	0.08		0.08		0.81	0.79	0.79	0.80	0.78	0.78
Capacity (*c*), veh/h		177	130		174		444	1507	1486	338	1469	1449
Volume-to-Capacity Ratio (*X*)		0.363	0.462		0.539		0.199	0.479	0.481	0.069	0.405	0.405
Back of Queue (*Q*), ft/ln (95 th percentile)		88.8	84.9		134.3		12.7	203.2	202.4	3.7	172.6	170
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.4		5.4		0.5	8.1	8.1	0.1	6.9	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Uniform Delay (*d 1*), s/veh		52.7	52.7		53.8		3.0	4.1	4.2	3.6	4.3	4.3
Incremental Delay (*d 2*), s/veh		1.8	3.6		3.7		0.1	1.1	1.1	0.0	0.8	0.8
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.5	56.3		57.5		3.1	5.2	5.3	3.6	5.1	5.1
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.3	E		57.5	E		5.1	A		5.1	A	
Intersection Delay, s/veh / LOS	8.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.69	A	0.64	A	1.75	B	1.48	A

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HCS Signalized Intersection Intermediate Values

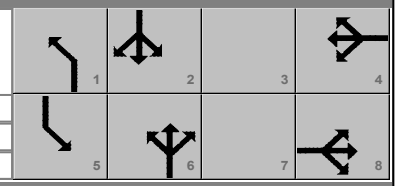
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	15	25	84	1310	61	22	1079	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	93.5	9.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.837	0.837		0.844	0.825		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.825		0.986	0.986		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	991	600	1610	916	264	387	1810	3624	149	1810	3601	143
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.79	0.79	0.02	0.78	0.78
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

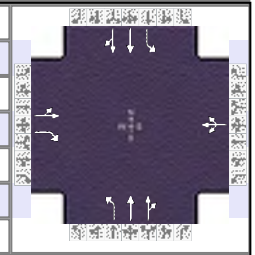
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.08		0.08	0.81	0.79	0.80	0.78
Permitted Saturation Flow Rate (s_p), veh/h/ln		1390		1409	482	0	378	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1547		1578				
Permitted Effective Green Time (g_p), s		9.7		9.7	93.5	0.0	93.5	0.0
Permitted Service Time (g_u), s		2.8		5.2	81.3	0.0	77.9	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.4	2.7		1.0	
Time to First Blockage (g_f), s		1.2		0.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.8				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.007	0.972	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.157	0.000	0.038	0.000	0.043
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	161.34	50.71	161.34	50.71	1586.13	2.57	1558.82	2.92
Bicycle F_w / F_v	-3.64	0.20	-3.64	0.15	-3.64	1.26	-3.64	0.99

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HCS Signalized Intersection Results Graphical Summary

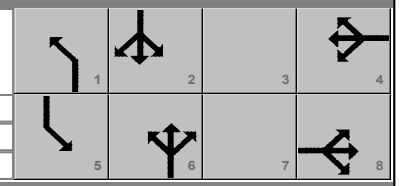
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 BG PM.xus		
Project Description	23-018				



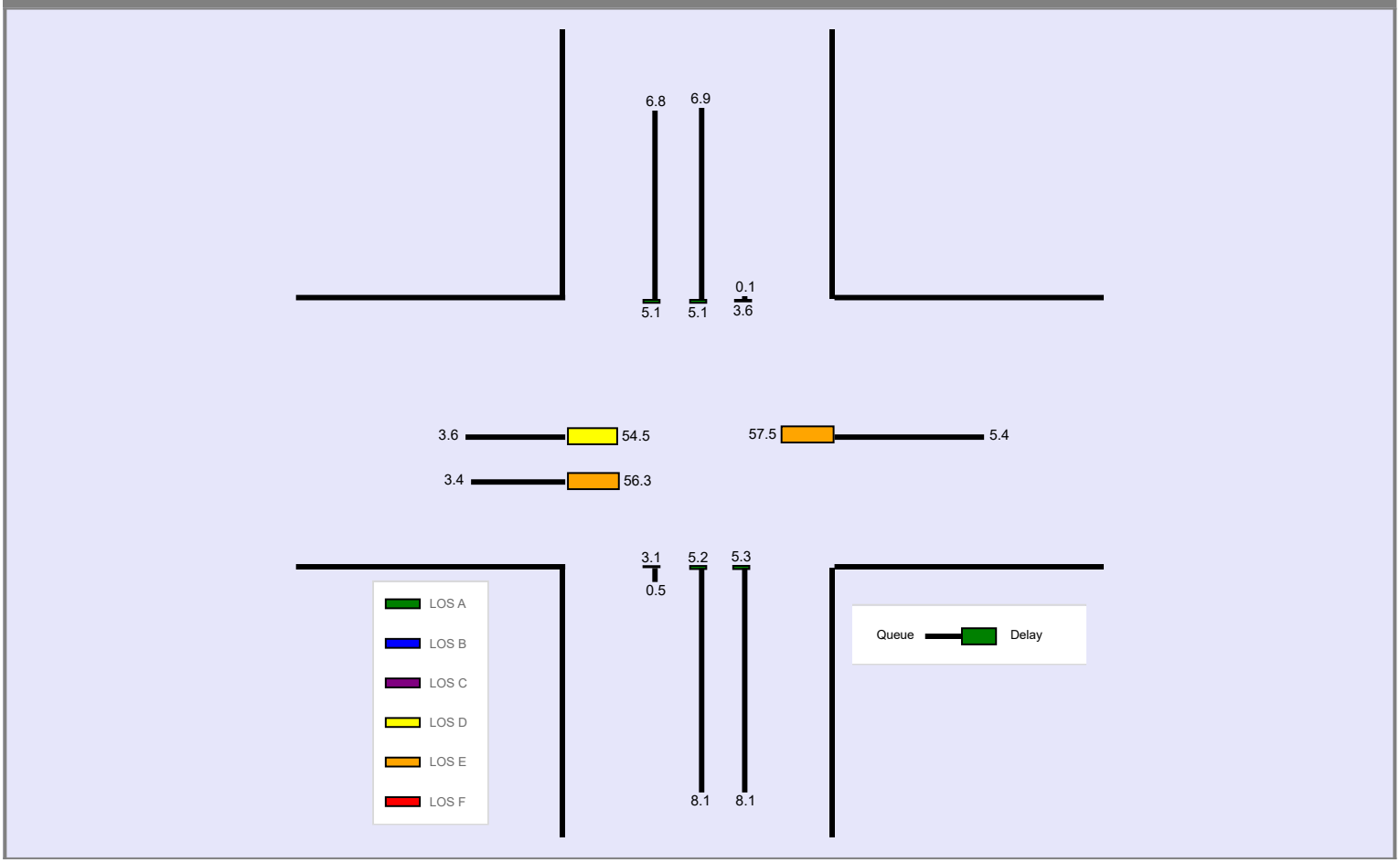
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	52	15	25	84	1310	61	22	1079	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	93.5	9.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		88.8	84.9		134.3		12.7	203.2	202.4	3.7	172.6	170
Back of Queue (*Q*), veh/ln (95 th percentile)		3.6	3.4		5.4		0.5	8.1	8.1	0.1	6.9	6.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.5	56.3		57.5		3.1	5.2	5.3	3.6	5.1	5.1
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.3	E		57.5	E		5.1	A		5.1	A	
Intersection Delay, s/veh / LOS	8.9						A					



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--- Messages ---

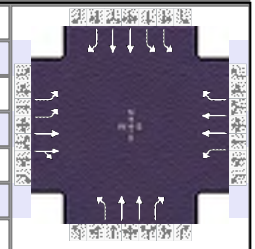
No errors or warnings exist.

--- Comments ---

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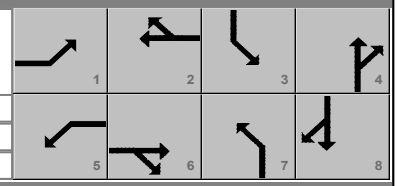
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	493	68	161	974	339	74	352	80	286	466	366

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	132	Reference Point	End	Green	12.8	2.8		56.6	7.9	5.0	24.9					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	0.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0		1.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	493	68	161	974	339	74	352	80	286	466	366
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		0	0	1	1	3	0	3	6	1
Ped / Bike / RTOR, /h	0	0	7	0	0	34	0	0	8	0	0	37
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

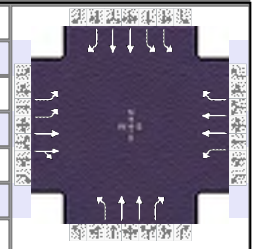
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	493	68	161	974	339	74	352	80	286	466	366

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	12.8	2.8	56.6	7.9	5.0	24.9	5	6	7	8
Yellow	5.0	0.0	5.0	5.0	5.0	5.0				
Red	1.0	0.0	1.0	1.0	1.0	1.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.8	62.6	21.6	65.4	13.9	24.9	30.9	41.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.6	4.6
Queue Clearance Time (g_s), s	12.2		15.3		8.2	16.7	13.5	32.0
Green Extension Time (g_e), s	0.6	0.0	0.3	0.0	0.0	2.2	5.6	3.8
Phase Call Probability	1.00		1.00		0.96	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.02	0.10	0.23	0.63

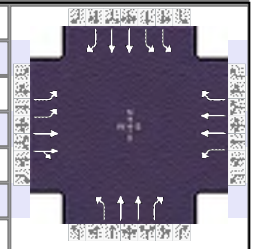
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	260	306	296	175	1059	332	80	383	78	311	507	358
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1812	1810	1809	1598	1795	1766	1610	1716	1724	1598
Queue Service Time (g_s), s	10.2	16.2	16.3	13.3	33.3	21.1	6.2	14.7	6.2	11.5	17.9	30.0
Cycle Queue Clearance Time (g_c), s	10.2	16.2	16.3	13.3	33.3	21.1	6.2	14.7	6.2	11.5	17.9	30.0
Green Ratio (*g/C*)	0.09	0.40	0.40	0.11	0.42	0.42	0.06	0.13	0.13	0.18	0.26	0.26
Capacity (*c*), veh/h	320	763	733	202	1536	678	101	477	217	609	883	409
Volume-to-Capacity Ratio (*X*)	0.813	0.401	0.404	0.866	0.689	0.489	0.796	0.803	0.360	0.510	0.574	0.874
Back of Queue (*Q*), ft/ln (95 th percentile)	207.6	307.6	297.3	268.6	532.9	333.6	134.2	284.6	112.5	219	321.2	496.9
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	12.2	11.9	10.7	21.3	13.2	5.3	11.1	4.5	8.6	12.3	19.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.00	1.25	0.00	1.33	0.37	0.00	0.47	1.00	0.00	3.82
Uniform Delay (d_1), s/veh	62.4	29.6	29.7	61.2	32.8	28.8	65.3	58.8	9.4	52.1	45.4	49.9
Incremental Delay (d_2), s/veh	3.7	1.6	1.7	8.2	2.6	2.5	5.3	4.9	1.4	0.2	0.9	16.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.2	31.2	31.3	69.3	35.3	31.4	70.5	63.7	10.8	52.3	46.3	66.4
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	41.8	D		38.3	D		57.1	E		54.0	D	
Intersection Delay, s/veh / LOS	45.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.63	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.20	A	1.78	B	0.93	A	1.46	A

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HCS Signalized Intersection Intermediate Values

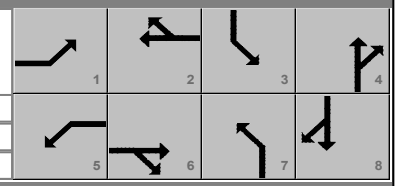
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	493	68	161	974	339	74	352	80	286	466	366

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.8	2.8	56.6	7.9	5.0	24.9						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	1.000	1.000	0.992	0.992	0.977	1.000	0.977	0.953	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.961	0.961		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3291	406	1810	3618	1598	1795	3533	1610	3432	3448	1598
Proportion of Vehicles Arriving on Green (P)	0.09	0.40	0.40	0.11	0.42	0.42	0.06	0.13	0.13	0.18	0.26	0.26
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50	0.04	0.17	0.15	0.04	0.16	0.35

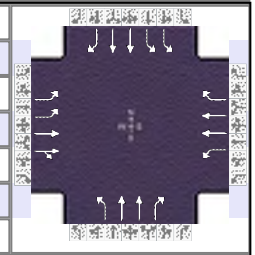
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.09	0.40	0.11	0.42	0.06	0.13	0.18	0.26
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.011	1.852	0.053	1.710	0.048	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.129	0.000	0.126	0.000	0.155	0.000	0.147
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	809.09	24.82	849.00	23.18	355.00	47.36	512.21	38.74
Bicycle F_w / F_v	-3.64	0.71	-3.64	1.29	-3.64	0.45	-3.64	0.97

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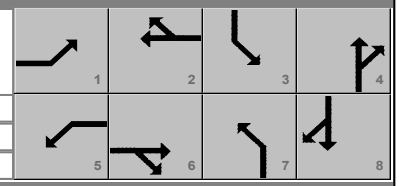
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG AM.xus		
Project Description	23-018				

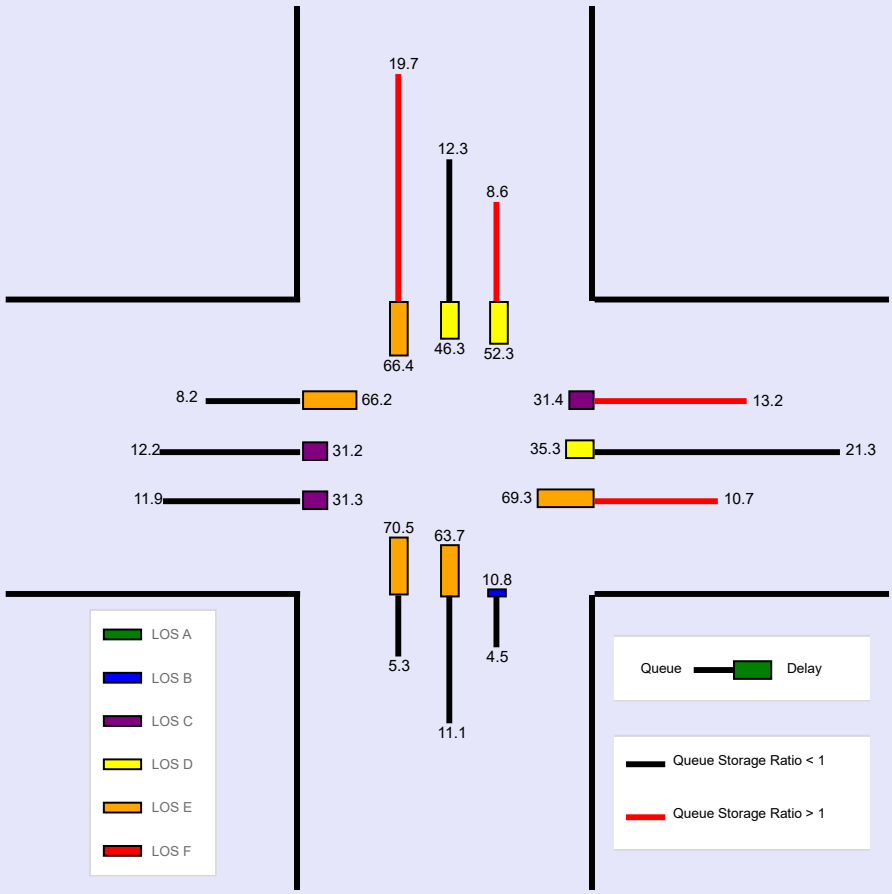


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	493	68	161	974	339	74	352	80	286	466	366

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End	Green	12.8	2.8	56.6	7.9	5.0	24.9		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	5.0	5.0	5.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	1.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	207.6	307.6	297.3	268.6	532.9	333.6	134.2	284.6	112.5	219	321.2	496.9
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	12.2	11.9	10.7	21.3	13.2	5.3	11.1	4.5	8.6	12.3	19.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.00	1.25	0.00	1.33	0.37	0.00	0.47	1.00	0.00	3.82
Control Delay (*d*), s/veh	66.2	31.2	31.3	69.3	35.3	31.4	70.5	63.7	10.8	52.3	46.3	66.4
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	41.8		D	38.3		D	57.1		E	54.0		D
Intersection Delay, s/veh / LOS	45.9						D					



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--- Messages ---

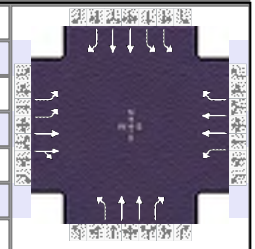
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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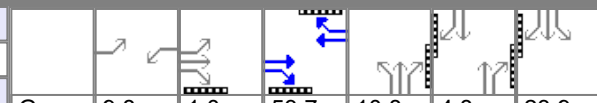
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG Mid.xus		
Project Description	23-018-1				

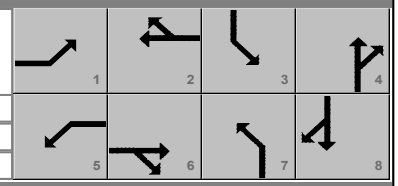


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	739	108	100	683	299	112	431	73	362	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.8	1.0		53.7	10.8	4.8	23.9					
Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Red	1.0	1.0		1.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	739	108	100	683	299	112	431	73	362	385	388
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0		1	1	2	2	7	0	2	5	1
Ped / Bike / RTOR, /h	0	0	11	0	0	30	0	0	8	0	0	39
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

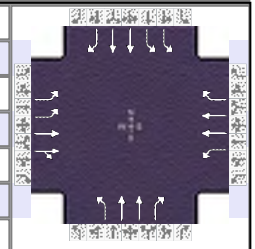
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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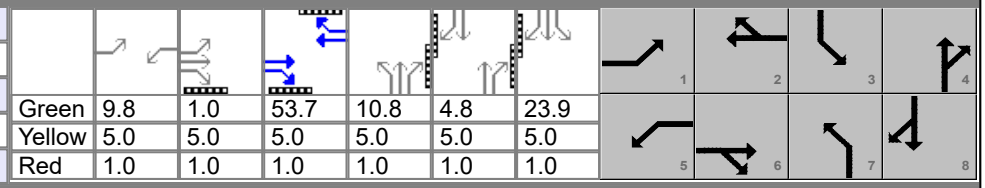
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	739	108	100	683	299	112	431	73	362	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.8	1.0	53.7	10.8	4.8	23.9						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.8	66.7	15.8	59.7	16.8	27.6	29.9	40.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.5	4.5
Queue Clearance Time (g_s), s	16.2		9.8		10.9	19.5	15.9	32.2
Green Extension Time (g_e), s	0.6	0.0	0.2	0.0	0.0	2.1	4.1	2.5
Phase Call Probability	1.00		0.98		0.99	1.00	1.00	1.00
Max Out Probability	0.33		0.00		0.91	0.27	0.39	0.92

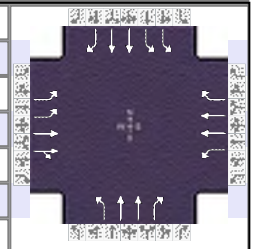
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	361	435	418	102	697	274	114	440	66	369	393	356
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1900	1822	1795	1795	1585	1781	1710	1610	1730	1738	1598
Queue Service Time (g_s), s	14.2	23.6	23.6	7.8	20.8	18.1	8.9	17.5	5.1	13.9	13.4	30.2
Cycle Queue Clearance Time (g_c), s	14.2	23.6	23.6	7.8	20.8	18.1	8.9	17.5	5.1	13.9	13.4	30.2
Green Ratio (*g/C*)	0.12	0.43	0.43	0.07	0.38	0.38	0.08	0.15	0.15	0.17	0.25	0.25
Capacity (*c*), veh/h	419	824	790	126	1377	608	137	527	248	590	861	396
Volume-to-Capacity Ratio (*X*)	0.862	0.528	0.529	0.809	0.506	0.451	0.834	0.834	0.267	0.626	0.456	0.900
Back of Queue (*Q*), ft/ln (95 th percentile)	281.5	418.6	405.1	176.1	359.3	279.7	208.4	333.7	92.1	256.7	253.5	514.5
Back of Queue (*Q*), veh/ln (95 th percentile)	11.2	16.7	16.2	7.0	14.3	11.0	8.2	12.6	3.7	10.1	9.7	20.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.01	0.00	0.00	0.82	0.00	1.12	0.58	0.00	0.38	1.17	0.00	3.96
Uniform Delay (d_1), s/veh	60.5	29.1	29.1	64.2	33.0	27.6	63.7	57.5	9.3	53.9	44.7	51.0
Incremental Delay (d_2), s/veh	10.4	2.4	2.5	8.8	1.3	2.4	18.0	7.4	0.8	1.0	0.5	21.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	70.9	31.6	31.7	72.9	34.3	30.1	81.8	64.9	10.1	54.9	45.2	72.4
Level of Service (LOS)	E	C	C	E	C	C	F	E	B	D	D	E
Approach Delay, s/veh / LOS	43.3	D		36.9	D		62.2	E		57.1	E	
Intersection Delay, s/veh / LOS	48.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.64	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.49	A	1.37	A	1.00	A	1.41	A

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HCS Signalized Intersection Intermediate Values

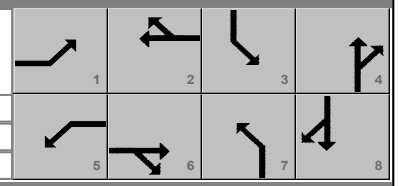
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	739	108	100	683	299	112	431	73	362	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.8	1.0	53.7	10.8	4.8	23.9						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	0.992	0.992	0.984	0.984	0.945	1.000	0.984	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.959	0.959		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3291	432	1795	3589	1585	1781	3420	1610	3459	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.12	0.43	0.43	0.07	0.38	0.38	0.08	0.15	0.15	0.17	0.25	0.25
Incremental Delay Factor (k)	0.23	0.50	0.50	0.08	0.50	0.50	0.17	0.24	0.15	0.10	0.15	0.39

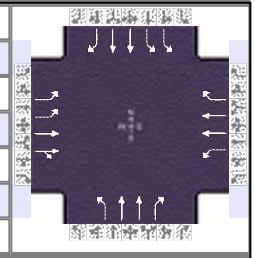
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.12	0.43	0.07	0.38	0.08	0.15	0.17	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.011	1.852	0.055	1.710	0.043	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.125	0.000	0.132	0.000	0.155	0.000	0.148
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	867.05	22.46	767.36	26.59	341.29	48.15	495.61	39.61
Bicycle F_w / F_v	-3.64	1.00	-3.64	0.89	-3.64	0.51	-3.64	0.92

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HCS Signalized Intersection Results Graphical Summary

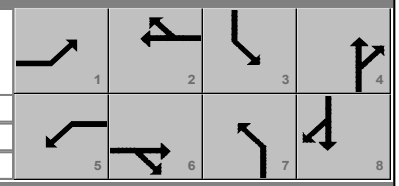
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG Mid.xus		
Project Description	23-018-1				



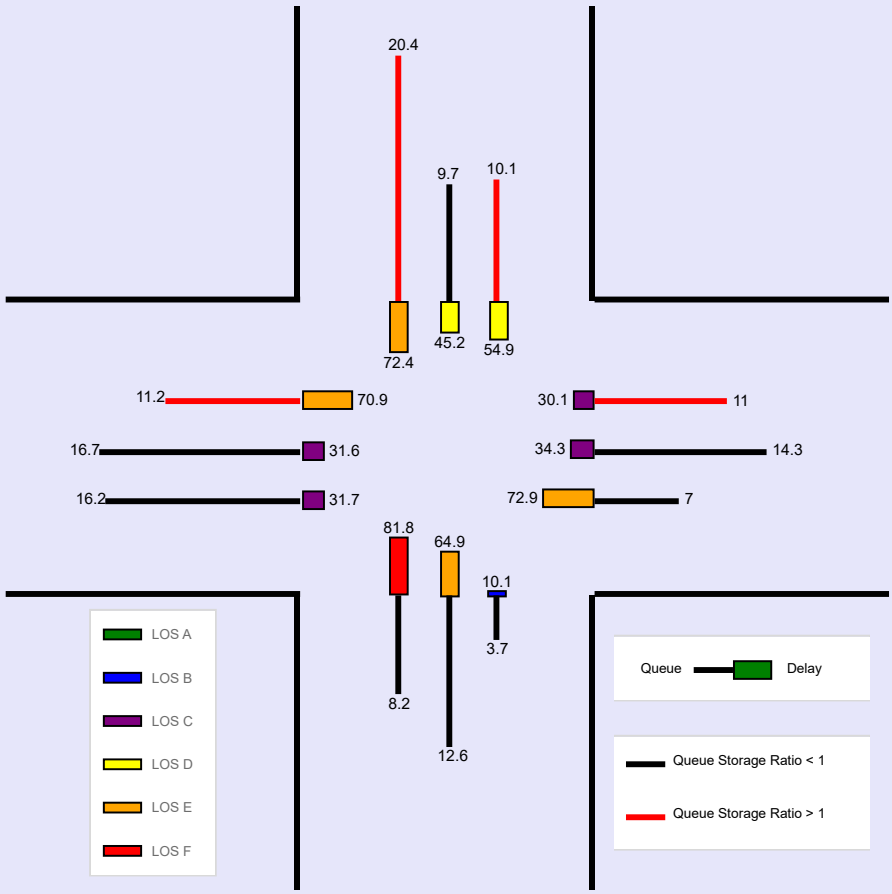
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	739	108	100	683	299	112	431	73	362	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.8	1.0	53.7	10.8	4.8	23.9						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	281.5	418.6	405.1	176.1	359.3	279.7	208.4	333.7	92.1	256.7	253.5	514.5
Back of Queue (*Q*), veh/ln (95 th percentile)	11.2	16.7	16.2	7.0	14.3	11.0	8.2	12.6	3.7	10.1	9.7	20.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.01	0.00	0.00	0.82	0.00	1.12	0.58	0.00	0.38	1.17	0.00	3.96
Control Delay (*d*), s/veh	70.9	31.6	31.7	72.9	34.3	30.1	81.8	64.9	10.1	54.9	45.2	72.4
Level of Service (LOS)	E	C	C	E	C	C	F	E	B	D	D	E
Approach Delay, s/veh / LOS	43.3		D	36.9		D	62.2		E	57.1		E
Intersection Delay, s/veh / LOS	48.3						D					



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--- Messages ---

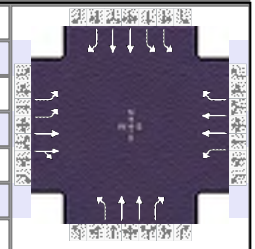
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG PM.xus		
Project Description	23-018-1				

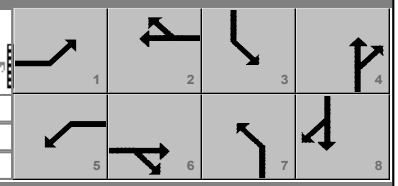


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1087	112	115	686	390	93	635	96	433	417	357

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.9	28.1	23.2	19.6	6.4	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1087	112	115	686	390	93	635	96	433	417	357
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0	1	2	2	0	0	2	0
Ped / Bike / RTOR, /h	0	0	12	0	0	39	0	0	10	0	0	36
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

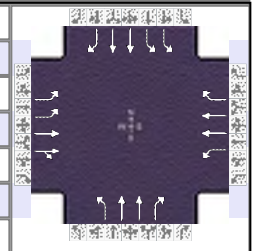
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG PM.xus		
Project Description	23-018-1				

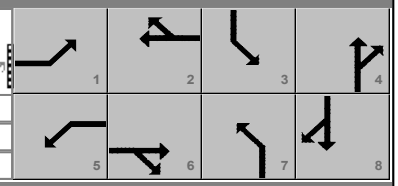


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1087	112	115	686	390	93	635	96	433	417	357

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.9	28.1	23.2	19.6	6.4	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	29.2	63.3	16.9	51.1	21.8	34.2	25.6	38.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	21.7		11.0		9.1	27.2	19.5	29.9
Green Extension Time (g_e), s	1.5	0.0	0.0	0.0	2.9	1.0	0.0	2.0
Phase Call Probability	1.00		0.99		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.57	1.00	1.00	1.00

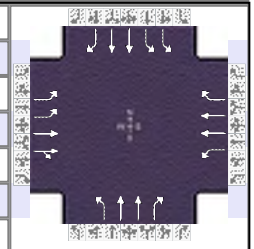
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	507	621	603	119	707	362	96	655	89	446	430	331
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1843	1810	1809	1598	1781	1781	1610	1757	1781	1610
Queue Service Time (g_s), s	19.7	40.1	40.2	9.0	23.1	27.8	7.1	25.2	6.5	17.5	14.8	27.9
Cycle Queue Clearance Time (g_c), s	19.7	40.1	40.2	9.0	23.1	27.8	7.1	25.2	6.5	17.5	14.8	27.9
Green Ratio (*g/C*)	0.17	0.41	0.41	0.08	0.32	0.32	0.11	0.20	0.20	0.14	0.23	0.23
Capacity (*c*), veh/h	582	778	754	141	1165	514	201	717	324	491	813	368
Volume-to-Capacity Ratio (*X*)	0.872	0.798	0.799	0.839	0.607	0.704	0.477	0.913	0.273	0.909	0.529	0.900
Back of Queue (*Q*), ft/ln (95 th percentile)	371	686.2	671.9	231.3	398.7	218.1	146	470.4	119.6	349.9	274.9	484.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.8	27.4	26.9	9.3	15.9	8.7	5.7	18.5	4.8	14.0	10.8	19.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.33	0.00	0.00	1.08	0.00	0.87	0.41	0.00	0.50	1.59	0.00	3.73
Uniform Delay (d_1), s/veh	57.0	36.3	36.3	63.7	40.0	7.8	58.2	54.7	47.3	59.3	47.4	52.5
Incremental Delay (d_2), s/veh	12.7	8.4	8.7	32.5	2.4	7.8	0.7	15.7	0.6	19.9	0.8	22.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	69.7	44.6	45.0	96.2	42.4	15.6	58.9	70.4	47.9	79.2	48.2	74.8
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	52.1	D		39.6	D		66.7	E		67.0	E	
Intersection Delay, s/veh / LOS	55.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	1.92	B	1.47	A	1.18	A	1.48	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG PM.xus		
Project Description	23-018-1				

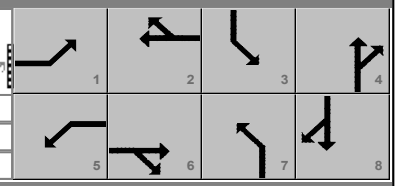


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1087	112	115	686	390	93	635	96	433	417	357

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.9	28.1	23.2	19.6	6.4	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	0.992	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3428	315	1810	3618	1598	1781	3561	1610	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.08	0.32	0.32	0.11	0.20	0.20	0.14	0.23	0.23
Incremental Delay Factor (k)	0.37	0.50	0.50	0.36	0.50	0.50	0.04	0.42	0.15	0.41	0.15	0.38

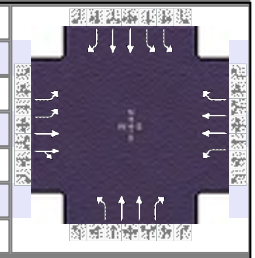
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.08	0.32	0.11	0.20	0.14	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.014	1.852	0.051	1.710	0.055	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.156	0.000	0.152	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	818.60	24.42	331.04	48.75	402.69	44.65	225.56	55.10
Bicycle F_w / F_v	-3.64	1.43	-3.64	0.98	-3.64	0.69	-3.64	1.00

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HCS Signalized Intersection Results Graphical Summary

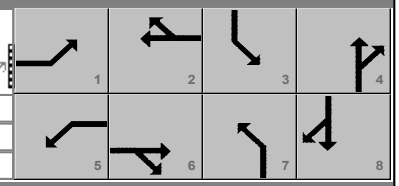
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 BG PM.xus		
Project Description	23-018-1				



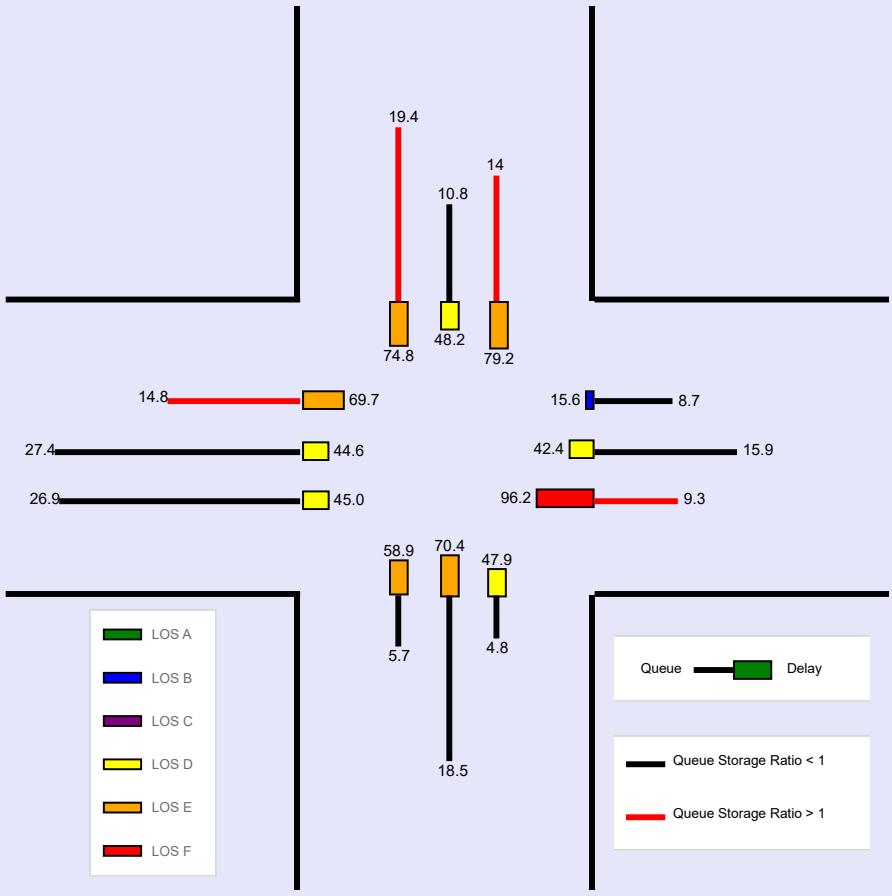
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1087	112	115	686	390	93	635	96	433	417	357

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.9	28.1	23.2	19.6	6.4	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	371	686.2	671.9	231.3	398.7	218.1	146	470.4	119.6	349.9	274.9	484.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.8	27.4	26.9	9.3	15.9	8.7	5.7	18.5	4.8	14.0	10.8	19.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.33	0.00	0.00	1.08	0.00	0.87	0.41	0.00	0.50	1.59	0.00	3.73
Control Delay (*d*), s/veh	69.7	44.6	45.0	96.2	42.4	15.6	58.9	70.4	47.9	79.2	48.2	74.8
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	52.1	D		39.6	D		66.7	E		67.0	E	
Intersection Delay, s/veh / LOS	55.2						E					



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--- Messages ---

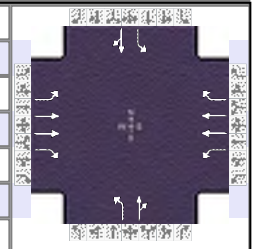
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG AM.xus		
Project Description	23-018				

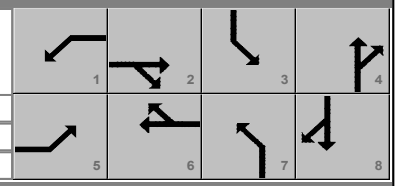


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	642	142	59	1243	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	642	142	59	1243	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	1	0	0	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

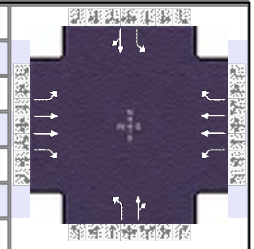
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG AM.xus		
Project Description	23-018				

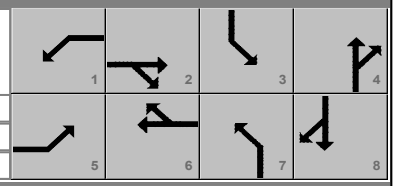


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	642	142	59	1243	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (*g s*), s	7.1		5.9			9.5		9.0
Green Extension Time (*g e*), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

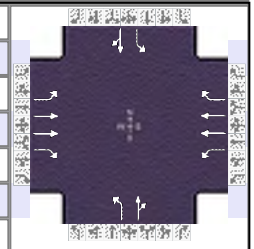
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	773	153	71	1498	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1810	1809	1610	1810	1684		1810	1731	
Queue Service Time (*g s*), s	5.1	12.6	4.9	3.9	33.4	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (*g c*), s	5.1	12.6	4.9	3.9	33.4	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1941	864	92	1905	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.399	0.177	0.769	0.786	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	215.8	78.7	83.1	494.9	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.6	3.1	3.3	19.8	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (*d 1*), s/veh	46.1	13.4	11.7	46.9	19.1	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (*d 2*), s/veh	26.8	0.6	0.4	4.9	3.4	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	14.1	12.1	51.8	22.5	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.1	B		23.6	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	26.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.33	A	1.81	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG AM.xus		
Project Description	23-018				

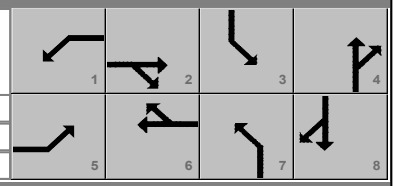


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	642	142	59	1243	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1598	1810	3618	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

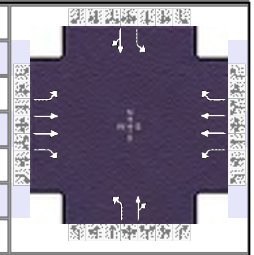
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18
Bicycle F_w / F_v	-3.64	0.84	-3.64	1.32	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

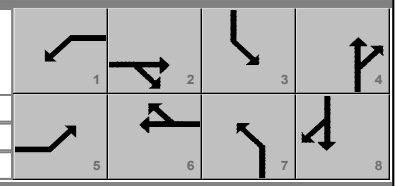
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG AM.xus		
Project Description	23-018				



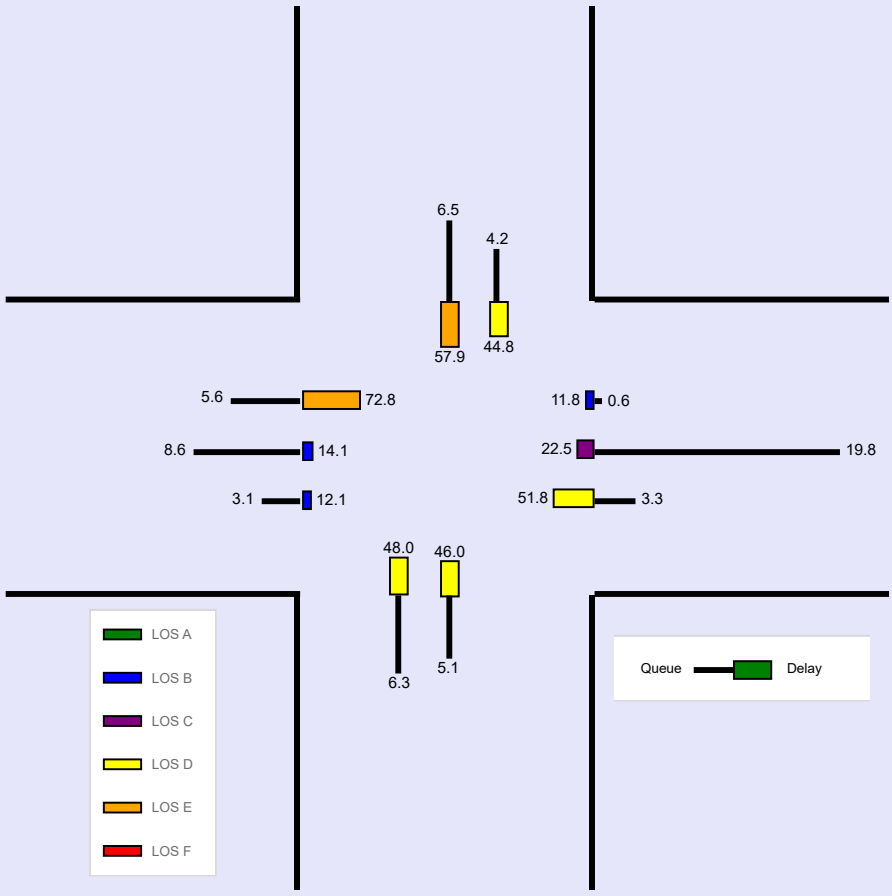
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	642	142	59	1243	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	215.8	78.7	83.1	494.9	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.6	3.1	3.3	19.8	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	14.1	12.1	51.8	22.5	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.1	B		23.6	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	26.1						C					



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--- Messages ---

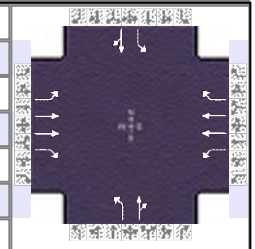
No errors or warnings exist.

--- Comments ---

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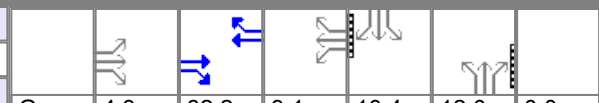
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG Mid.xus		
Project Description	23-018				

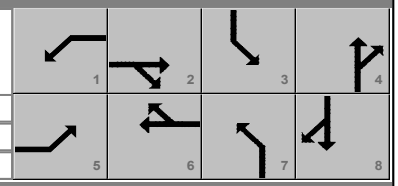


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	957	83	21	842	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	957	83	21	842	45	102	43	77	61	29	73
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	9	0	0	5	0	0	8	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

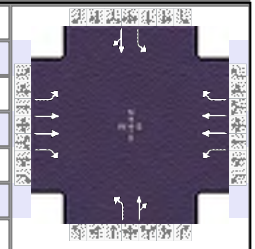
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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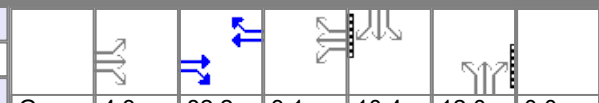
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG Mid.xus		
Project Description	23-018				

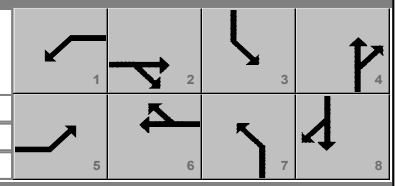


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	957	83	21	842	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	10.3	98.5	9.1	97.3		17.0		15.4
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (*g s*), s	5.3		3.7			11.6		10.2
Green Extension Time (*g e*), s	0.0	0.0	1.6	0.0		0.4		0.3
Phase Call Probability	0.81		0.58			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

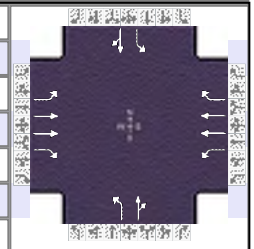
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	1018	79	22	896	43	109	119		65	100	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1710		1810	1690	
Queue Service Time (*g s*), s	3.3	18.8	2.4	1.7	16.2	1.3	8.2	9.6		4.8	8.2	
Cycle Queue Clearance Time (*g c*), s	3.3	18.8	2.4	1.7	16.2	1.3	8.2	9.6		4.8	8.2	
Green Ratio (*g/C*)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09		0.07	0.07	
Capacity (*c*), veh/h	55	2372	1064	40	2341	1050	155	147		135	126	
Volume-to-Capacity Ratio (*X*)	0.767	0.429	0.074	0.565	0.383	0.041	0.700	0.813		0.482	0.795	
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	297	39	37.8	265.4	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	11.8	1.6	1.5	10.5	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.19	0.17	0.00	0.14	0.86	0.00		0.00	0.00	
Uniform Delay (*d 1*), s/veh	67.4	11.2	6.9	67.8	11.3	8.7	62.3	62.9		62.2	63.7	
Incremental Delay (*d 2*), s/veh	7.9	0.6	0.1	4.6	0.5	0.1	2.1	4.1		1.0	4.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	75.3	11.8	7.1	72.4	11.8	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	13.9	B		13.0	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.98	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.43	A	1.28	A	0.86	A	0.76	A

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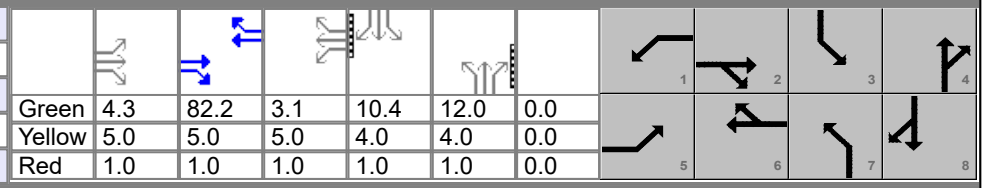
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	957	83	21	842	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.900	0.900		0.889	0.889
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	657	1054	1810	521	1168
Proportion of Vehicles Arriving on Green (P)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09	0.09	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

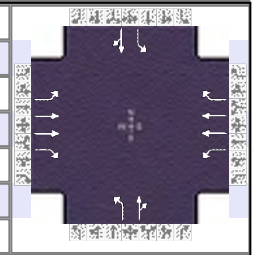
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.66	0.02	0.65		0.09		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.011	1.710	0.007	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.086	0.000	0.163	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.72	66.97	1304.17	8.47	171.32	58.52	-85.71	76.13
Bicycle F_w / F_v	-3.64	0.94	-3.64	0.79	-3.64	0.38	-3.64	0.27

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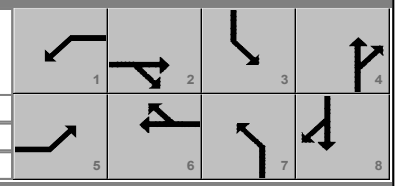
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 BG Mid.xus		
Project Description	23-018				

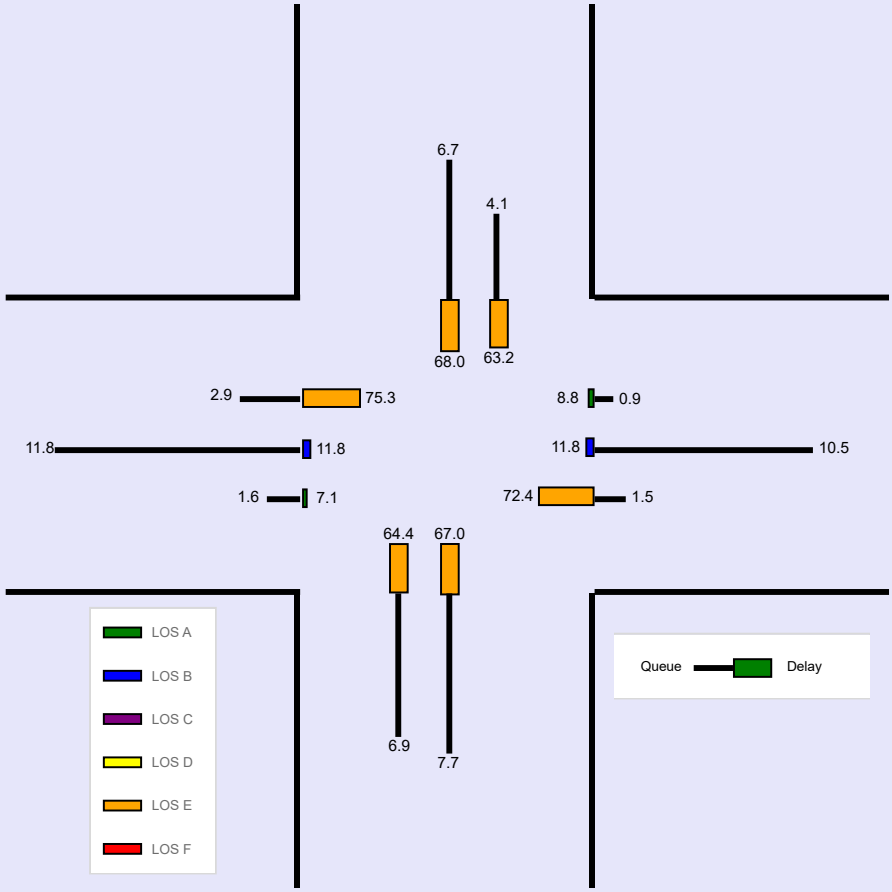


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	957	83	21	842	45	102	43	77	61	29	73

Signal Information													
Cycle, s	140.0	Reference Phase	2										
Offset, s	51	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
				Green	4.3	82.2	3.1	10.4	12.0	0.0			
				Yellow	5.0	5.0	5.0	4.0	4.0	0.0			
				Red	1.0	1.0	1.0	1.0	1.0	0.0			



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	297	39	37.8	265.4	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	11.8	1.6	1.5	10.5	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.19	0.17	0.00	0.14	0.86	0.00		0.00	0.00	
Control Delay (*d*), s/veh	75.3	11.8	7.1	72.4	11.8	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	13.9	B		13.0	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	21.7						C					



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--- Messages ---

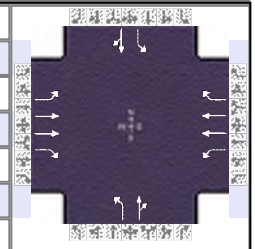
No errors or warnings exist.

--- Comments ---

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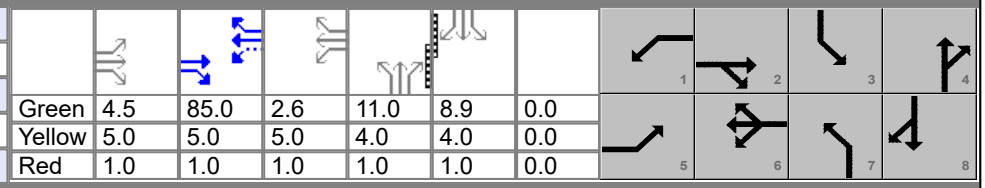
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1445	68	26	1034	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1445	68	26	1034	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

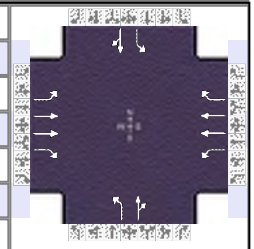
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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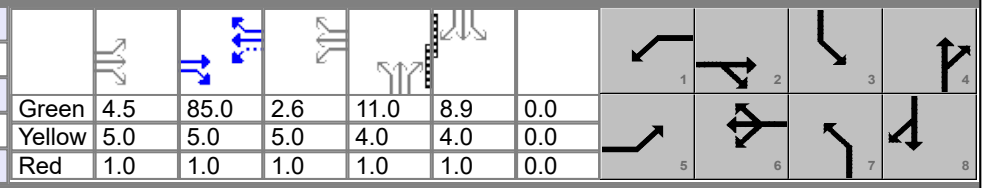
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1445	68	26	1034	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	85.0	2.6	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.5	8.6	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.0	0.0		0.3		0.3
Phase Call Probability	0.82		0.66			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

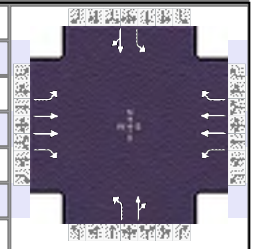
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1521	64	27	1088	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	32.8	1.8	0.0	20.2	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	32.8	1.8	0.0	20.2	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2448	1098	237	2401	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.621	0.058	0.116	0.453	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	465.4	29.2	24.5	313.3	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	18.5	1.2	1.0	12.4	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.11	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	12.3	8.2	22.8	11.0	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.2	0.1	0.1	0.6	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	13.5	8.3	22.9	11.6	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	15.0	B		11.7	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.83	B	1.45	A	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

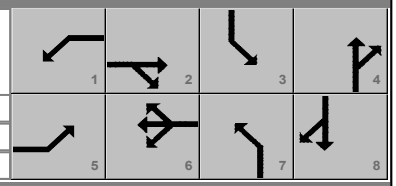
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1445	68	26	1034	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	85.0	2.6	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

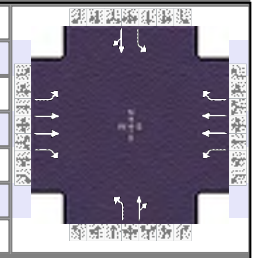
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	348	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	83.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	60.7	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			6.5					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	37.80	67.38	1337.86	7.67	127.35	61.37	-85.71	76.13
Bicycle F_w / F_v	-3.64	1.34	-3.64	0.96	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

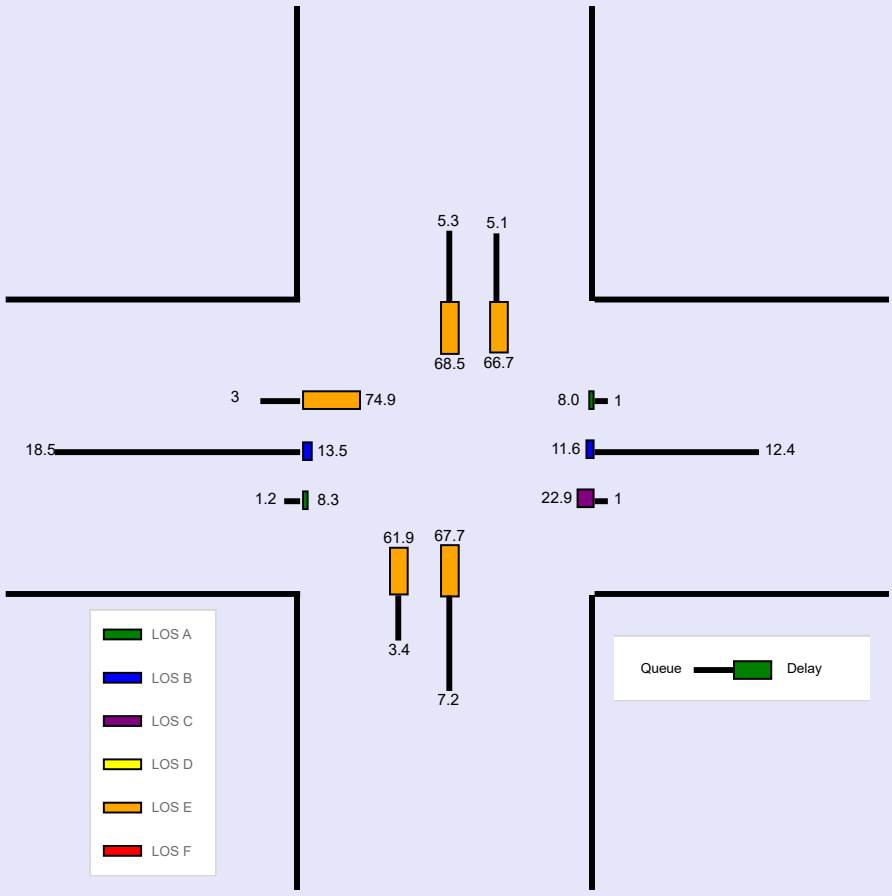
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 No Build	Analysis Period	1> 7:00
Intersection	Palmisano Blvd	File Name	Judge Perez at Palmisano 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1445	68	26	1034	55	52	54	57	74	17	66

Signal Information					EB			WB						NB				SB			
Cycle, s	140.0	Reference Phase	2																		
Offset, s	51	Reference Point	End																		
Uncoordinated	No	Simult. Gap E/W	On	Green	4.5	85.0		2.6	11.0	8.9	0.0										
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0		5.0	4.0	4.0	0.0										
				Red	1.0	1.0		1.0	1.0	1.0	0.0										

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	465.4	29.2	24.5	313.3	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	18.5	1.2	1.0	12.4	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.11	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	13.5	8.3	22.9	11.6	8.0	61.9	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	15.0	B		11.7	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.1						B					



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--- Messages ---

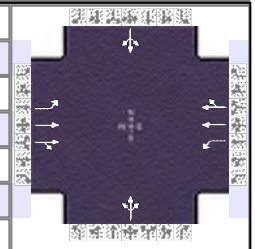
No errors or warnings exist.

--- Comments ---

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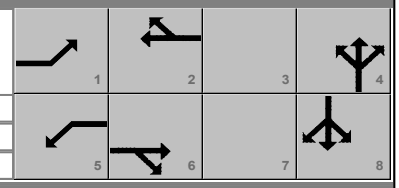
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	742	8	13	1197	17	17	6	3	20	5	45

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2													
Offset, s	3	Reference Point	End	Green	4.9	59.5		2.3	9.3	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	742	8	13	1197	17	17	6	3	20	5	45
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

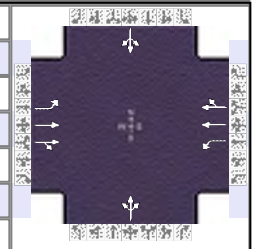
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

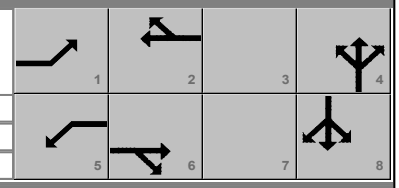
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	742	8	13	1197	17	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	59.5	2.3	9.3	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	10.9	76.4	8.3	73.8		15.3		15.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.3		2.8			3.4		6.0
Green Extension Time (g_e), s	0.1	0.0	2.0	0.0		0.1		0.1
Phase Call Probability	0.70		0.32			0.93		0.93
Max Out Probability	0.00		0.90			0.00		0.00

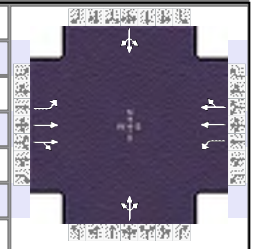
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	408	406	14	660	657		27			71	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1879	1810	1900	1892		1537			1613	
Queue Service Time (g_s), s	2.3	8.2	8.2	0.8	17.2	17.2		0.0			1.0	
Cycle Queue Clearance Time (g_c), s	2.3	8.2	8.2	0.8	17.2	17.2		1.4			4.0	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.68	0.68		0.09			0.09	
Capacity (*c*), veh/h	89	1327	1322	41	1287	1282		204			198	
Volume-to-Capacity Ratio (*X*)	0.490	0.307	0.307	0.344	0.513	0.513		0.133			0.357	
Back of Queue (*Q*), ft/ln (95 th percentile)	50.1	131.3	129.9	17.3	265.2	264.4		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	5.2	5.2	0.7	10.6	10.6		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.3	5.6	5.6	48.1	8.0	8.0		41.7			42.9	
Incremental Delay (d_2), s/veh	3.1	0.6	0.6	3.6	1.5	1.5		0.1			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.2	6.2	51.8	9.4	9.4		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.4	A		9.9	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.20	A	1.59	B	0.53	A	0.60	A

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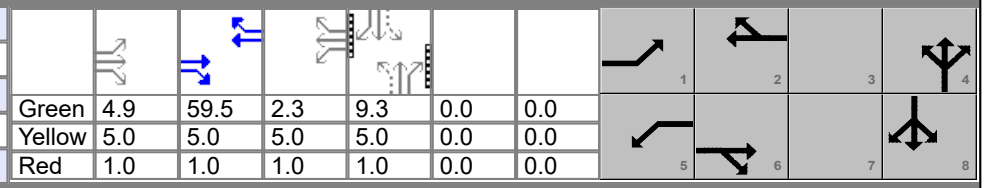
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	742	8	13	1197	17	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.9	59.5	2.3	9.3	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.816	0.809		0.937	0.849	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.996	0.996		0.000	0.809		0.000	0.849
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3729	35	1810	3745	47	1045	369	123	496	124	993
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

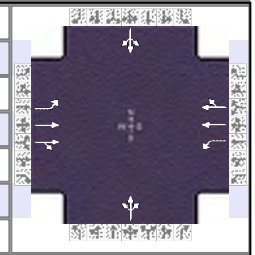
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.68		0.09		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1378		1429
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1511		1725
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.3		9.3
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.4		7.9
Permitted Queue Service Time (g_{ps}), s						0.0		1.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		3.0
Queue Service Time Before Blockage (g_{fs}), s						0.9		3.0
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.007	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.066	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.45	47.75	1355.04	5.20	186.80	41.10	186.80	41.10
Bicycle F_w / F_v	-3.64	0.71	-3.64	1.10	-3.64	0.04	-3.64	0.12

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HCS Signalized Intersection Results Graphical Summary

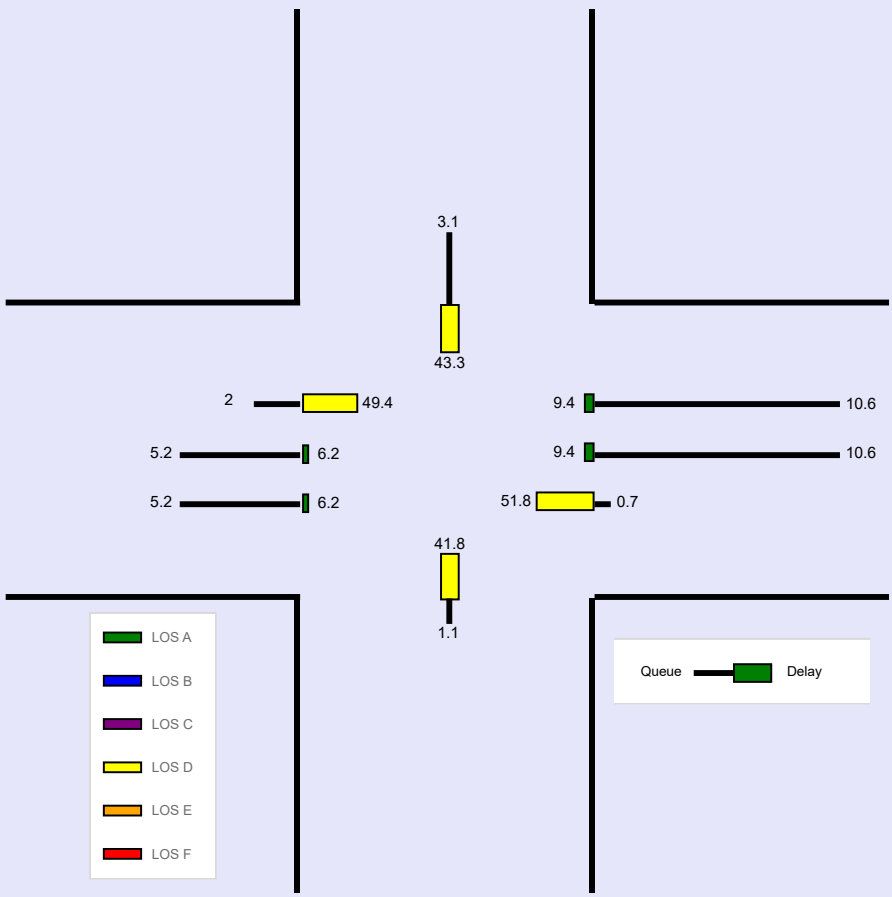
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	742	8	13	1197	17	17	6	3	20	5	45

Signal Information					EB			WB			NB			SB		
Cycle, s	100.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	3	Reference Point	End	Green	4.9	59.5		2.3	9.3	0.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	0.0	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	50.1	131.3	129.9	17.3	265.2	264.4		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	5.2	5.2	0.7	10.6	10.6		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.2	6.2	51.8	9.4	9.4		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.4	A		9.9	A		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	10.7						B					



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--- Messages ---

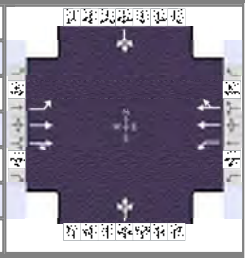
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG Mid.xus		
Project Description	23-018				

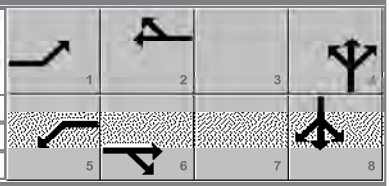


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	995	28	15	762	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	95.6	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	995	28	15	762	12	16	2	9	14	0	34
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	1			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

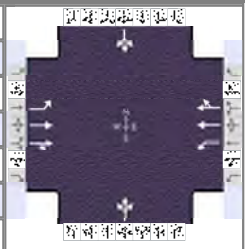
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

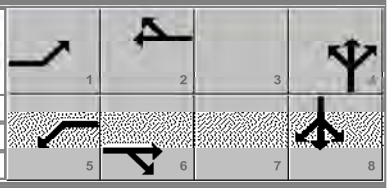
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	995	28	15	762	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	95.6	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.8	115.4	9.2	110.8		15.4		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	8.1		3.2			4.1		5.6
Green Extension Time (g_e), s	0.1	0.0	1.1	0.0		0.1		0.1
Phase Call Probability	0.95		0.45			0.94		0.94
Max Out Probability	0.00		0.94			0.00		0.00

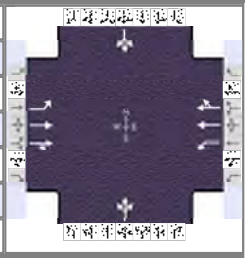
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	79	528	523	15	399	397		27			45	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1883	1810	1885	1876		1548			1596	
Queue Service Time (g_s), s	6.1	11.8	11.8	1.2	9.5	9.5		0.0			0.5	
Cycle Queue Clearance Time (g_c), s	6.1	11.8	11.8	1.2	9.5	9.5		2.1			3.6	
Green Ratio (*g/C*)	0.06	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	101	1485	1472	41	1411	1404		145			141	
Volume-to-Capacity Ratio (*X*)	0.785	0.356	0.356	0.378	0.283	0.283		0.184			0.322	
Back of Queue (*Q*), ft/ln (95 th percentile)	137.5	189.3	187.7	26.7	162.2	160.2		41.9			71.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	7.6	7.5	1.1	6.4	6.4		1.7			2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.3	4.6	4.6	67.4	5.6	5.6		61.9			62.6	
Incremental Delay (d_2), s/veh	9.5	0.7	0.7	4.2	0.5	0.5		0.2			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.7	5.3	5.3	71.7	6.1	6.1		62.1			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2	B		7.4	A		62.1	E		63.1	E	
Intersection Delay, s/veh / LOS	10.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.42	A	1.16	A	0.53	A	0.56	A

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HCS Signalized Intersection Intermediate Values

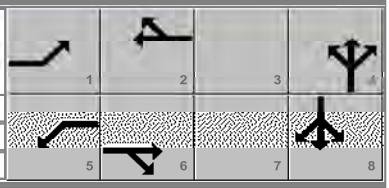
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	995	28	15	762	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	95.6	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.815		0.937	0.840	
Right-Turn Adjustment Factor (f_{RT})		0.991	0.991		0.995	0.995		0.000	0.815		0.000	0.840
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3691	93	1810	3713	49	953	119	476	508	0	1088
Proportion of Vehicles Arriving on Green (P)	0.06	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.00	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

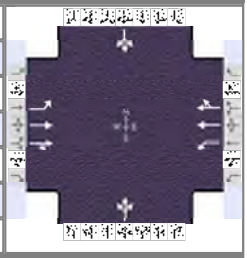
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1400		1427
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1558		1719
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.4		9.4
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.8		7.3
Permitted Queue Service Time (g_{ps}), s						0.0		0.5
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		3.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		3.2
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.006	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.060	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.20	66.87	1496.85	4.43	134.23	60.92	134.23	60.92
Bicycle F_w / F_v	-3.64	0.93	-3.64	0.67	-3.64	0.04	-3.64	0.07

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HCS Signalized Intersection Results Graphical Summary

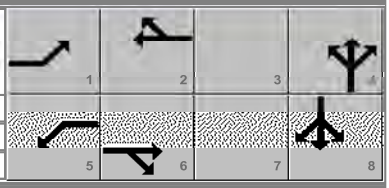
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG Mid.xus		
Project Description	23-018				



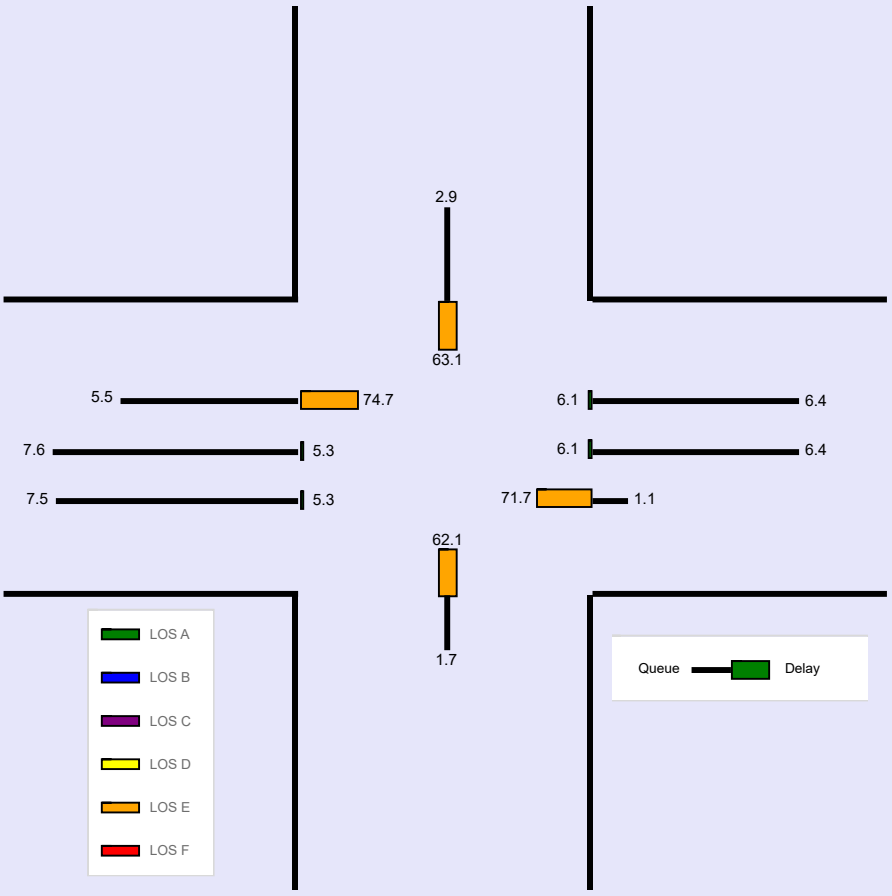
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	995	28	15	762	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	95.6	3.2	9.4	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	137.5	189.3	187.7	26.7	162.2	160.2		41.9			71.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	7.6	7.5	1.1	6.4	6.4		1.7			2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.7	5.3	5.3	71.7	6.1	6.1		62.1			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2	B		7.4	A		62.1	E		63.1	E	
Intersection Delay, s/veh / LOS	10.9						B					



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--- Messages ---

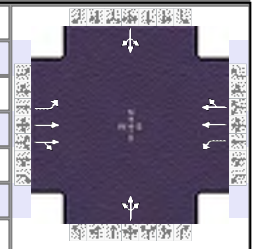
No errors or warnings exist.

--- Comments ---

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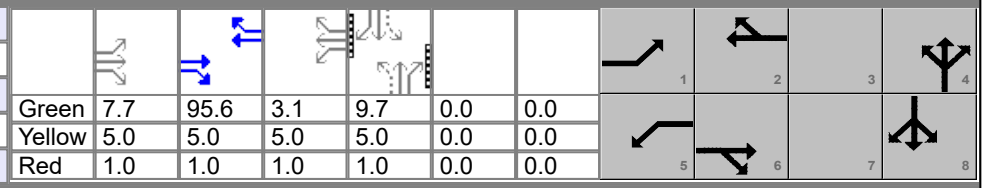
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1402	21	14	950	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	95.6	3.1	9.7	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1402	21	14	950	14	21	5	9	22	2	27
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

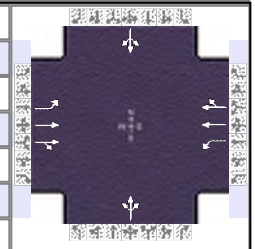
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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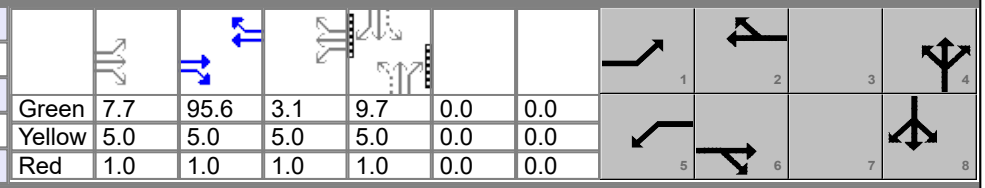
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1402	21	14	950	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	95.6	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.7	115.3	9.1	110.7		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	7.9		3.1			4.9		6.1
Green Extension Time (g_e), s	0.1	0.0	1.4	0.0		0.1		0.1
Phase Call Probability	0.95		0.44			0.97		0.97
Max Out Probability	0.00		0.94			0.00		0.00

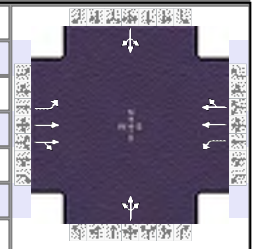
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	78	757	754	15	513	511		36			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1891	1810	1900	1891		1563			1585	
Queue Service Time (g_s), s	5.9	20.3	20.4	1.1	13.1	13.1		0.0			1.2	
Cycle Queue Clearance Time (g_c), s	5.9	20.3	20.4	1.1	13.1	13.1		2.9			4.1	
Green Ratio (*g/C*)	0.05	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	99	1483	1476	40	1420	1414		150			147	
Volume-to-Capacity Ratio (*X*)	0.783	0.510	0.511	0.374	0.361	0.361		0.242			0.348	
Back of Queue (*Q*), ft/ln (95 th percentile)	134.8	294.8	294.2	25.7	216.6	215.9		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	11.8	11.8	1.0	8.7	8.6		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.64	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.3	5.6	5.6	67.5	6.1	6.1		62.0			62.5	
Incremental Delay (d_2), s/veh	9.6	1.3	1.3	4.3	0.7	0.7		0.3			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.9	6.9	6.9	71.8	6.8	6.8		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2	B		7.8	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.80	B	1.34	A	0.55	A	0.57	A

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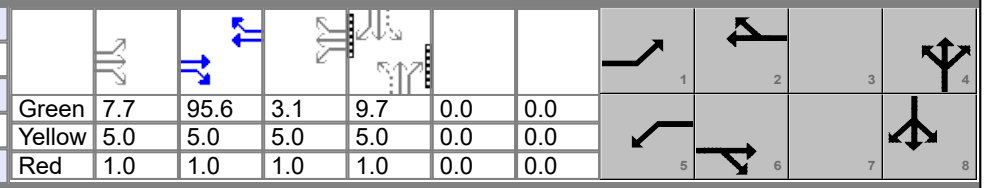
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1402	21	14	950	14	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	95.6	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.823		0.897	0.834	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.996	0.996		0.000	0.823		0.000	0.834
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3743	48	1810	3744	47	966	230	368	727	66	793
Proportion of Vehicles Arriving on Green (P)	0.05	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

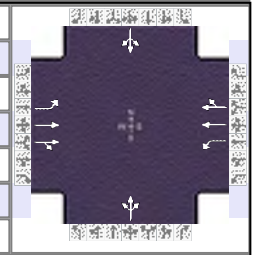
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1404		1422
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1560		1646
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.5		6.8
Permitted Queue Service Time (g_{ps}), s						0.0		1.2
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.004	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.060	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.97	66.96	1495.23	4.46	138.06	60.67	138.06	60.67
Bicycle F_w / F_v	-3.64	1.31	-3.64	0.86	-3.64	0.06	-3.64	0.08

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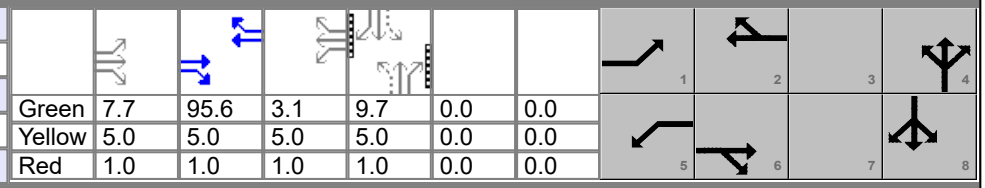
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 BG PM.xus		
Project Description	23-018				



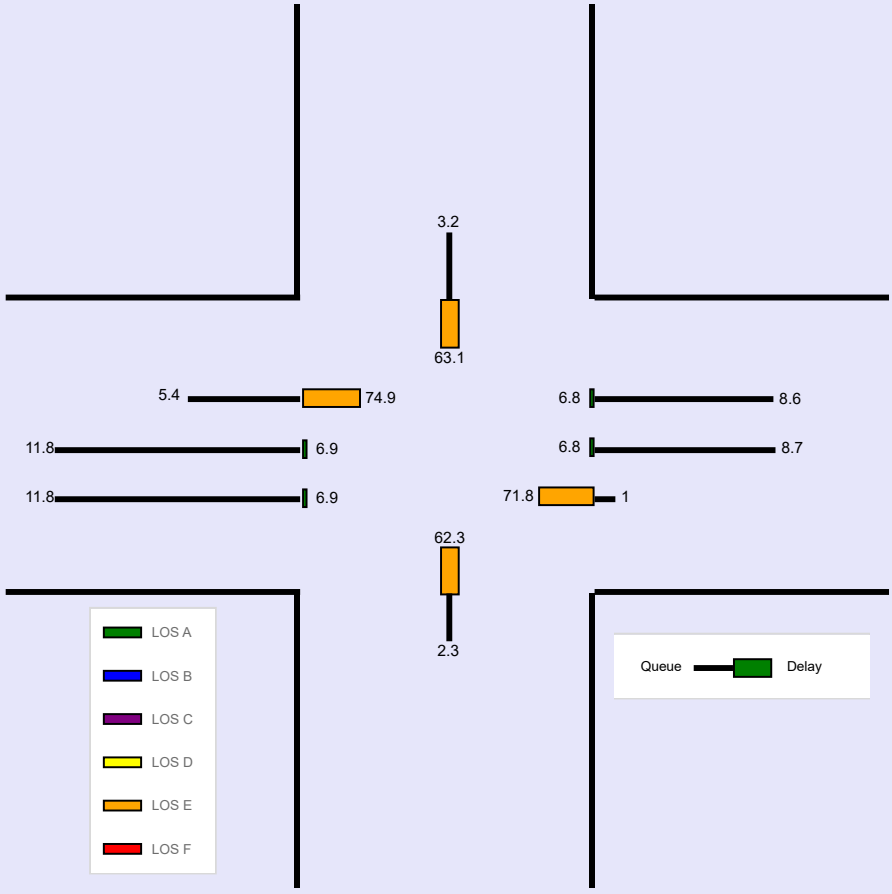
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1402	21	14	950	14	21	5	9	22	2	27

Signal Information													
Cycle, s	140.0	Reference Phase	2										
Offset, s	3	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										



Green	7.7	95.6	3.1	9.7	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	134.8	294.8	294.2	25.7	216.6	215.9		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	11.8	11.8	1.0	8.7	8.6		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.64	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.9	6.9	6.9	71.8	6.8	6.8		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2	B		7.8	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	11.0						B					



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--- Messages ---

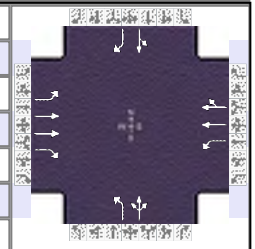
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

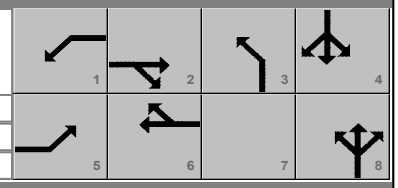
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG AM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	499	105	63	820	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.4		77.8	13.1	8.8	0.0					
Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	499	105	63	820	4	87	25	56	6	46	142
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	2	0	0		0	0			0	0
Ped / Bike / RTOR, /h	0	0	11	0	0	1	0	0	6	0	0	15
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

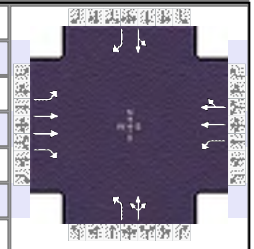
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

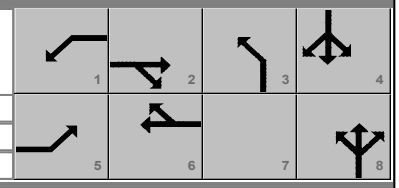
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG AM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	499	105	63	820	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.4	77.8	13.1	8.8	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	9.9	83.8	12.3	86.2		14.8		19.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.1		6.9			8.7		13.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.65		0.92			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.32

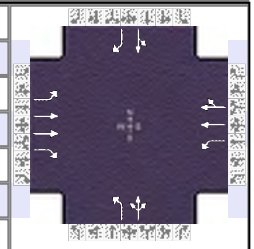
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	542	102	68	448	447	95	82			57	138
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1585	1810	1900	1898	1810	1696			1889	1610
Queue Service Time (g_s), s	2.1	9.3	3.6	4.9	15.4	15.4	6.7	6.1			3.6	11.0
Cycle Queue Clearance Time (g_c), s	2.1	9.3	3.6	4.9	15.4	15.4	6.7	6.1			3.6	11.0
Green Ratio (*g/C*)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07			0.10	0.10
Capacity (*c*), veh/h	55	2147	948	88	1172	1170	123	115			190	162
Volume-to-Capacity Ratio (*X*)	0.538	0.253	0.108	0.777	0.382	0.382	0.769	0.707			0.298	0.853
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	162.4	57.4	104.5	261.3	261.4	144	122.8			79.5	229
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.4	2.3	4.2	10.5	10.5	5.8	4.9			3.2	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.31	0.47	0.00	0.00	0.65	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.1	12.4	11.2	61.1	12.5	12.5	59.6	59.3			54.2	57.5
Incremental Delay (d_2), s/veh	3.0	0.3	0.2	5.4	0.9	0.9	3.8	2.9			0.3	18.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.2	12.6	11.4	66.5	13.4	13.4	63.3	62.3			54.5	76.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.8	B		17.2	B		62.8	E		69.7	E	
Intersection Delay, s/veh / LOS	25.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.04	A	1.28	A	0.78	A	0.81	A

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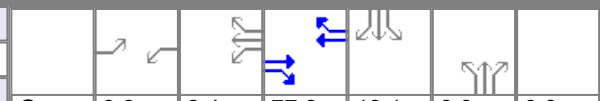
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG AM.…		
Project Description	23-018				

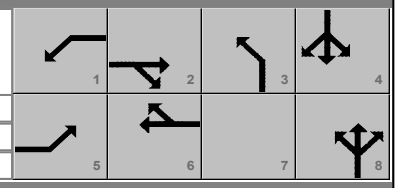


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	499	105	63	820	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.4	77.8	13.1	8.8	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1585	1810	3784	14	1810	565	1131	218	1671	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07	0.07	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.18

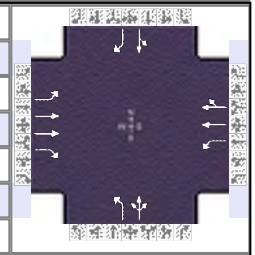
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.60	0.05	0.62		0.07		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.021	1.557	0.001	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.090	0.000	0.167	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1196.29	10.50	1233.43	9.55		72.19	135.96	56.46
Bicycle F_w / F_v	-3.64	0.56	-3.64	0.79	-3.64	0.29	-3.64	0.32

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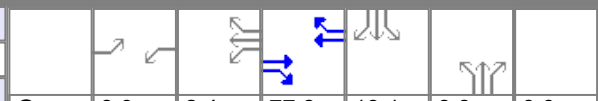
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG AM.…		
Project Description	23-018				

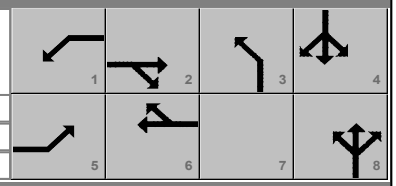


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	499	105	63	820	4	87	25	56	6	46	142

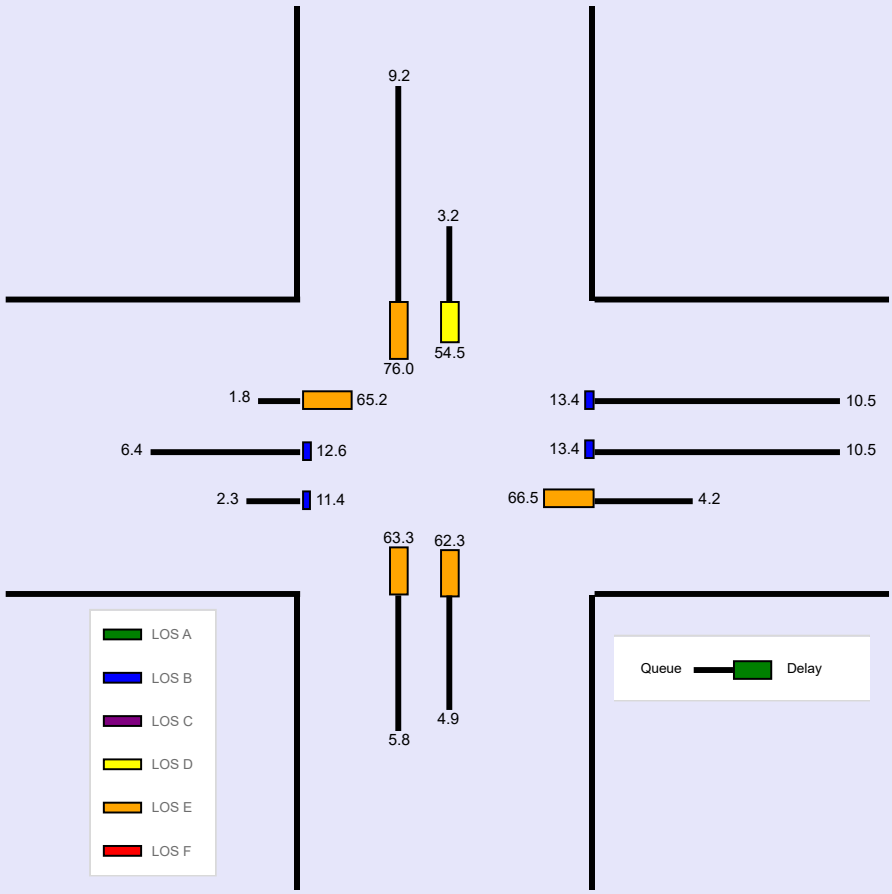
Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.4	77.8	13.1	8.8	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	162.4	57.4	104.5	261.3	261.4	144	122.8			79.5	229
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	6.4	2.3	4.2	10.5	10.5	5.8	4.9			3.2	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.31	0.47	0.00	0.00	0.65	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.2	12.6	11.4	66.5	13.4	13.4	63.3	62.3			54.5	76.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.8		B	17.2		B	62.8		E	69.7		E
Intersection Delay, s/veh / LOS	25.5						C					



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--- Messages ---

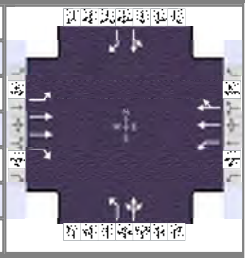
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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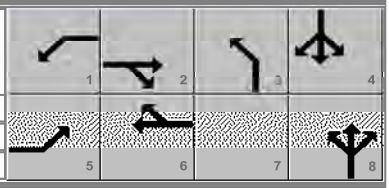
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG Mid.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	649	136	70	491	15	89	41	114	19	29	76

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	7.3	0.7		75.0	8.3	14.8	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	649	136	70	491	15	89	41	114	19	29	76
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	1	0	1		1	0			0	0
Ped / Bike / RTOR, /h	0	0	14	0	0	2	0	0	12	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

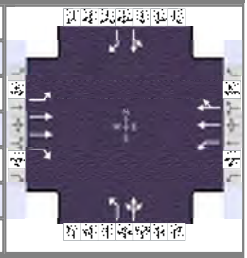
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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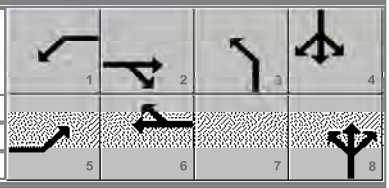
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG Mid.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	649	136	70	491	15	89	41	114	19	29	76

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.3	0.7	75.0	8.3	14.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	14.0	81.6	13.3	81.0		20.8		14.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		2.9
Queue Clearance Time (g_s), s	8.3		7.7			14.5		8.2
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.96		0.95			1.00		0.99
Max Out Probability	0.00		0.00			0.00		0.00

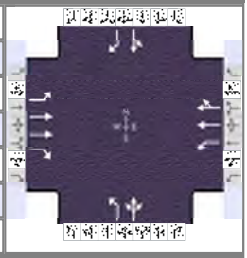
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	89	746	140	80	291	289	102	164			55	78
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1810	1885	1868	1795	1684			1863	1610
Queue Service Time (g_s), s	6.3	14.3	5.2	5.7	10.0	10.1	7.0	12.5			3.7	6.2
Cycle Queue Clearance Time (g_c), s	6.3	14.3	5.2	5.7	10.0	10.1	7.0	12.5			3.7	6.2
Green Ratio (*g/C*)	0.06	0.58	0.58	0.06	0.58	0.58	0.11	0.11			0.06	0.06
Capacity (*c*), veh/h	111	2088	930	102	1087	1077	204	191			118	102
Volume-to-Capacity Ratio (*X*)	0.794	0.357	0.151	0.787	0.267	0.268	0.502	0.860			0.466	0.764
Back of Queue (*Q*), ft/ln (95 th percentile)	133.5	238.2	84.2	121.9	191.3	188.5	145.2	234.9			81.8	121.5
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	9.5	3.3	4.9	7.6	7.5	5.8	9.4			3.3	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.68	0.00	0.46	0.55	0.00	0.00	0.66	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	60.2	14.3	12.5	60.6	13.8	13.8	54.2	56.6			58.7	59.9
Incremental Delay (d_2), s/veh	4.7	0.5	0.3	4.9	0.6	0.6	0.7	4.3			1.1	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.9	14.8	12.8	65.5	14.4	14.4	54.9	60.9			59.8	64.3
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	19.1	B		20.6	C		58.6	E		62.4	E	
Intersection Delay, s/veh / LOS	27.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.29	A	1.03	A	0.93	A	0.71	A

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HCS Signalized Intersection Intermediate Values

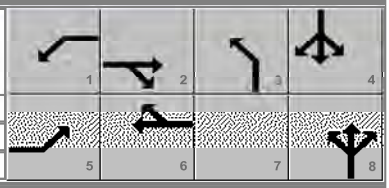
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG Mid....		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	649	136	70	491	15	89	41	114	19	29	76

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	0.7		75.0	8.3	14.8	0.0					
Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Red	1.5	0.0		1.5	2.0	2.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.992	1.000	0.992	1.000	0.992	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.981	0.981	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.886	0.886		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1598	1810	3656	97	1795	483	1201	737	1126	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.58	0.58	0.06	0.58	0.58	0.11	0.11	0.11	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.04

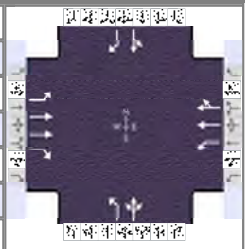
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.58	0.06	0.58		0.11		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1795		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.017	1.198	0.011	1.557	0.003	1.710	0.020
Pedestrian F_s / F_{delay}	0.000	0.097	0.000	0.098	0.000	0.167	0.000	0.158
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1163.71	11.37	1153.59	11.64		72.19	226.97	51.08
Bicycle F_w / F_v	-3.64	0.80	-3.64	0.54	-3.64	0.44	-3.64	0.22

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HCS Signalized Intersection Results Graphical Summary

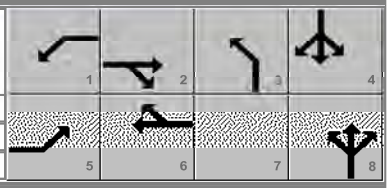
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG Mid....		
Project Description	23-018				



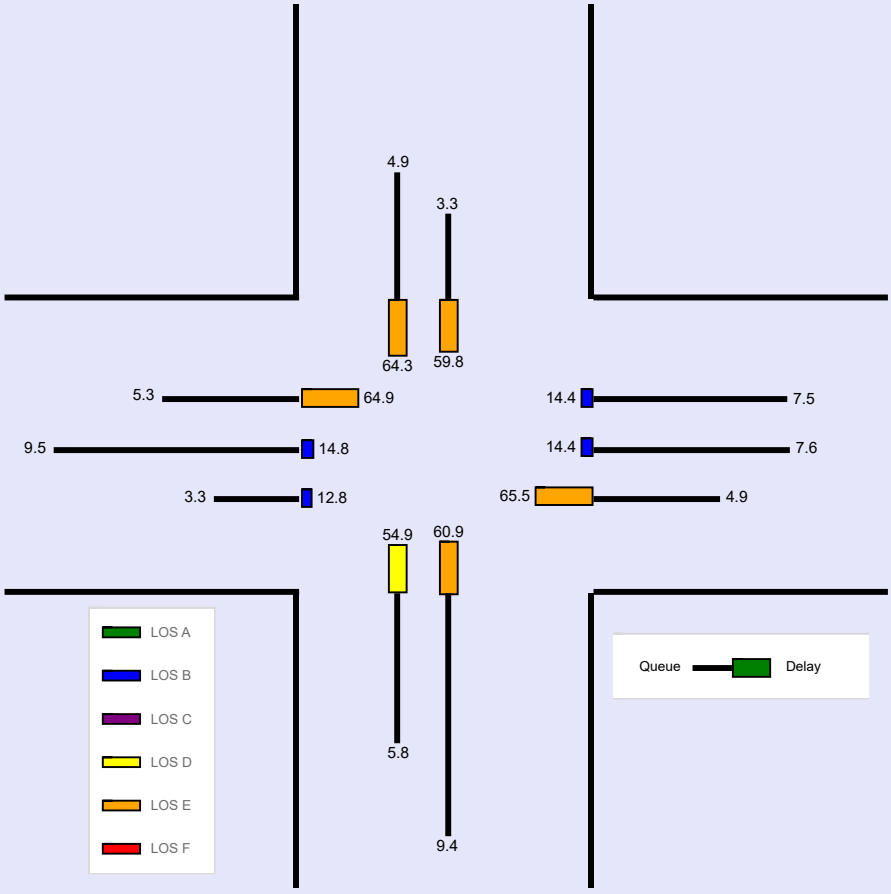
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	649	136	70	491	15	89	41	114	19	29	76

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	0.7	75.0	8.3	14.8	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	133.5	238.2	84.2	121.9	191.3	188.5	145.2	234.9			81.8	121.5
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	9.5	3.3	4.9	7.6	7.5	5.8	9.4			3.3	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.68	0.00	0.46	0.55	0.00	0.00	0.66	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.9	14.8	12.8	65.5	14.4	14.4	54.9	60.9			59.8	64.3
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	19.1	B		20.6	C		58.6	E		62.4	E	
Intersection Delay, s/veh / LOS	27.6						C					



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--- Messages ---

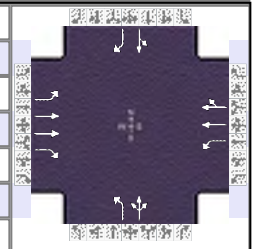
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG PM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	902	194	83	552	16	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	1.2	69.1	9.4	18.5	0.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	5	6	7	8		
Red	1.5	0.0	1.5	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	902	194	83	552	16	125	50	174	30	32	99
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	2	0	1		0	0			0	0
Ped / Bike / RTOR, /h	0	0	20	0	0	2	0	0	18	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		225	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

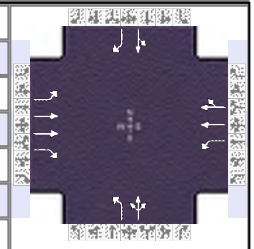
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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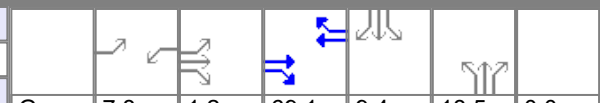
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG PM.…		
Project Description	23-018				

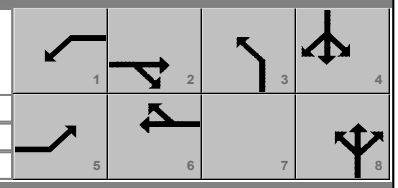


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	902	194	83	552	16	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	1.2	69.1	9.4	18.5	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	15.0	76.3	13.8	75.1		24.5		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	9.2		8.1			18.2		9.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.97		0.95			1.00		1.00
Max Out Probability	0.00		0.00			0.04		0.00

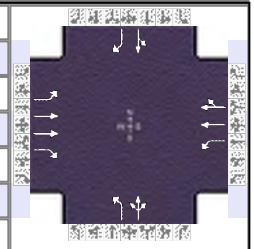
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	101	930	179	86	293	291	129	212			64	92
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1585	1810	1885	1868	1810	1672			1855	1610
Queue Service Time (g_s), s	7.2	20.6	7.6	6.1	11.2	11.2	8.5	16.2			4.3	7.3
Cycle Queue Clearance Time (g_c), s	7.2	20.6	7.6	6.1	11.2	11.2	8.5	16.2			4.3	7.3
Green Ratio (*g/C*)	0.07	0.54	0.54	0.06	0.53	0.53	0.14	0.14			0.07	0.07
Capacity (*c*), veh/h	125	1957	858	108	1002	993	258	238			134	116
Volume-to-Capacity Ratio (*X*)	0.807	0.475	0.209	0.792	0.292	0.293	0.500	0.892			0.477	0.789
Back of Queue (*Q*), ft/ln (95 th percentile)	151.9	327.6	126.1	129.3	212.7	209.8	177.1	316.5			94.2	142.4
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	13.1	5.0	5.2	8.4	8.4	7.1	12.7			3.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.00	0.68	0.59	0.00	0.00	0.79	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.7	18.4	15.4	60.3	16.9	16.9	51.5	54.8			57.9	59.3
Incremental Delay (d_2), s/veh	4.6	0.8	0.6	4.8	0.7	0.7	0.6	17.9			1.0	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.2	19.3	16.0	65.2	17.6	17.6	52.0	72.7			58.9	63.8
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.5	C		23.7	C		64.9	E		61.8	E	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.49	A	1.04	A	1.05	A	0.74	A

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HCS Signalized Intersection Intermediate Values

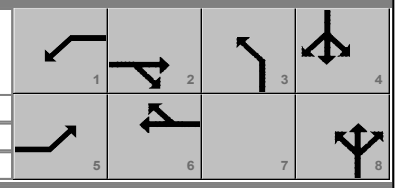
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG PM....		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	902	194	83	552	16	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	1.2	69.1	9.4	18.5	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	0.984	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.880	0.880		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1585	1810	3661	93	1810	406	1266	898	957	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.06	0.53	0.53	0.14	0.14	0.14	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.20			0.04	0.04

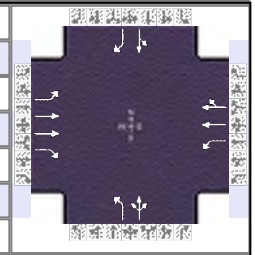
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.54	0.06	0.53		0.14		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.026	1.198	0.014	1.557	0.003	1.710	0.028
Pedestrian F_s / F_{delay}	0.000	0.105	0.000	0.107	0.000	0.167	0.000	0.155
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1082.09	13.69	1063.15	14.26		72.19	284.90	47.80
Bicycle F_w / F_v	-3.64	1.00	-3.64	0.55	-3.64	0.56	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

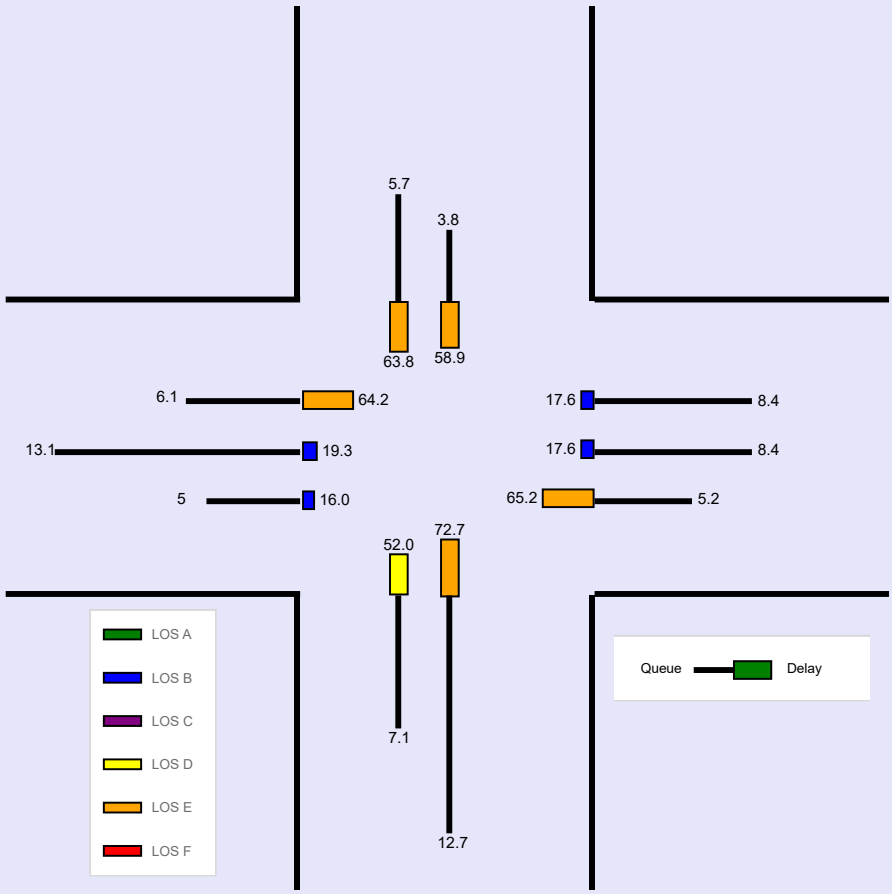
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 BG PM....		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	902	194	83	552	16	125	50	174	30	32	99

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	7.8	1.2	69.1	9.4	18.5	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	1.5	2.0	2.0	0.0		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	151.9	327.6	126.1	129.3	212.7	209.8	177.1	316.5			94.2	142.4
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	13.1	5.0	5.2	8.4	8.4	7.1	12.7			3.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.00	0.68	0.59	0.00	0.00	0.79	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.2	19.3	16.0	65.2	17.6	17.6	52.0	72.7			58.9	63.8
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.5	C		23.7	C		64.9	E		61.8	E	
Intersection Delay, s/veh / LOS	31.5						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

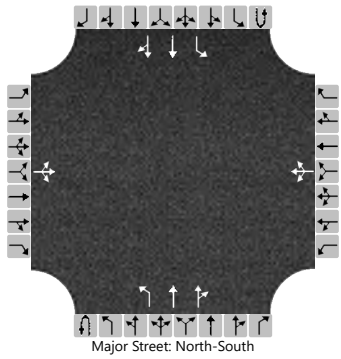
General Information

Analyst	KNG
Agency/Co.	USI
Date Performed	11/17/2023
Analysis Year	2028
Time Analyzed	Background AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	5	5		7	6	18	0	28	553	7	0	52	378	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				33			30				55		
Capacity, c (veh/h)			364				450			1157				991		
v/c Ratio			0.07				0.07			0.03				0.06		
95% Queue Length, Q_{95} (veh)			0.2				0.2			0.1				0.2		
Control Delay (s/veh)			15.6				13.6			8.2				8.8		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	15.6				13.6				0.4				1.0			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

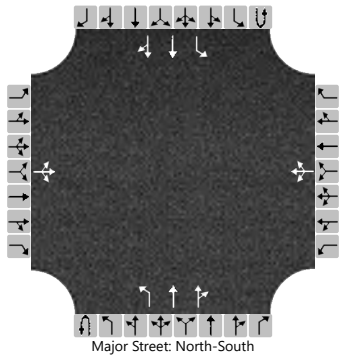
General Information

Analyst	KNG
Agency/Co.	USI
Date Performed	11/17/2023
Analysis Year	2028
Time Analyzed	Background MID
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		9	13	11		9	10	17	0	23	370	6	0	69	522	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37				40			26				77		
Capacity, c (veh/h)			343				418			994				1152		
v/c Ratio			0.11				0.10			0.03				0.07		
95% Queue Length, Q_{95} (veh)			0.4				0.3			0.1				0.2		
Control Delay (s/veh)			16.7				14.5			8.7				8.3		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	16.7				14.5				0.5				1.0			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

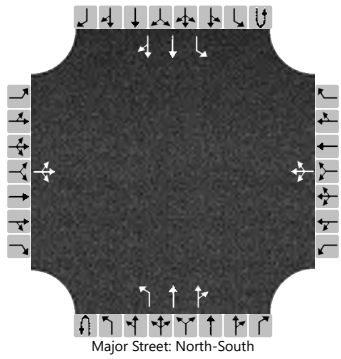
General Information

Analyst	KNG
Agency/Co.	USI
Date Performed	11/17/2023
Analysis Year	2028
Time Analyzed	Background PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	10	17		11	5	16	0	28	437	17	0	132	676	15
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

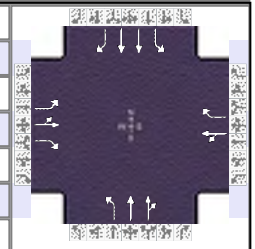
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41				34			30				140		
Capacity, c (veh/h)			264				332			879				1090		
v/c Ratio			0.16				0.10			0.03				0.13		
95% Queue Length, Q_{95} (veh)			0.5				0.3			0.1				0.4		
Control Delay (s/veh)			21.1				17.1			9.2				8.8		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	21.1				17.1				0.5				1.4			
Approach LOS	C				C				A				A			

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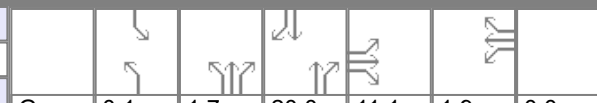
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG AM.xus		
Project Description	23-018				

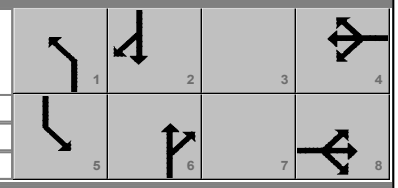


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	366	4	1	220	161

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.1	1.7	20.0	11.1	1.9	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	366	4	1	220	161
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

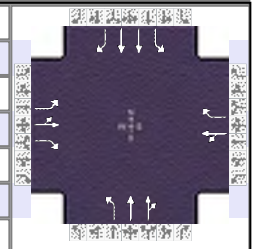
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

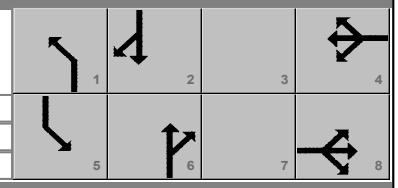
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	366	4	1	220	161

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.1	1.9	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.9		7.7	7.9	27.7	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.2		2.4	2.6	6.5	2.0	6.9
Green Extension Time (g_e), s		0.8		0.0	0.0	6.0	0.0	6.0
Phase Call Probability		0.93		0.27	0.27	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

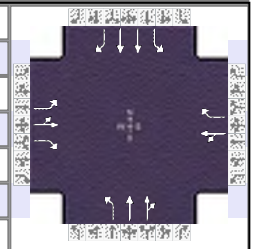
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	115	9	36		15	4	19	208	207	1	247	181
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1900			1885	1610	1810	1900	1894	1810	1795	
Queue Service Time (g_s), s	3.2	0.2			0.4	0.2	0.6	4.5	4.5	0.0	2.8	
Cycle Queue Clearance Time (g_c), s	3.2	0.2			0.4	0.2	0.6	4.5	4.5	0.0	2.8	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.03	0.37	0.37	0.00	0.34	
Capacity (*c*), veh/h	341	361			60	52	58	706	704	5	1228	
Volume-to-Capacity Ratio (*X*)	0.336	0.025			0.242	0.087	0.330	0.294	0.294	0.248	0.201	
Back of Queue (*Q*), ft/ln (95 th percentile)	60.3	4.3			10.5	3.2	12.3	72.6	72.5	1.2	43.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.4	0.1	0.5	2.9	2.9	0.0	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.6	27.5	27.7	13.0	13.0	29.1	13.6	
Incremental Delay (d_2), s/veh	0.8	0.0			2.7	1.0	2.4	0.3	0.4	10.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.3	13.3	39.3	13.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.4	B		29.9	C		14.0	B		8.0	A	
Intersection Delay, s/veh / LOS	12.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.75	A	0.52	A	0.85	A	0.84	A

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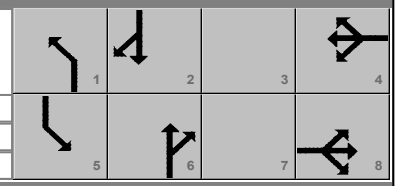
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	366	4	1	220	161

Signal Information												
Cycle, s	58.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.1	1.7	20.0	11.1	1.9	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.992	0.992		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.997	0.997		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1795	1900	1610	290	1595	1610	1810	3764	31	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.03	0.37	0.37	0.00	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

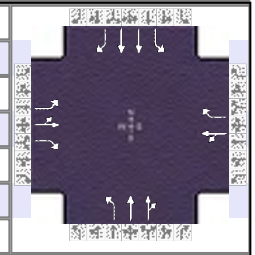
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.03	0.37	0.00	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1795		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.135	0.000	0.133	0.000	0.098	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-232.71	36.42	63.95	27.38	743.46	11.53	684.49	12.64
Bicycle F_w / F_v	-3.64	0.26	-3.64	0.03	-3.64	0.36	-3.64	0.35

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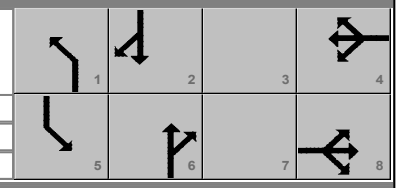
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	May 10, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG AM.xus		
Project Description	23-018				

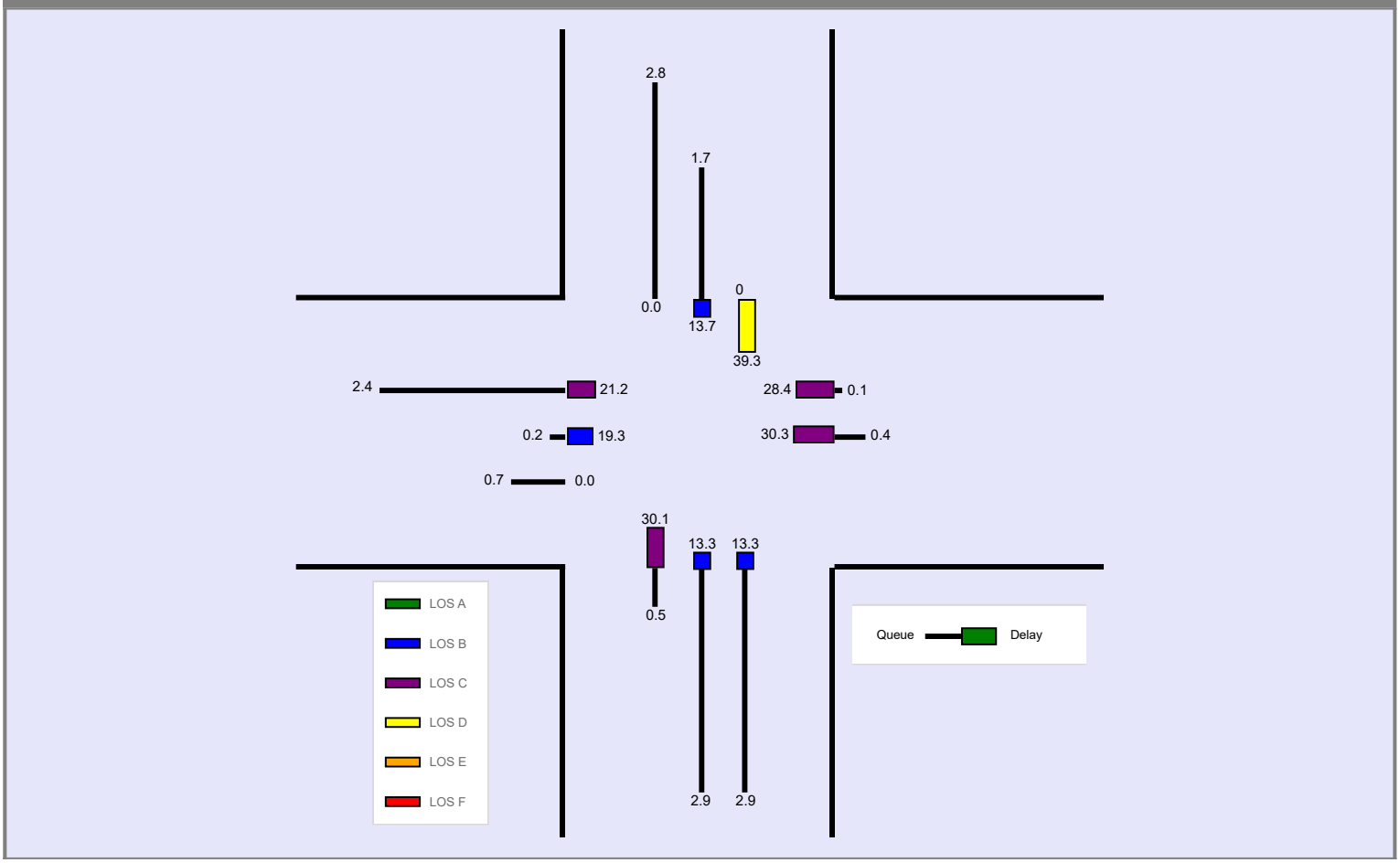


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	366	4	1	220	161

Signal Information													
Cycle, s	58.4	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.1	1.7	20.0	11.1	1.9	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0			
				Red	1.0	0.0	1.0	2.0	2.0	0.0			



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	60.3	4.3			10.5	3.2	12.3	72.6	72.5	1.2	43.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.4	0.1	0.5	2.9	2.9	0.0	1.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.3	13.3	39.3	13.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.4	B		29.9	C		14.0	B		8.0	A	
Intersection Delay, s/veh / LOS	12.2						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

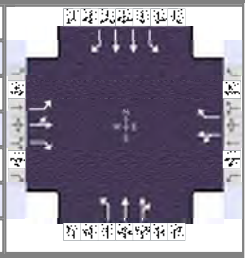
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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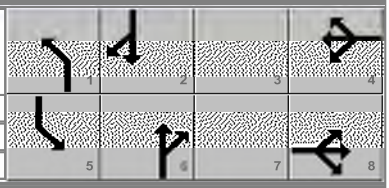
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	214	1	6	307	144

Signal Information									
Cycle, s	56.6	Reference Phase	2						
Offset, s	0	Reference Point	End						
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.8	0.2	20.0	10.6	1.4	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0
				Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	214	1	6	307	144
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	11	3		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

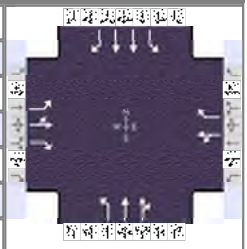
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

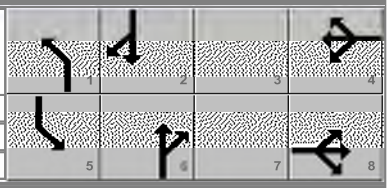
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	214	1	6	307	144

Signal Information			
Cycle, s	56.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.8	0.2	20.0	10.6	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.4		7.2	7.0	26.2	6.8	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		4.4		2.2	2.3	4.5	2.2	6.1
Green Extension Time (g_e), s		0.6		0.0	0.0	5.6	0.0	5.6
Phase Call Probability		0.88		0.19	0.15	1.00	0.10	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

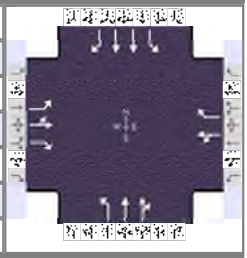
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	90	10	35		8	6	10	243	0	7	349	164
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1873	1610	1654	1856	0	1810	1795	
Queue Service Time (g_s), s	2.4	0.2			0.2	0.2	0.3	2.5	0.0	0.2	3.9	
Cycle Queue Clearance Time (g_c), s	2.4	0.2			0.2	0.2	0.3	2.5	0.0	0.2	3.9	
Green Ratio (*g/C*)	0.19	0.19			0.02	0.02	0.02	0.36		0.01	0.35	
Capacity (*c*), veh/h	338	355			45	39	30	1327		26	1269	
Volume-to-Capacity Ratio (*X*)	0.265	0.029			0.177	0.147	0.336	0.183	0.000	0.261	0.275	
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	4.8			5.9	4.3	7.9	40	0	4.3	59.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	0.2			0.2	0.2	0.3	1.6	0.0	0.2	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.03	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	19.7	18.8			27.1	27.0	27.4	12.5		27.6	13.1	
Incremental Delay (d_2), s/veh	0.6	0.0			2.5	2.3	4.7	0.1	0.0	1.9	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	20.2	18.8	0.0		29.5	29.4	32.1	12.6		29.5	13.3	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.9	B		29.5	C		13.4	B		9.3	A	
Intersection Delay, s/veh / LOS	11.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.71	A	0.51	A	0.70	A	0.92	A

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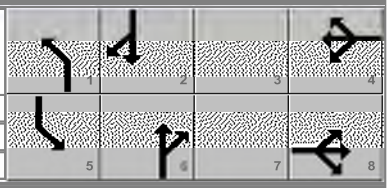
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	214	1	6	307	144

Signal Information												
Cycle, s	56.6	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	0.8	0.2	20.0	10.6	1.4	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.914	0.977	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.986	0.986		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	535	1338	1610	1654	3711	0	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.36	0.00	0.01	0.35	0.35
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17		0.04	0.17	0.17

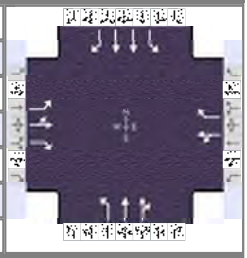
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.02	0.02	0.36	0.01	0.35
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.134	0.000	0.132	0.000	0.099	0.000	0.099
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-240.44	35.49	47.80	26.95	715.21	11.67	707.20	11.82
Bicycle F_w / F_v	-3.64	0.22	-3.64	0.02	-3.64	0.21	-3.64	0.43

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HCS Signalized Intersection Results Graphical Summary

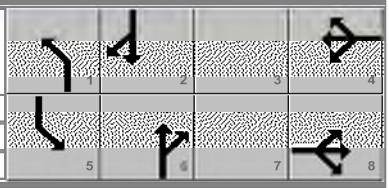
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG Mid.xus		
Project Description	23-018				



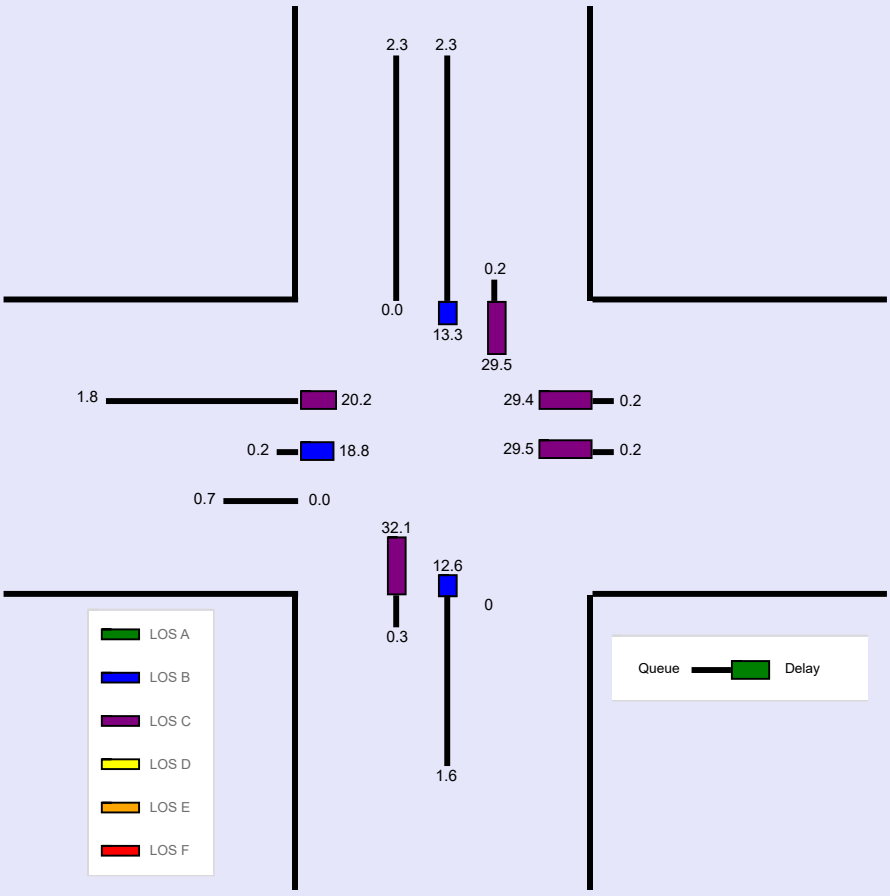
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	214	1	6	307	144

Signal Information			
Cycle, s	56.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.8	0.2	20.0	10.6	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	4.8			5.9	4.3	7.9	40	0	4.3	59.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	0.2			0.2	0.2	0.3	1.6	0.0	0.2	2.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.03	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	20.2	18.8	0.0		29.5	29.4	32.1	12.6		29.5	13.3	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.9		B	29.5		C	13.4		B	9.3		A
Intersection Delay, s/veh / LOS	11.5						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

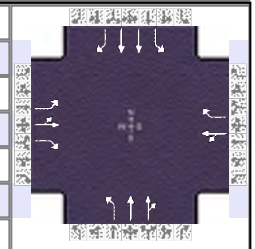
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	257	6	9	405	173

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.3	1.7	0.0	1	2	3	4		
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	5	6	7	8		
Red	1.0	0.0	1.0	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	257	6	9	405	173
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

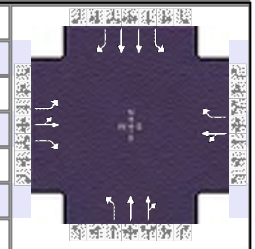
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	257	6	9	405	173

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.3	1.7	0.0	1	2	3	4		
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	5	6	7	8		
Red	1.0	0.0	1.0	2.0	2.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.1		7.5	8.1	27.0	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.4		2.3	2.7	5.0	2.3	7.2
Green Extension Time (g_e), s		0.8		0.0	0.0	6.6	0.0	6.6
Phase Call Probability		0.94		0.24	0.31	1.00	0.14	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

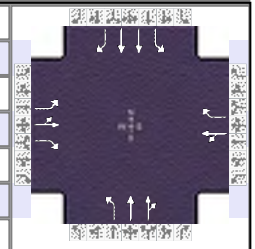
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	120	13	38		7	10	22	140	139	10	431	184
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1900	1887	1810	1809	
Queue Service Time (g_s), s	3.4	0.3			0.2	0.3	0.7	3.0	3.0	0.3	5.2	
Cycle Queue Clearance Time (g_c), s	3.4	0.3			0.2	0.3	0.7	3.0	3.0	0.3	5.2	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	347	365			53	47	66	679	674	36	1232	
Volume-to-Capacity Ratio (*X*)	0.346	0.035			0.140	0.205	0.338	0.206	0.206	0.268	0.350	
Back of Queue (*Q*), ft/ln (95 th percentile)	63.1	6.2			5.4	7.2	14.2	48.7	48.5	6	81.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.2	0.3	0.6	1.9	1.9	0.2	3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.8	27.8	27.6	13.1	13.1	28.4	14.5	
Incremental Delay (d_2), s/veh	0.8	0.1			1.6	2.8	2.2	0.2	0.2	1.5	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.3	13.3	29.8	14.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.4	B		30.1	C		14.5	B		10.6	B	
Intersection Delay, s/veh / LOS	12.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.77	A	0.52	A	0.74	A	1.00	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	257	6	9	405	173

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	1.2	1.0	20.0	11.3	1.7	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						
							5	6	7	8		

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.993	0.993		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3715	72	1810	3618	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

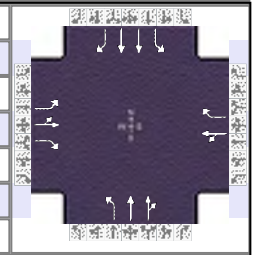
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.133	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-231.66	36.55	57.87	27.68	714.82	12.12	681.38	12.76
Bicycle F_w / F_v	-3.64	0.28	-3.64	0.03	-3.64	0.25	-3.64	0.52

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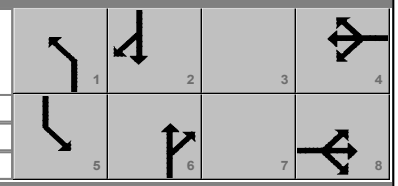
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	KNG	Analysis Date	Nov 17, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 BG PM.xus		
Project Description	23-018				

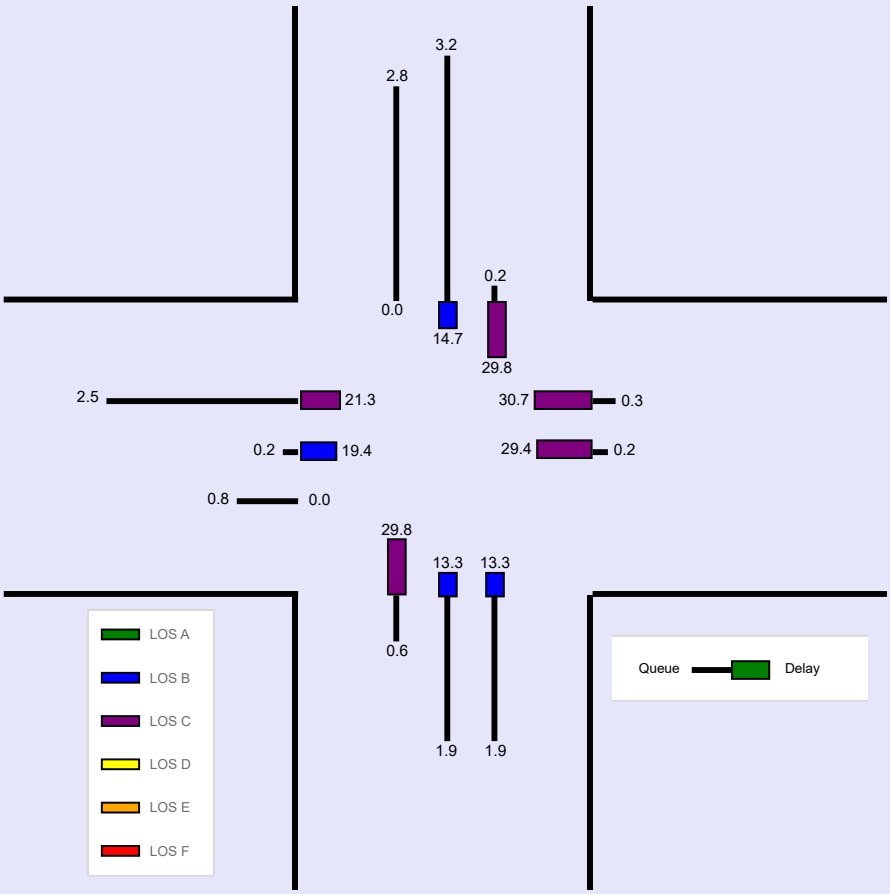


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	257	6	9	405	173

Signal Information													
Cycle, s	58.7	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.2	1.0	20.0	11.3	1.7	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0			
				Red	1.0	0.0	1.0	2.0	2.0	0.0			



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	63.1	6.2			5.4	7.2	14.2	48.7	48.5	6	81.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.2	0.3	0.6	1.9	1.9	0.2	3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.3	13.3	29.8	14.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.4		B	30.1		C	14.5		B	10.6		B
Intersection Delay, s/veh / LOS	12.9						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

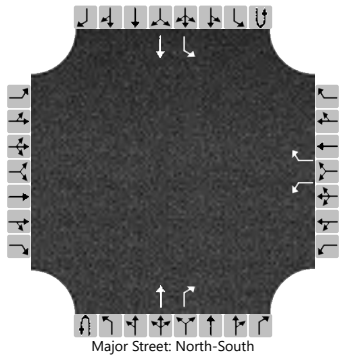
General Information

Analyst	KNG
Agency/Co.	USI
Date Performed	11/17/2023
Analysis Year	2028
Time Analyzed	Background AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						148		61			452	74		36	214	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						163		67						40		
Capacity, c (veh/h)						338		577						991		
v/c Ratio						0.48		0.12						0.04		
95% Queue Length, Q_{95} (veh)						2.5		0.4						0.1		
Control Delay (s/veh)						25.2		12.1						8.8		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						21.4								1.3		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

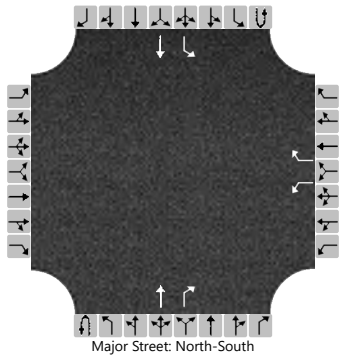
General Information

Analyst	KNG
Agency/Co.	USI
Date Performed	11/17/2023
Analysis Year	2028
Time Analyzed	No Build Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						107		42			329	72		54	283	
Percent Heavy Vehicles (%)						0		2						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.22						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.32						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						114		45						57		
Capacity, c (veh/h)						355		693						1144		
v/c Ratio						0.32		0.06						0.05		
95% Queue Length, Q_{95} (veh)						1.4		0.2						0.2		
Control Delay (s/veh)						19.9		10.5						8.3		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						17.2								1.3		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

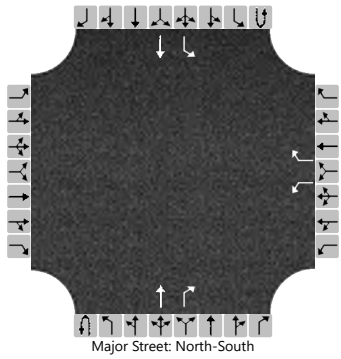
General Information

Analyst	KNG
Agency/Co.	USI
Date Performed	11/17/2023
Analysis Year	2028
Time Analyzed	Background PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						116		167			335	81		88	404	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						120		172						91		
Capacity, c (veh/h)						270		702						1141		
v/c Ratio						0.44		0.25						0.08		
95% Queue Length, Q_{95} (veh)						2.1		1.0						0.3		
Control Delay (s/veh)						28.5		11.8						8.4		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						18.6								1.5		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

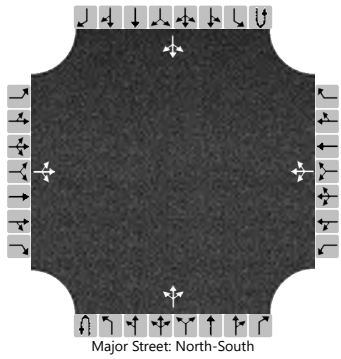
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2028
Time Analyzed	Background AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		12	0	34		0	416	8		13	231	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				60			0				17		
Capacity, c (veh/h)			0				426			1273				1029		
v/c Ratio							0.14			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.5			0.0				0.1		
Control Delay (s/veh)							14.8			7.8	0.0	0.0		8.6	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)					14.8				0.0				0.6			
Approach LOS					B				A				A			

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HCS Two-Way Stop-Control Report

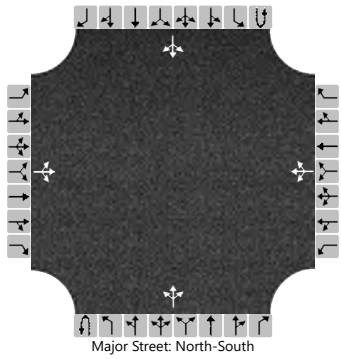
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2028
Time Analyzed	Background Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		7	0	16		0	283	4		19	328	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				25			0				20		
Capacity, c (veh/h)			0				551			1217				1263		
v/c Ratio							0.04			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.0		
Control Delay (s/veh)							11.8			8.0	0.0	0.0		7.9	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)					11.8				0.0				0.6			
Approach LOS					B				A				A			

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HCS Two-Way Stop-Control Report

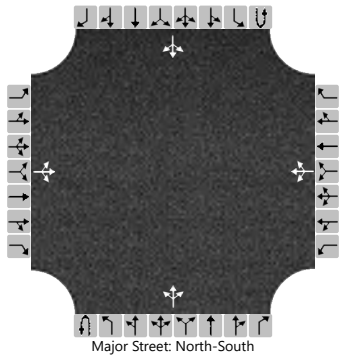
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2028
Time Analyzed	Background PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	0	1		11	1	20		0	328	16		29	438	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				34			0				31		
Capacity, c (veh/h)			344				421			1101				1200		
v/c Ratio			0.01				0.08			0.00				0.03		
95% Queue Length, Q_{95} (veh)			0.0				0.3			0.0				0.1		
Control Delay (s/veh)			15.5				14.3			8.3	0.0	0.0		8.1	0.3	0.3
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	15.5				14.3				0.0				0.8			
Approach LOS	C				B				A				A			

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Appendix F
2028 Build Conditions

Appendix F.1 Trip Distribution Methodology..... F-2
Appendix F.2 2028 Project Truck Trip Figure..... F-4
Appendix F.3 School Rerouting..... F-6
Appendix F.4 2028 Build Conditions Capacity Analysis..... F-10

URBAN SYSTEMS inc.

Appendix F
2028 Build Conditions

Appendix F.1 Trip Distribution Methodology

Trip Distribution Methodology

truck trips were distributed within the study area based on the following assumptions and methodology:

All trucks are assumed to utilize E Judge Perez Dr to/from LIT terminal in the same hour. Approximately 55% of trucks will enter/exit the traffic network via Paris Rd to/from the I-10.

The remaining 45% are assumed to be local deliveries and will enter/exit the traffic network via the following origins/destinations:

- 100% via Judge Perez Dr at Paris Rd intersection
  - North of E Judge Perez Dr at Paris Rd (SBL/WBR) = 85%
  - West of E Judge Perez Dr at Paris Rd (EBT/WBT) = 10%
  - South of E Judge Perez Dr at Paris Rd (NBR/WBL) = 5%

Figure F-1 presents the distributed 2028 project truck trips graphically.

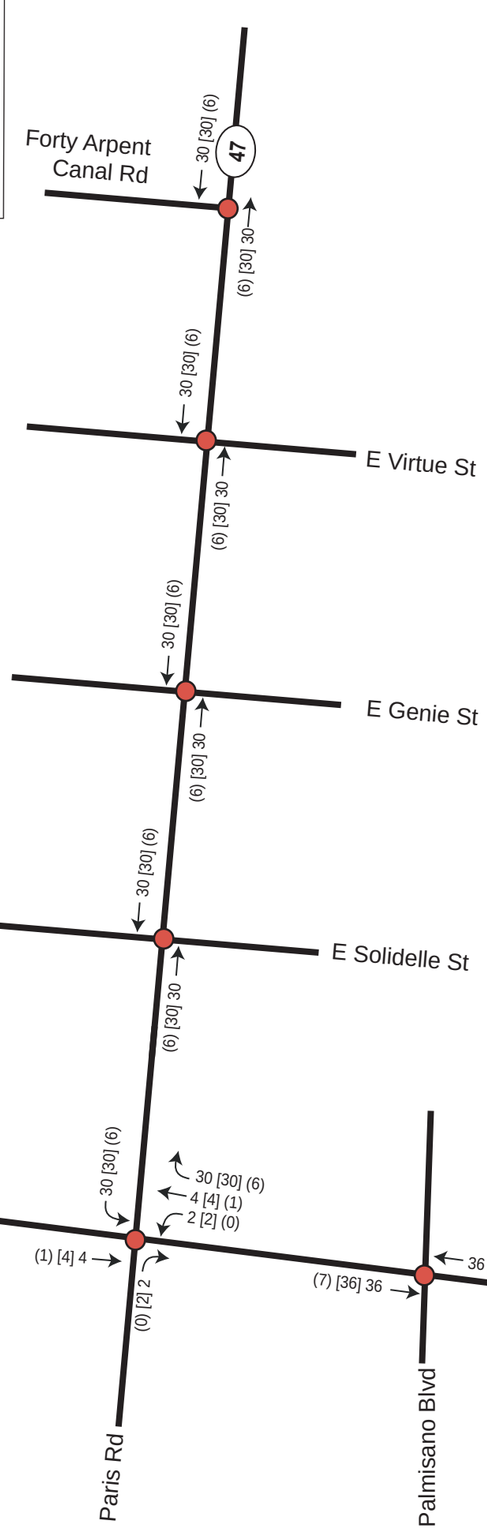
Appendix F
2028 Build Conditions

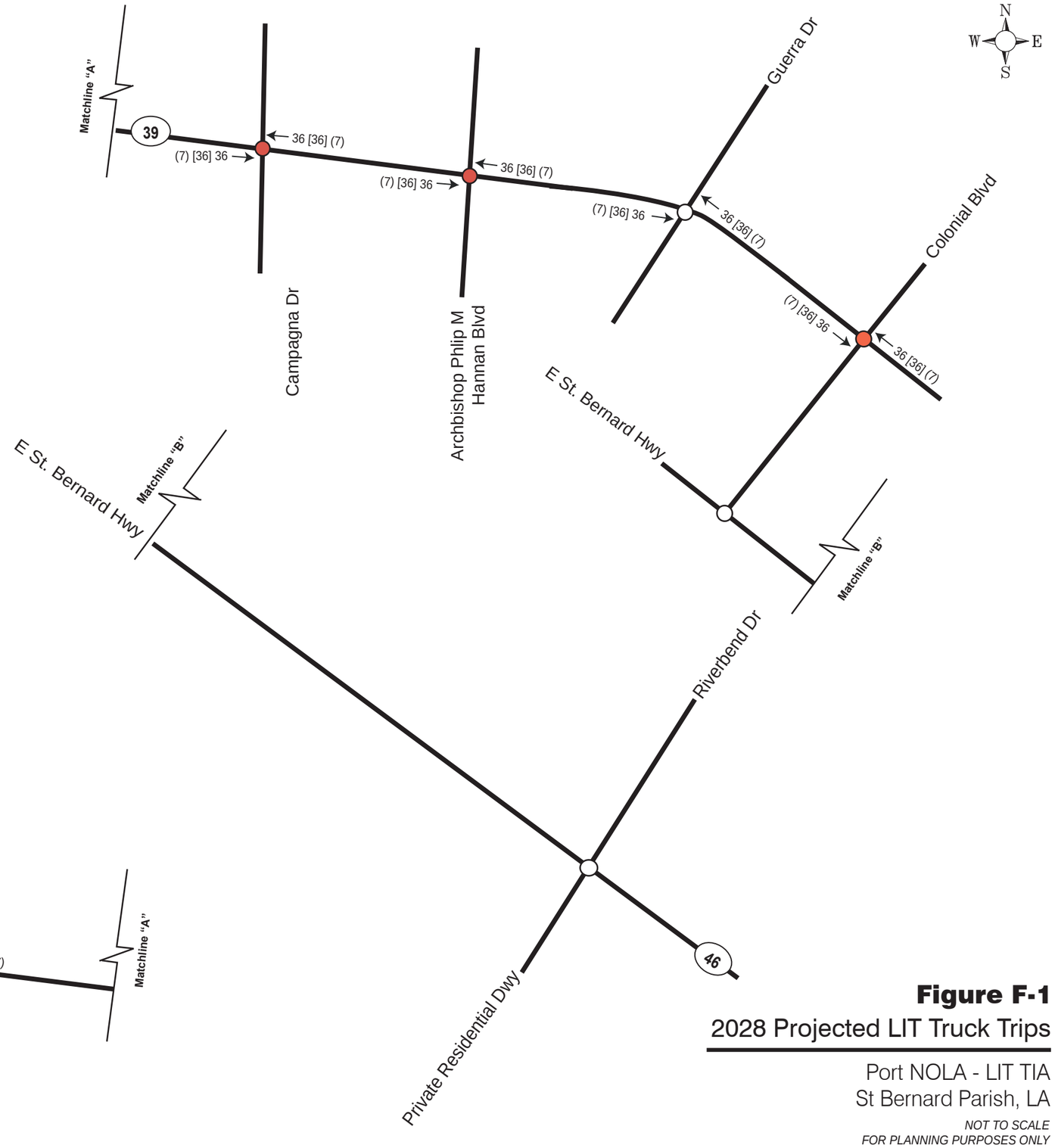
Appendix F.2 2028 Project Truck Trip Figure

URBAN SYSTEMS inc.

LEGEND:

- X AM Peak Hour Trucks
- [X] Mid-day (School) Peak Hour Trucks
- (X) PM Peak Hour Trucks
- Signalized Intersection
- Unsignalized Intersection





URBAN SYSTEMS inc.

Figure F-1

2028 Projected LIT Truck Trips

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

Appendix F
2028 Build Conditions

Appendix F.3 School Rerouting F

URBAN SYSTEMS inc.

LEGEND:

- X — AM Peak Hour (7:00 - 8:00 AM)
- [X] — Mid-day (School) Peak Hour (2:00 - 3:00 PM)
- (X) — PM Peak Hour (4:30 - 5:30 PM)
- Signalized Intersection
- Unsignalized Intersection
- Existing Local Access to Residential Neighborhoods

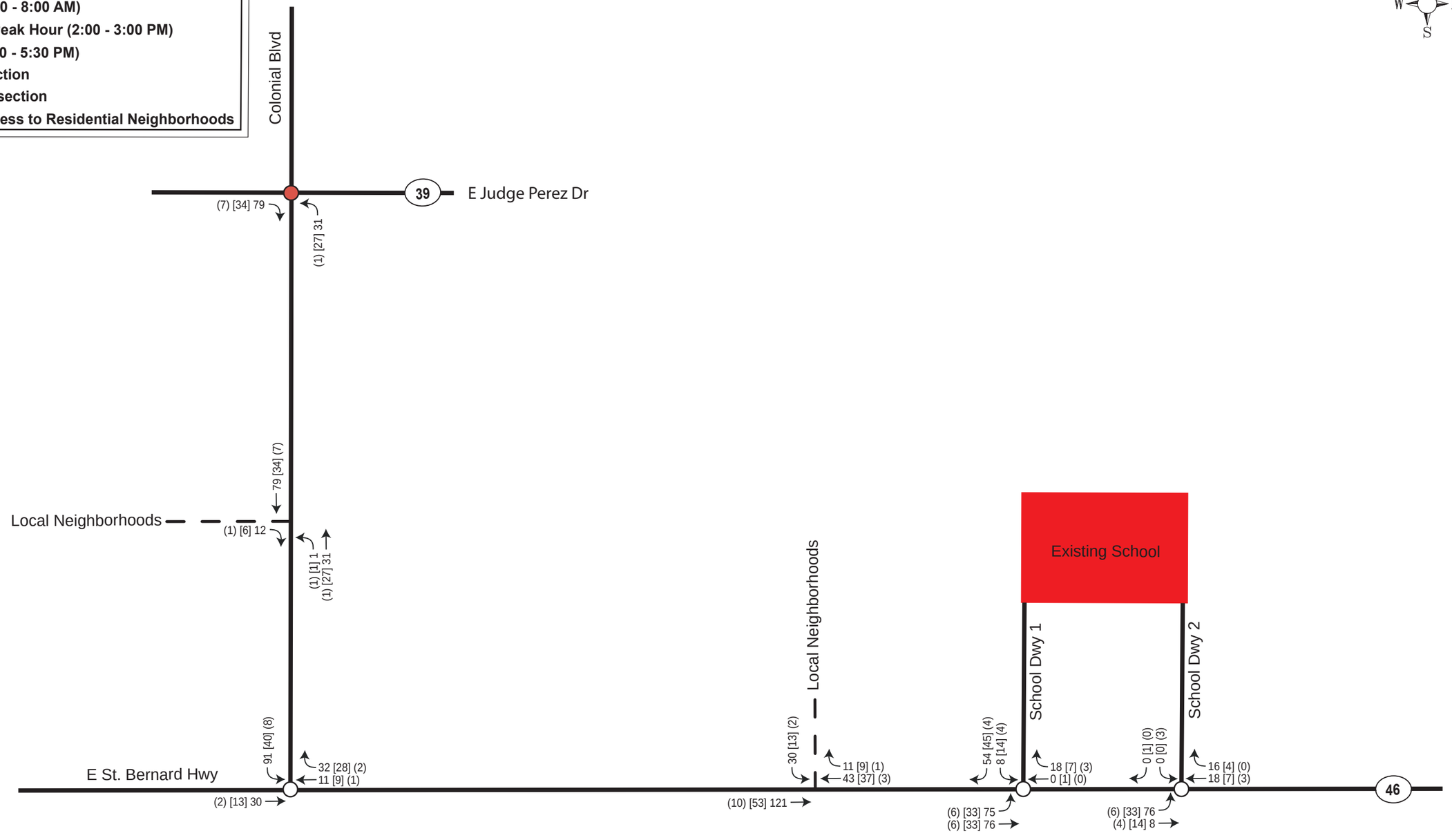


Figure F-2
Existing School Trips

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

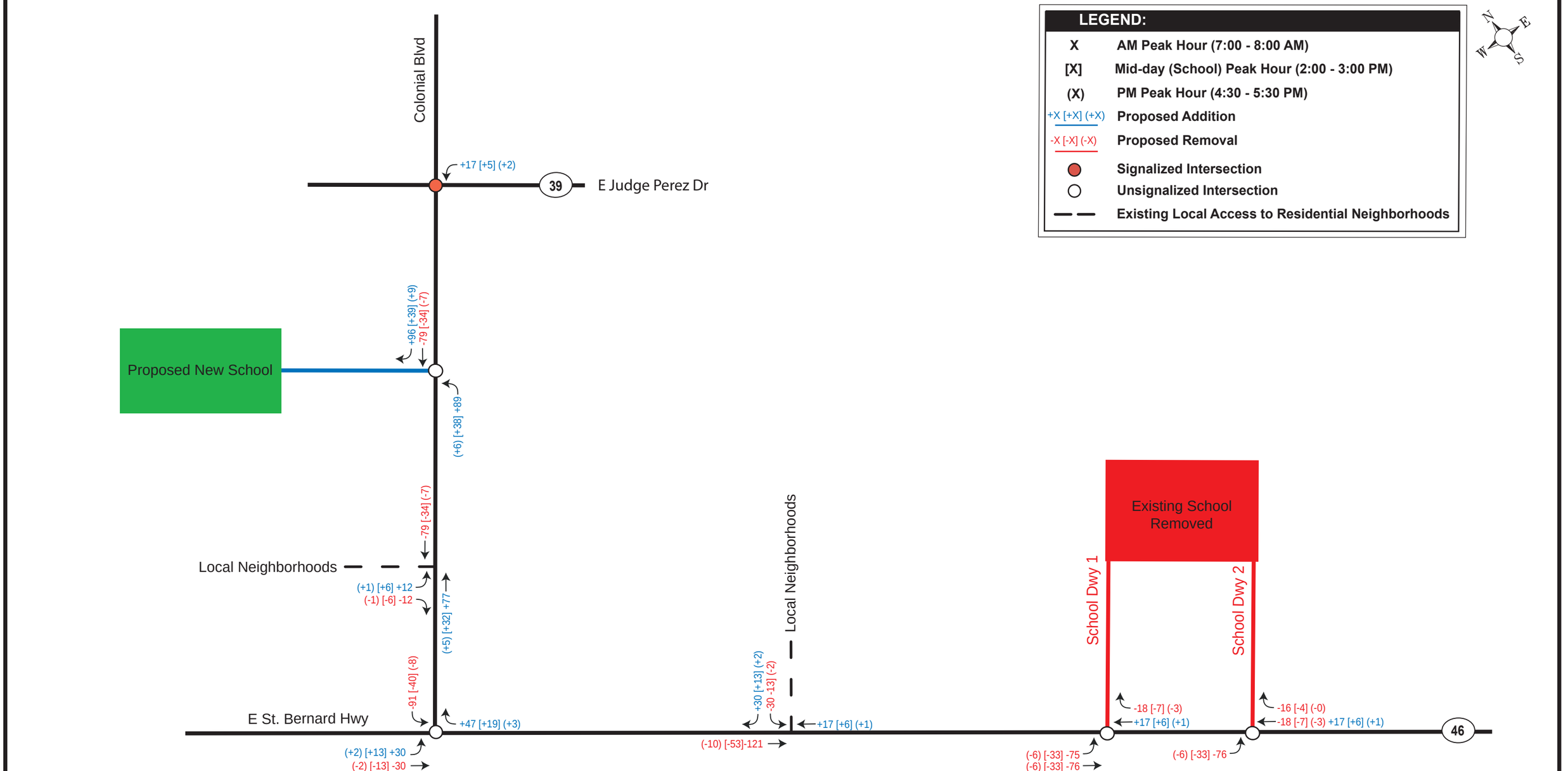


Figure F-3

Inbound School Trips Rerouting

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

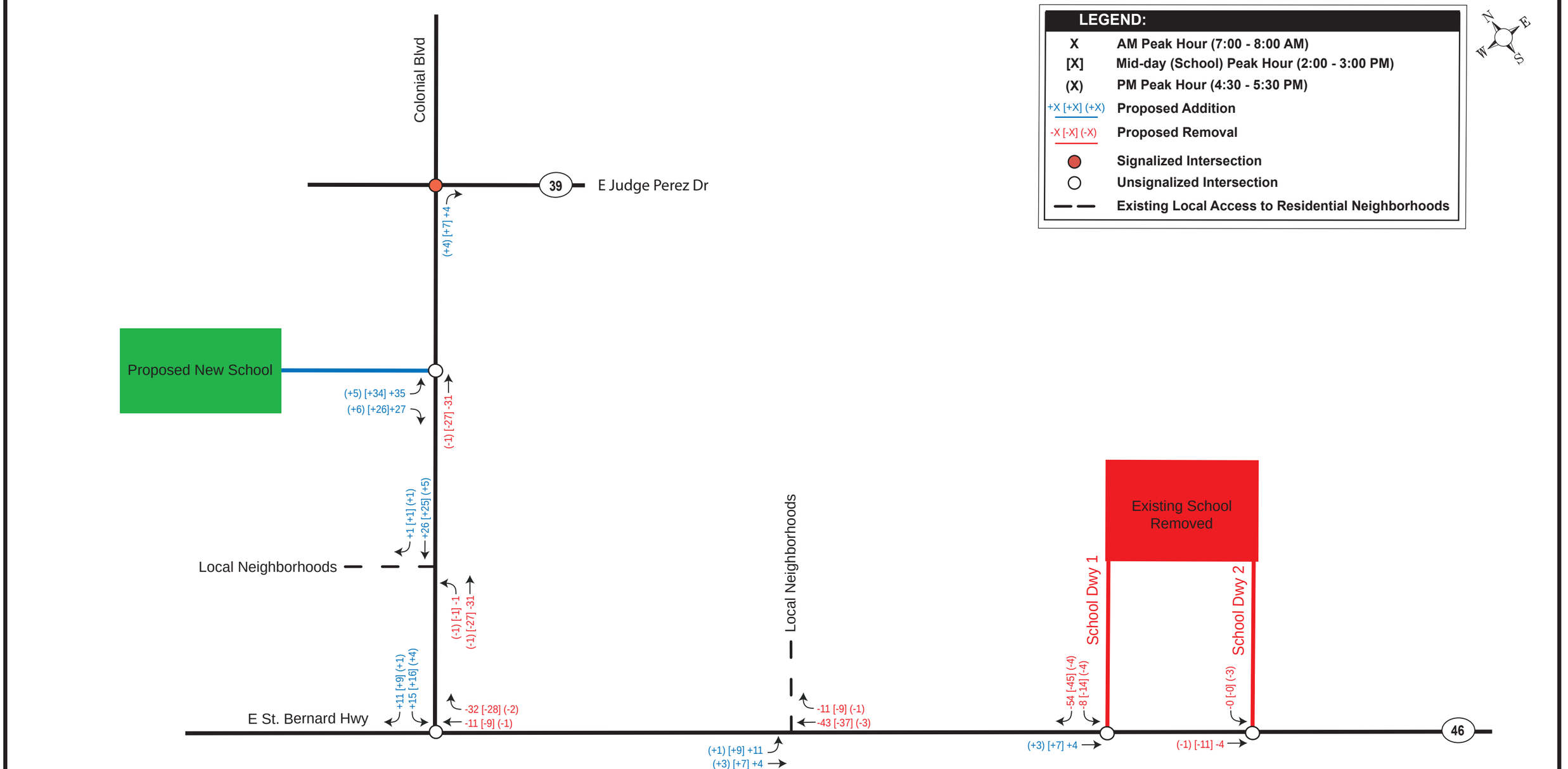


Figure F-4

Outbound School Trips Rerouting

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

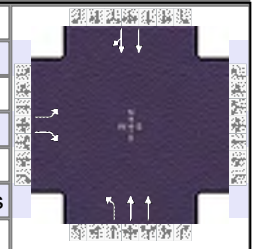
Appendix F
2028 Build Conditions

Appendix F.4 2028 Build Conditions Capacity Analysis

URBAN SYSTEMS inc.

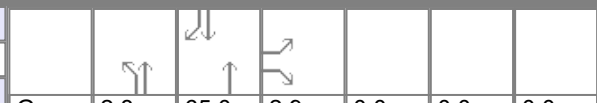
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	913			991	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.8	65.0	2.9	0.0	0.0	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	5	6	7	8		
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	913			991	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	5			7	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

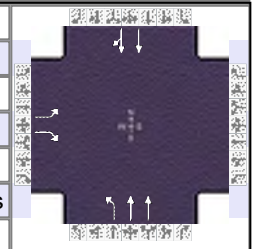
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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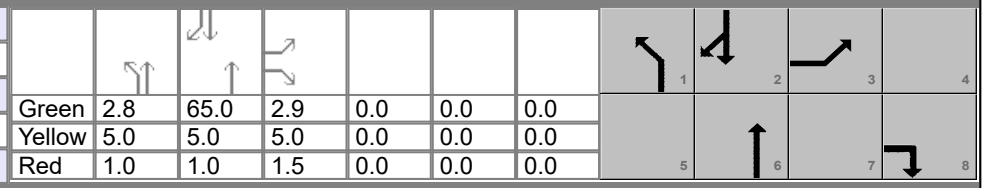
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	913			991	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.8	65.0	2.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		9.4			8.8	79.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		4.9			3.6	8.2		29.4
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.37			0.57	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

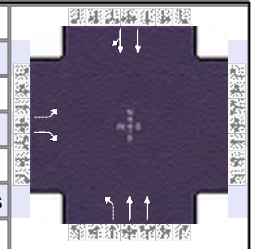
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		18				34	992			541	540
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1738			1796	1794
Queue Service Time (g_s), s	2.9		1.0				1.6	6.2			27.4	10.5
Cycle Queue Clearance Time (g_c), s	2.9		1.0				1.6	6.2			27.4	10.5
Green Ratio (*g/C*)	0.03		0.03				0.03	0.83			0.73	0.73
Capacity (*c*), veh/h	0		53				57	2875			1308	1306
Volume-to-Capacity Ratio (*X*)	0.000		0.348				0.586	0.345			0.414	0.414
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19.1				34.5	37			142.3	134.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.4	1.4			5.4	5.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.23	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				42.6	1.9			4.7	4.7
Incremental Delay (d_2), s/veh	0.0		1.4				3.5	0.3			1.0	1.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.7				46.1	2.2			5.7	5.7
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.7		D	0.0			3.6		A	5.7		A
Intersection Delay, s/veh / LOS	5.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.33	A	1.38	A

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HCS Signalized Intersection Intermediate Values

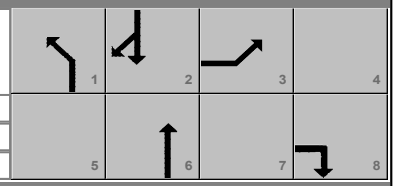
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	913			991	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.8	65.0	2.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.961	1.000	1.000	0.945	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3564	0	0	3575	14
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.03	0.00	0.00	0.00	0.03	0.83	0.00	0.00	0.73	0.73
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

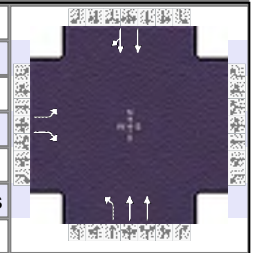
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.03			0.03	0.83		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		576
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.012	0.000	0.048
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.45		49.78	1653.99	1.34	1456.12	3.30
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.84	-3.64	0.89

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

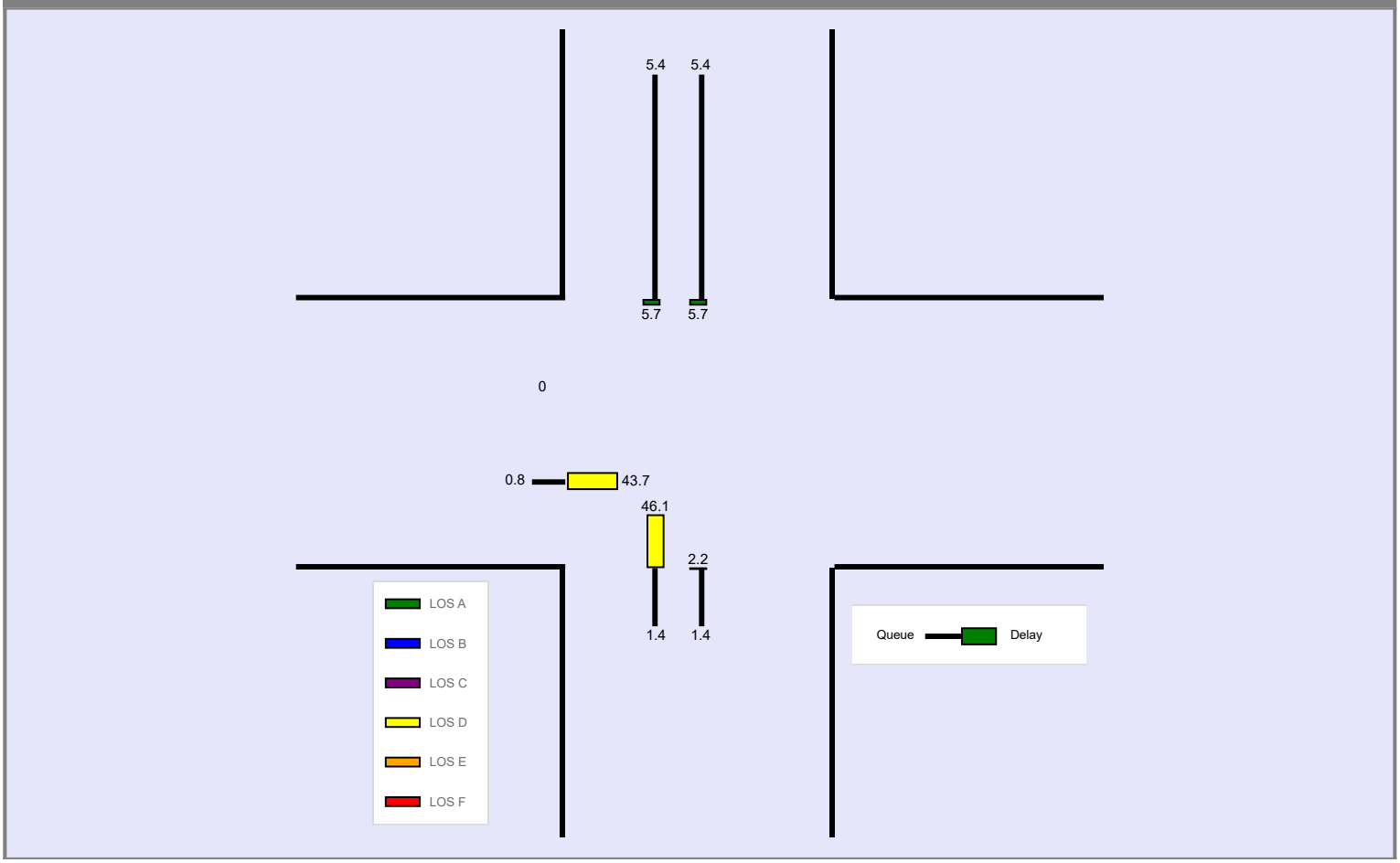


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		20				31	913			991	5

Signal Information			
Cycle, s	89.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	2.8	65.0	2.9	0.0	0.0	0.0	5	6	7	8		
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		19.1				34.5	37			142.3	134.6
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.8				1.4	1.4			5.4	5.4
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.23	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.7				46.1	2.2			5.7	5.7
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.7		D	0.0			3.6		A	5.7		A
Intersection Delay, s/veh / LOS	5.0						A					



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--- Messages ---

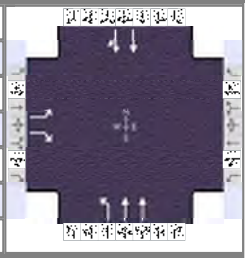
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

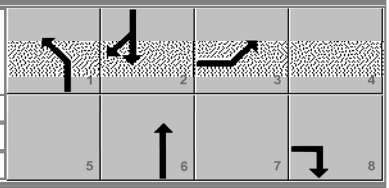
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	983			952	9

Signal Information			
Cycle, s	92.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	65.0	4.3	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	983			952	9
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	7			6	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

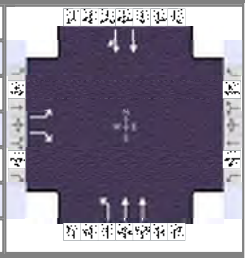
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

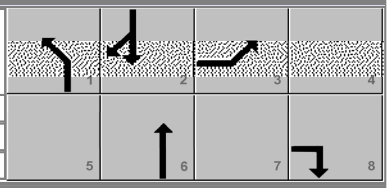
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	983			952	9

Signal Information			
Cycle, s	92.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	65.0	4.3	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		10.8			10.9	81.9		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.5			2.6	1.0		1.0
Queue Clearance Time (g_s), s		3.3			5.7	9.3		26.6
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.53			0.85	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

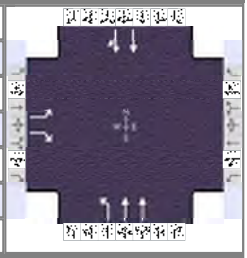
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		23				74	1035			506	505
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1710			1811	1806
Queue Service Time (g_s), s	0.3		1.3				3.7	7.3			24.6	10.7
Cycle Queue Clearance Time (g_c), s	0.3		1.3				3.7	7.3			24.6	10.7
Green Ratio (*g/C*)	0.05		0.05				0.05	0.82			0.70	0.70
Capacity (*c*), veh/h	83		74				96	2802			1270	1267
Volume-to-Capacity Ratio (*X*)	0.076		0.313				0.768	0.369			0.398	0.398
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		24.2				78.4	53.2			159.2	151.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.0				3.1	2.0			6.1	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.52	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.3		42.8				43.3	2.2			5.7	5.7
Incremental Delay (d_2), s/veh	0.1		0.9				4.8	0.4			0.9	0.9
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	42.5		43.7				48.1	2.5			6.7	6.7
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.4		D	0.0			5.6		A	6.7		A
Intersection Delay, s/veh / LOS	6.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.86	B
Bicycle LOS Score / LOS		F	0.00	A	1.40	A	1.32	A

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HCS Signalized Intersection Intermediate Values

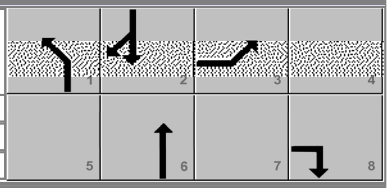
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	983			952	9

Signal Information			
Cycle, s	92.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.9	65.0	4.3	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.945	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.997	0.997
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3506	0	0	3587	30
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.00	0.00	0.00	0.05	0.82	0.00	0.00	0.70	0.70
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

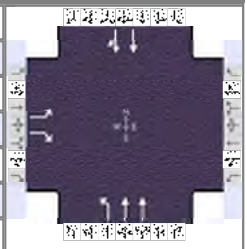
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.05			0.05	0.82		0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		554
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.154	0.000	0.154	0.000	0.017	0.000	0.057
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		54.14		51.47	1638.35	1.51	1402.92	4.13
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.91	-3.64	0.83

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HCS Signalized Intersection Results Graphical Summary

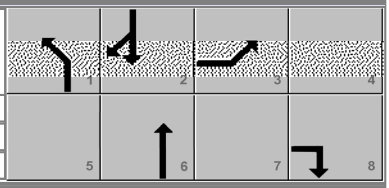
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected Mid.xus		
Project Description	23-018-1				



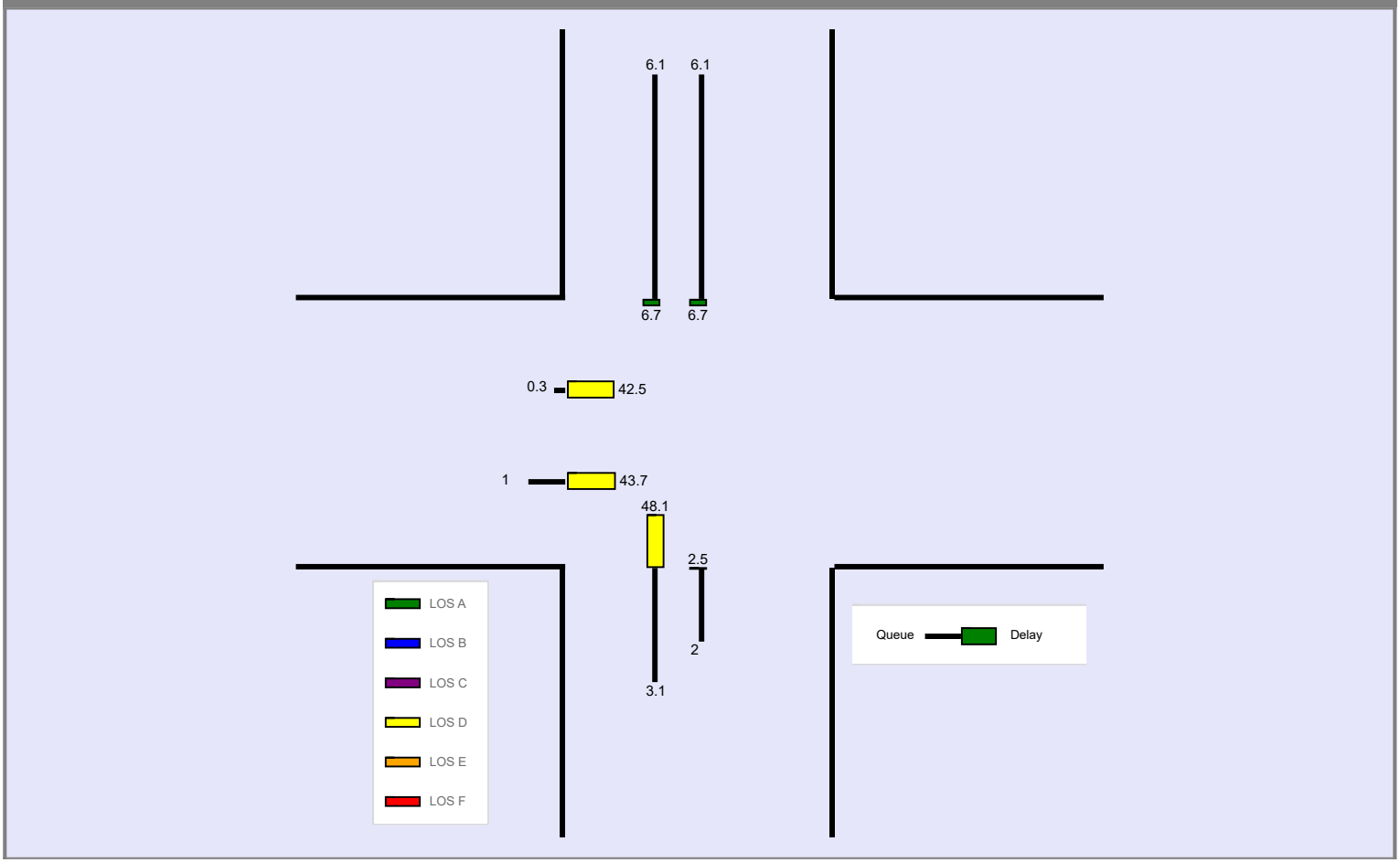
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		25				70	983			952	9

Signal Information									
Cycle, s	92.7	Reference Phase	2						
Offset, s	0	Reference Point	End						
Uncoordinated	Yes	Simult. Gap E/W	On						
Force Mode	Fixed	Simult. Gap N/S	On						

Green	4.9	65.0	4.3	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		24.2				78.4	53.2			159.2	151.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.0				3.1	2.0			6.1	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.52	0.00			0.00	0.00
Control Delay (*d*), s/veh	42.5		43.7				48.1	2.5			6.7	6.7
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.4	D		0.0			5.6	A		6.7	A	
Intersection Delay, s/veh / LOS	6.6						A					



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--- Messages ---

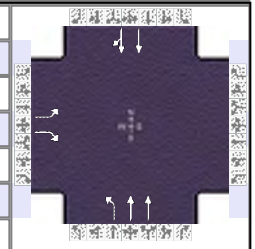
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

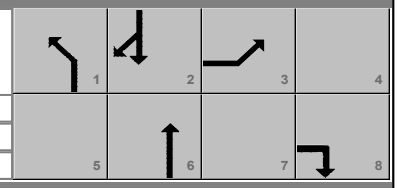
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1359			1114	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1359			1114	4
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	2			2	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

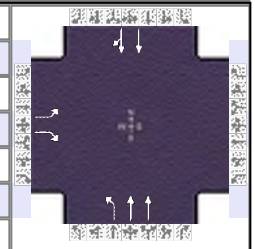
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

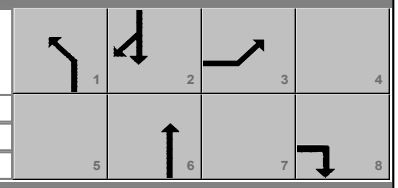
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1359			1114	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.0			7.7	78.7		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.8	11.6		31.6
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.19			0.34	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

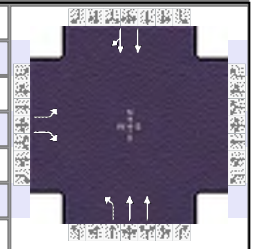
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				17	1446			594	594
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1781			1870	1869
Queue Service Time (g_s), s	0.3		0.1				0.8	9.6			29.6	10.1
Cycle Queue Clearance Time (g_c), s	0.3		0.1				0.8	9.6			29.6	10.1
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	31		28				35	2986			1403	1401
Volume-to-Capacity Ratio (*X*)	0.206		0.077				0.484	0.484			0.424	0.424
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	40.7			123.7	121.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.6			4.9	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.0		41.9				42.1	1.9			4.0	4.0
Incremental Delay (d_2), s/veh	1.2		0.4				3.8	0.6			0.9	0.9
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.5			4.9	4.9
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			3.0		A	4.9		A
Intersection Delay, s/veh / LOS	4.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.69	B	1.47	A

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HCS Signalized Intersection Intermediate Values

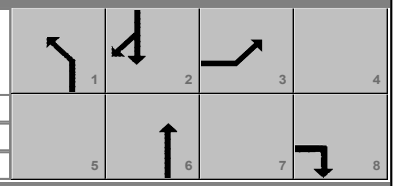
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1359			1114	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	65.0	1.5	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3651	0	0	3729	10
Proportion of Vehicles Arriving on Green (P)	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.84	0.00	0.00	0.75	0.75
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

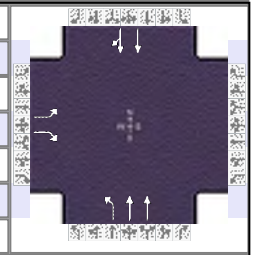
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		374
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.005	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.16		48.48	1677.29	1.13	1500.03	2.71
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.20	-3.64	0.98

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2028 Projected PM.xus		
Project Description	23-018-1				

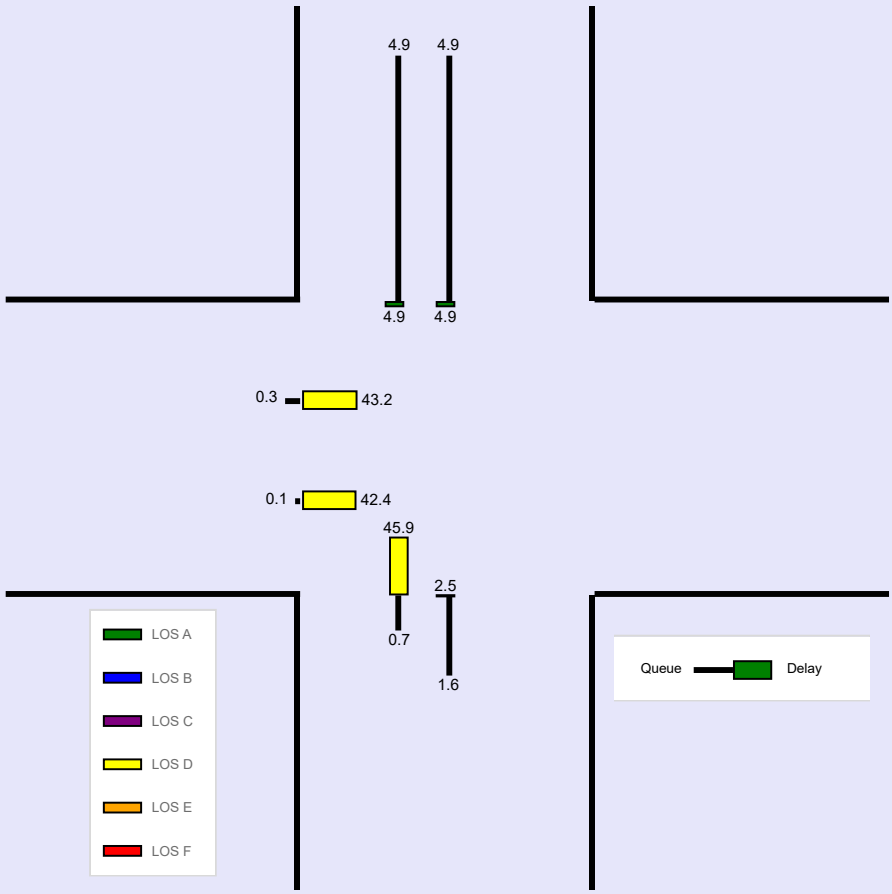


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				16	1359			1114	4

Signal Information			
Cycle, s	86.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	1.7	65.0	1.5	0.0	0.0	0.0	5	6	7	8		
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				17.3	40.7			123.7	121.7
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.7	1.6			4.9	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.12	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.2		42.4				45.9	2.5			4.9	4.9
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.0		D	0.0			3.0		A	4.9		A
Intersection Delay, s/veh / LOS	4.0						A					



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--- Messages ---

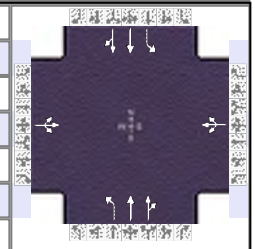
No errors or warnings exist.

--- Comments ---

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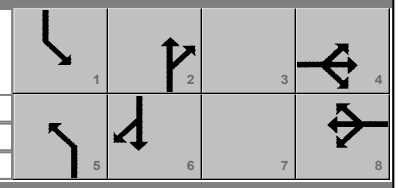
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	935	22	0	959	17

Signal Information											
Cycle, s	120.0	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	No	Simult. Gap E/W	On	Green	107.9	3.1	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
				Red	1.0	1.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	935	22	0	959	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	5		0	7	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

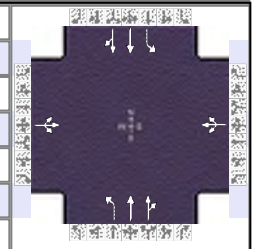
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

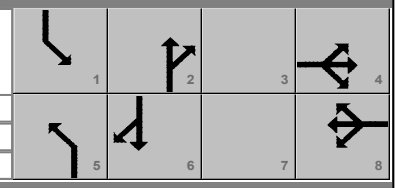
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	935	22	0	959	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		7.1		7.1	0.0	112.9	0.0	112.9
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s		4.5		2.9				
Green Extension Time (g_e), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.66		0.30				
Max Out Probability		0.00		0.00				

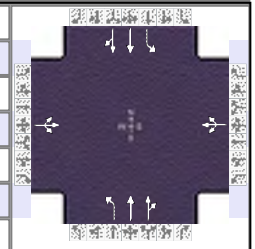
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		32			11		0	515	511	0	525	522
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1519			1426		1810	1826	1813	1810	1796	1786
Queue Service Time (g_s), s		1.7			0.0		0.0	4.8	4.8	0.0	5.0	5.0
Cycle Queue Clearance Time (g_c), s		2.5			0.9		0.0	4.8	4.8	0.0	5.0	5.0
Green Ratio (*g/C*)		0.03			0.03			0.90	0.90		0.90	0.90
Capacity (*c*), veh/h		89			97		2	1642	1630	2	1615	1606
Volume-to-Capacity Ratio (*X*)		0.361			0.111		0.000	0.314	0.314	0.000	0.325	0.325
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	12	11.5	0	12.1	12.1
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.5	0.5	0.0	0.5	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		58.2			57.4		0.0	0.9	0.9	0.0	0.9	0.9
Incremental Delay (d_2), s/veh		3.5			0.7		0.0	0.5	0.5	0.0	0.5	0.5
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.4	1.4	0.0	1.4	1.4
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.4	A		1.4	A	
Intersection Delay, s/veh / LOS	2.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.54	A	0.51	A	1.33	A	1.35	A

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HCS Signalized Intersection Intermediate Values

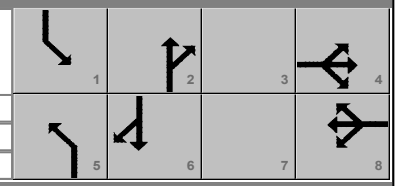
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	935	22	0	959	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0						
Yellow	4.0	3.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.961	1.000	1.000	0.945	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.824	0.799		0.751	0.751		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.799		0.000	0.751		0.993	0.993		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1012	51	456	1426	0	0	1810	3566	72	1810	3527	55
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

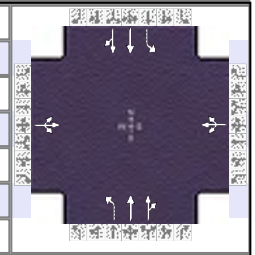
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.90	0.00	0.90
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1426	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1566		1426				
Permitted Effective Green Time (g_p), s		3.1		3.1	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		2.2		0.6	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		1.7		0.0				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	51.74	56.94	51.74	56.94	-83.33	65.10	1798.25	0.61
Bicycle F_w / F_v	-3.64	0.05	-3.64	0.02	-3.64	0.85	-3.64	0.86

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HCS Signalized Intersection Results Graphical Summary

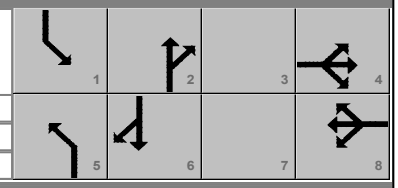
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028Projected AM.xus		
Project Description	23-018-1 Pono LIT				



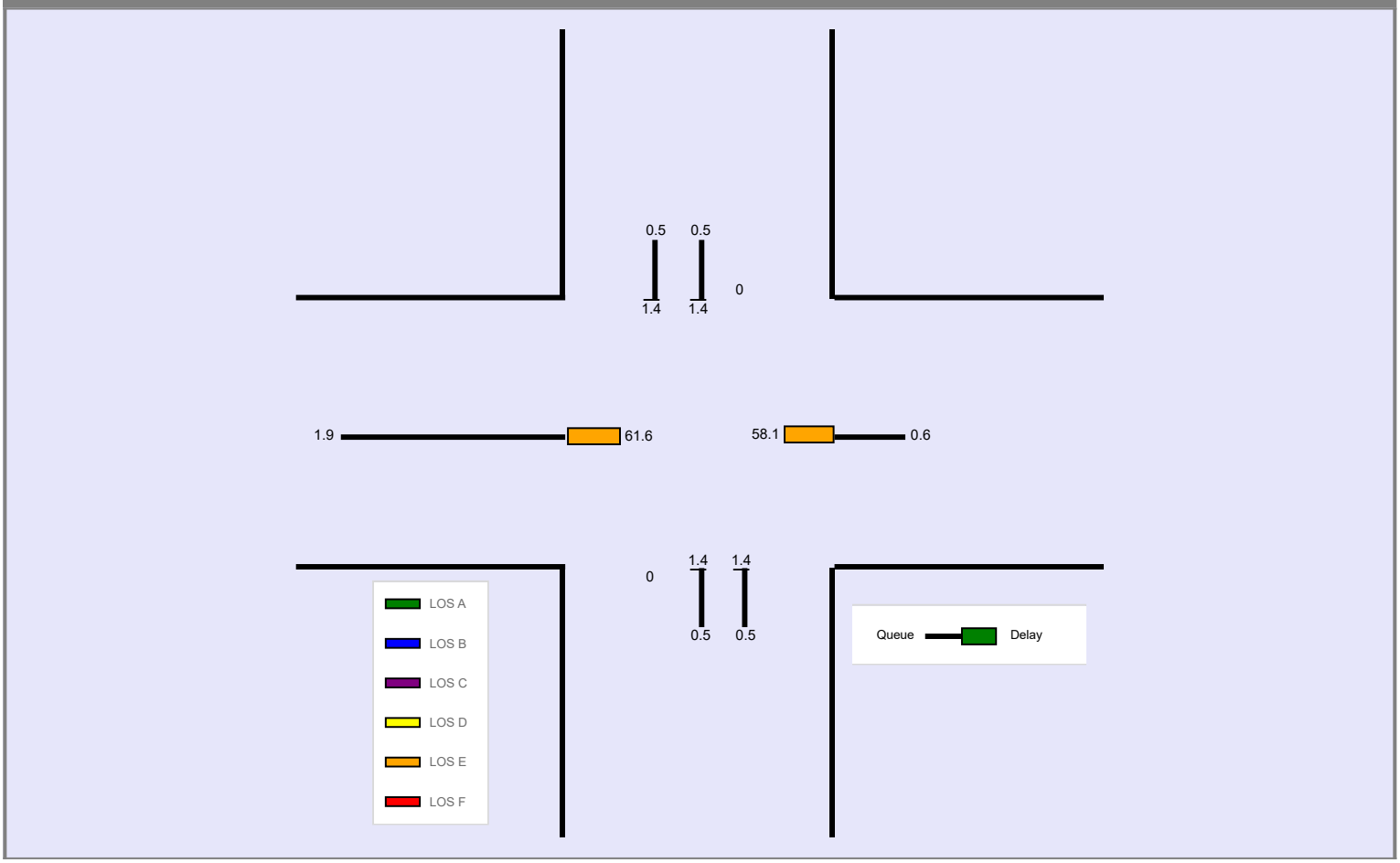
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	20	1	11	10	0	0	0	935	22	0	959	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.9	3.1	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		48.4			15.5		0	12	11.5	0	12.1	12.1
Back of Queue (*Q*), veh/ln (95 th percentile)		1.9			0.6		0.0	0.5	0.5	0.0	0.5	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.6			58.1		0.0	1.4	1.4	0.0	1.4	1.4
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		58.1	E		1.4	A		1.4	A	
Intersection Delay, s/veh / LOS	2.6						A					



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--- Messages ---

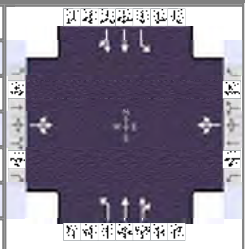
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

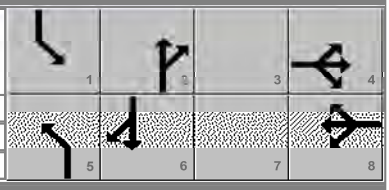
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1057	7	8	1055	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1057	7	8	1055	19
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		33	6		13	5	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	1	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

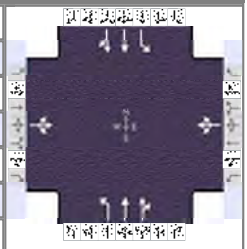
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

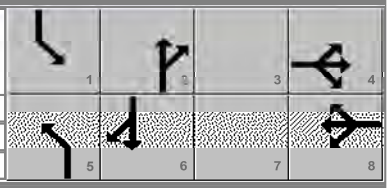
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1057	7	8	1055	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.3		9.3	5.4	104.7	6.0	105.3
Change Period, ($Y+R_c$), s		4.0		4.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.1		3.8	2.3		2.6	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.6	0.0
Phase Call Probability		0.83		0.54	0.10		0.25	
Max Out Probability		0.00		0.00	0.00		0.26	

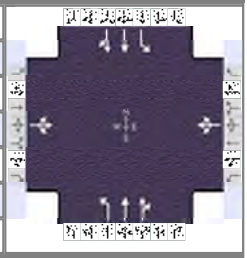
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		53			23		3	566	565	9	572	569
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1523			1462		1344	1811	1807	1626	1826	1816
Queue Service Time (g_s), s		2.3			0.0		0.3	9.2	9.2	0.6	9.0	9.0
Cycle Queue Clearance Time (g_c), s		4.1			1.8		0.3	9.2	9.2	0.6	9.0	9.0
Green Ratio (*g/C*)		0.04			0.04		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		117			122		5	1504	1501	13	1526	1517
Volume-to-Capacity Ratio (*X*)		0.453			0.192		0.705	0.376	0.376	0.635	0.375	0.375
Back of Queue (*Q*), ft/ln (95 th percentile)		78.6			33.1		9.3	103.9	99.7	15.8	98	93.8
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1			1.3		0.3	4.0	4.0	0.6	3.8	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.23	0.00	0.00
Uniform Delay (d_1), s/veh		56.7			55.6		59.7	2.5	2.5	59.3	2.4	2.4
Incremental Delay (d_2), s/veh		3.9			1.1		54.1	0.7	0.7	17.0	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		60.6			56.7		113.8	3.2	3.2	76.3	3.1	3.1
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.6	E		56.7	E		3.5	A		3.6	A	
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.58	A	0.53	A	1.42	A	1.44	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected Mid.xus		
Project Description	23-018-1				

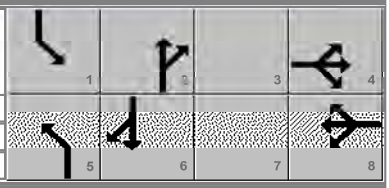


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1057	7	8	1055	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.743	0.953	1.000	0.899	0.961	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.827	0.801		0.772	0.769		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.801		0.000	0.769		0.998	0.998		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1005	30	487	1329	0	133	1344	3598	20	1626	3584	58
Proportion of Vehicles Arriving on Green (P)	0.04	0.04	0.04	0.04	0.00	0.04	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

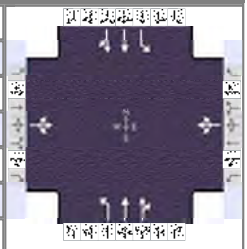
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	5.0	5.0	5.0	5.0
Green Ratio (g/C)		0.04		0.04	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1437		1417	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1567		1450				
Permitted Effective Green Time (g_p), s		5.3		5.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.5		1.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.3		0.0				
Time to First Blockage (g_f), s		0.1		0.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.1		0.2				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.164	0.000	0.019
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	88.75	54.79	88.75	54.79	16.47	59.02	1671.19	1.62
Bicycle F_w / F_v	-3.64	0.09	-3.64	0.04	-3.64	0.94	-3.64	0.95

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HCS Signalized Intersection Results Graphical Summary

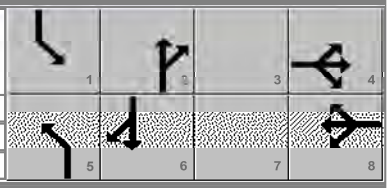
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected Mid.xus		
Project Description	23-018-1				



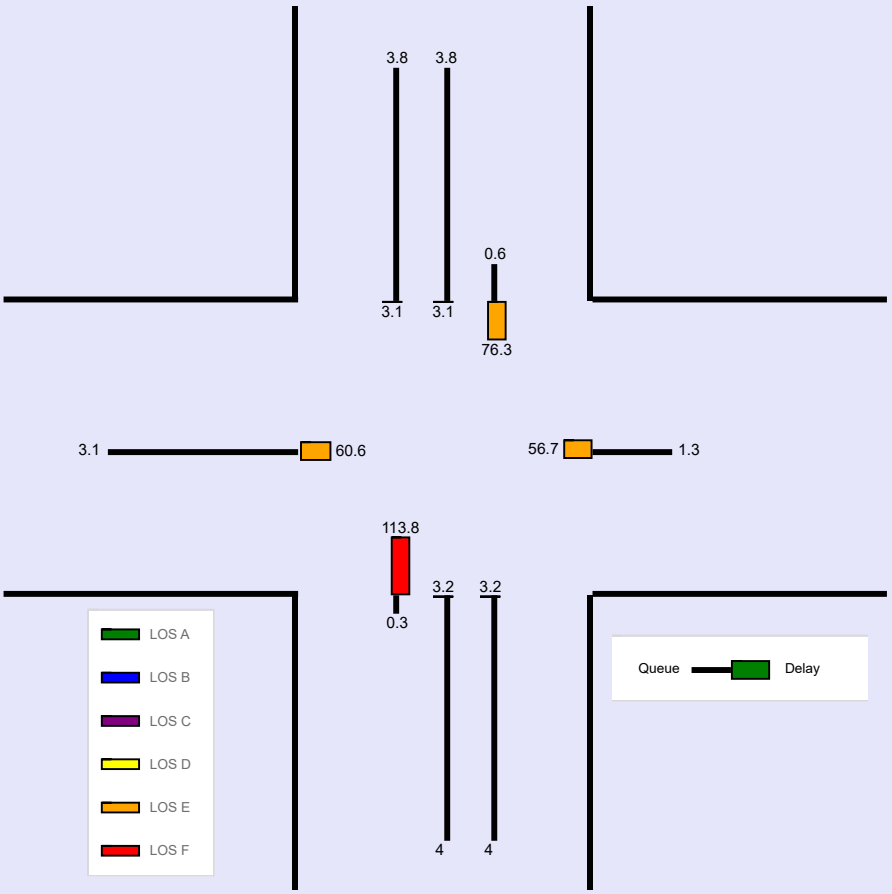
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	33	1	18	20	0	3	3	1057	7	8	1055	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	94.3	1.0	5.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		78.6			33.1		9.3	103.9	99.7	15.8	98	93.8
Back of Queue (*Q*), veh/ln (95 th percentile)		3.1			1.3		0.3	4.0	4.0	0.6	3.8	3.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.23	0.00	0.00
Control Delay (*d*), s/veh		60.6			56.7		113.8	3.2	3.2	76.3	3.1	3.1
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.6		E	56.7		E	3.5		A	3.6		A
Intersection Delay, s/veh / LOS	5.4						A					



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--- Messages ---

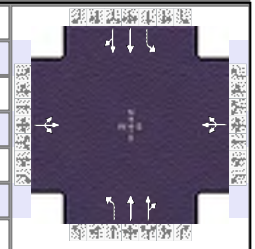
No errors or warnings exist.

--- Comments ---

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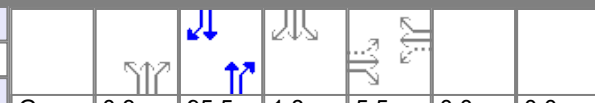
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected PM.xus		
Project Description	23-018-1				

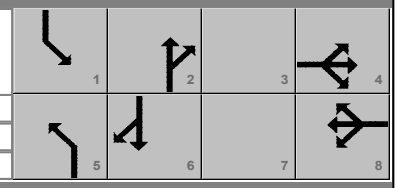


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1361	17	6	1117	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1361	17	6	1117	15
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		17	2	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

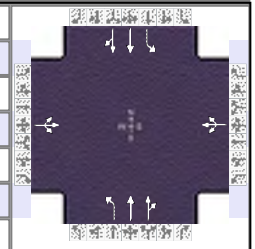
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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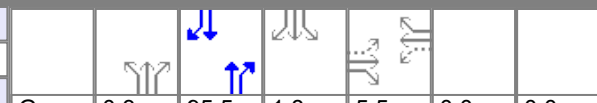
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected PM.xus		
Project Description	23-018-1				

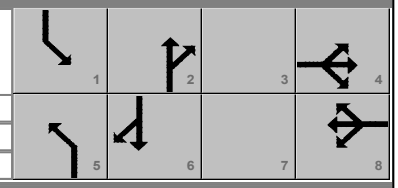


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1361	17	6	1117	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.5		9.5	4.3	104.8	5.8	106.3
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.1		6.3	2.1		2.5	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.6	0.0
Phase Call Probability		0.64		0.83	0.07		0.20	
Max Out Probability		0.00		0.00	0.00		0.26	

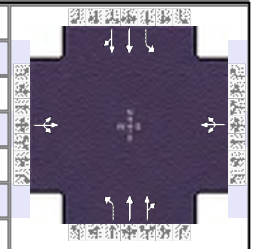
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		30			53		2	749	747	7	615	613
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1626			1485		1810	1870	1863	1570	1870	1863
Queue Service Time (g_s), s		0.0			2.2		0.1	13.5	13.5	0.5	9.2	9.2
Cycle Queue Clearance Time (g_c), s		2.1			4.3		0.1	13.5	13.5	0.5	9.2	9.2
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		119			121		4	1555	1549	10	1578	1572
Volume-to-Capacity Ratio (*X*)		0.256			0.441		0.515	0.482	0.482	0.638	0.390	0.390
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	152.4	149.7	13.1	92.7	91.7
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	6.0	6.0	0.5	3.7	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.19	0.00	0.00
Uniform Delay (d_1), s/veh		55.6			56.7		59.8	2.8	2.9	59.5	2.2	2.2
Incremental Delay (d_2), s/veh		1.6			3.6		31.6	1.1	1.1	21.9	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.9	3.9	81.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	57.2	E		60.2	E		4.0	A		3.3	A	
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.54	A	0.58	A	1.72	B	1.51	B

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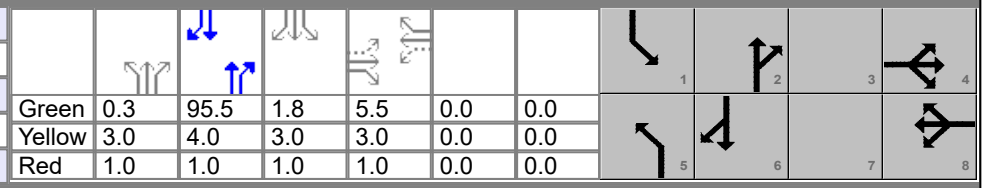
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1361	17	6	1117	15

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	95.5	1.8	5.5	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	0.867	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.886	0.856		0.792	0.781		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.856		0.000	0.781		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	813	0	813	1151	91	242	1810	3693	41	1570	3690	43
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.05	0.05	0.05	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

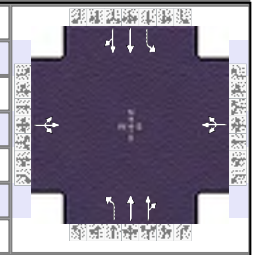
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1425		1420	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1628		1506				
Permitted Effective Green Time (g_p), s		5.5		5.5	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.2		3.4	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.2				
Time to First Blockage (g_f), s		1.1		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.8		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.015
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	91.03	54.66	91.03	54.66	13.03	59.22	1687.64	1.46
Bicycle F_w / F_v	-3.64	0.05	-3.64	0.09	-3.64	1.24	-3.64	1.02

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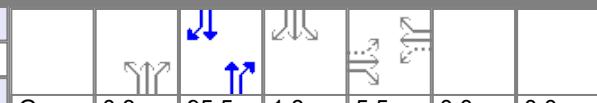
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2028 Projected PM.xus		
Project Description	23-018-1				

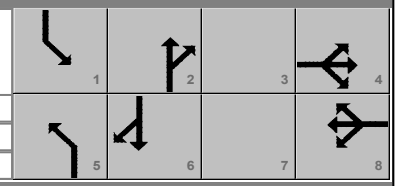


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	14	0	16	38	3	9	2	1361	17	6	1117	15

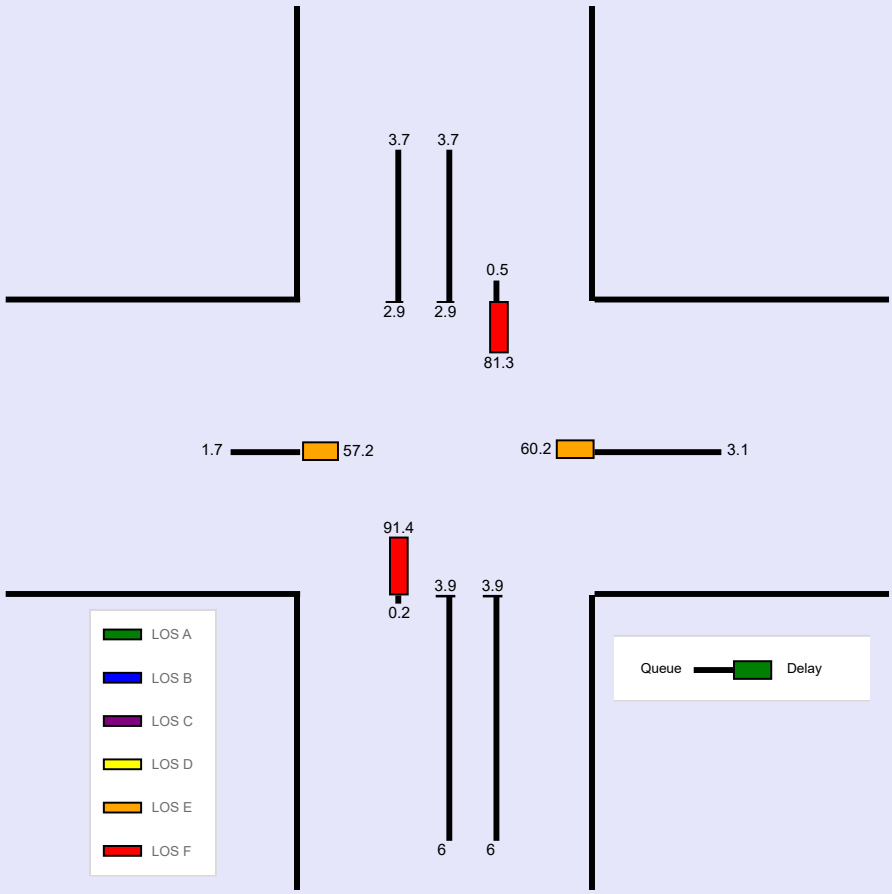
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	95.5	1.8	5.5	0.0	0.0						
Yellow	3.0	4.0	3.0	3.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		43.3			78.4		4.6	152.4	149.7	13.1	92.7	91.7
Back of Queue (*Q*), veh/ln (95 th percentile)		1.7			3.1		0.2	6.0	6.0	0.5	3.7	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.19	0.00	0.00
Control Delay (*d*), s/veh		57.2			60.2		91.4	3.9	3.9	81.3	2.9	2.9
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	57.2		E	60.2		E	4.0		A	3.3		A
Intersection Delay, s/veh / LOS	5.4						A					



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--- Messages ---

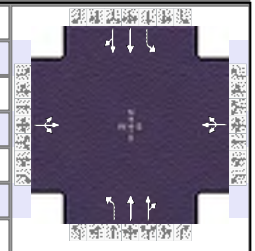
No errors or warnings exist.

--- Comments ---

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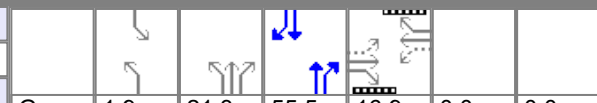
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 13, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

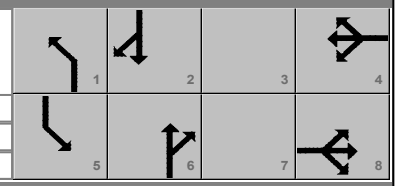


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	806	30	18	887	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	806	30	18	887	26
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	5		0	8	
Ped / Bike / RTOR, /h	0	0	3	0	0	7	0	0	3	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

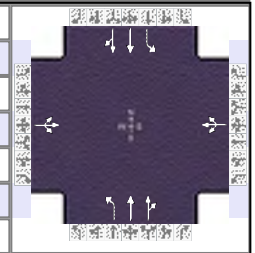
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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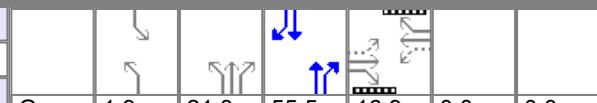
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 13, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

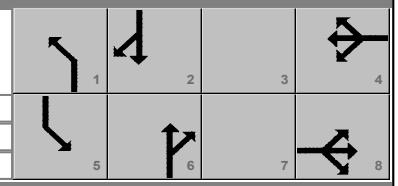


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	806	30	18	887	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		21.9		21.9	36.2	89.8	8.4	62.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		10.4		15.1	3.4		3.3	
Green Extension Time (*g e*), s		1.8		1.7	0.0	0.0	0.0	0.0
Phase Call Probability		0.97		1.00	1.00		0.46	
Max Out Probability		0.00		0.00	0.00		0.00	

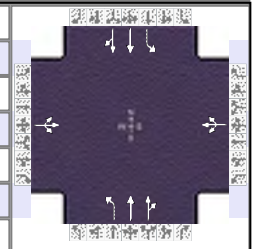
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		109			182		27	436	431	19	476	472
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1432			1601		1787	1802	1781	1669	1634	1619
Queue Service Time (*g s*), s		0.0			4.8		1.4	11.7	11.7	1.3	26.5	26.5
Cycle Queue Clearance Time (*g c*), s		8.4			13.1		1.4	11.7	11.7	1.3	26.5	26.5
Green Ratio (*g/C*)		0.14			0.14		0.25	0.69	0.69	0.02	0.46	0.46
Capacity (*c*), veh/h		245			267		442	1251	1236	26	756	749
Volume-to-Capacity Ratio (*X*)		0.447			0.684		0.061	0.349	0.349	0.725	0.630	0.630
Back of Queue (*Q*), ft/ln (95 th percentile)		144.9			240.6		28.4	197.3	188.3	29.5	425.1	397.1
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.6		1.1	7.6	7.5	1.2	16.0	15.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.13	0.00	0.00	0.15	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.6			49.9		34.5	7.4	7.4	58.8	24.5	24.5
Incremental Delay (*d 2*), s/veh		1.8			4.4		0.3	0.8	0.8	13.3	4.0	4.0
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		49.5			54.2		34.8	8.2	8.2	72.1	28.4	28.5
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.5	D		54.2	D		9.0	A		29.3	C	
Intersection Delay, s/veh / LOS	24.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.67	A	0.79	A	1.23	A	1.29	A

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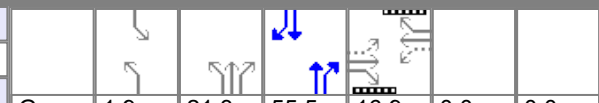
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 13, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

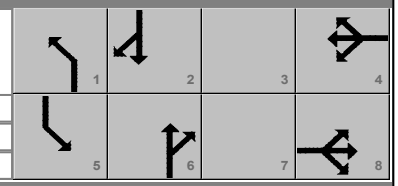


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	806	30	18	887	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.3	55.5	16.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.949	0.988	0.923	0.860	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.765	0.754		0.872	0.842		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.754		0.000	0.842		0.988	0.988		0.991	0.991
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	654	450	327	631	402	567	1787	3468	116	1669	3171	82
Proportion of Vehicles Arriving on Green (P)	0.14	0.14	0.14	0.14	0.14	0.14	0.25	0.69	0.69	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

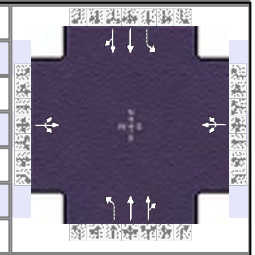
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.14		0.14	0.25	0.69	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1303		1365	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1315		1603				
Permitted Effective Green Time (g_p), s		16.9		16.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.7		8.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		4.8				
Time to First Blockage (g_f), s		2.4		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.4		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.004	0.972	0.010	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.069	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	280.98	44.33	280.98	44.33	1388.03	5.62	924.77	17.34
Bicycle F_w / F_v	-3.64	0.18	-3.64	0.30	-3.64	0.74	-3.64	0.80

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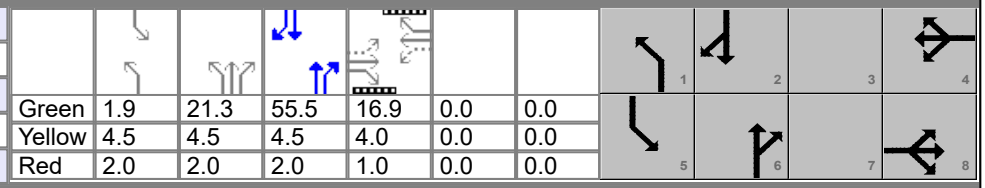
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 13, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



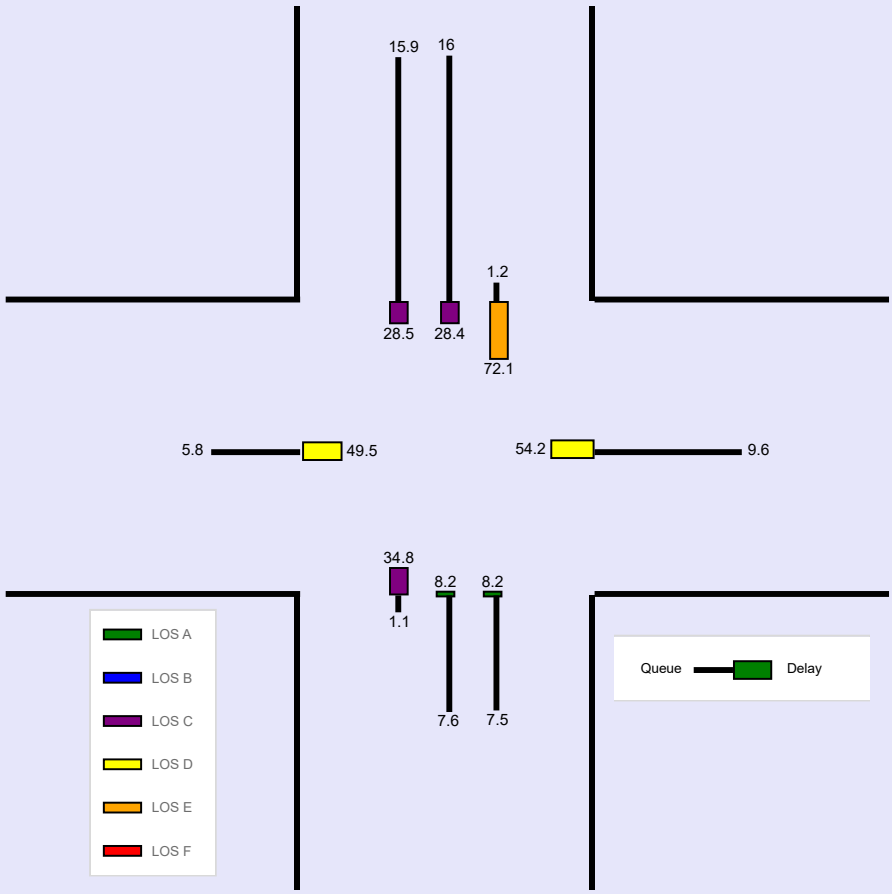
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	48	33	27	69	44	69	26	806	30	18	887	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	21.3	55.5	16.9	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		144.9			240.6		28.4	197.3	188.3	29.5	425.1	397.1
Back of Queue (*Q*), veh/ln (95 th percentile)		5.8			9.6		1.1	7.6	7.5	1.2	16.0	15.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.13	0.00	0.00	0.15	0.00	0.00
Control Delay (*d*), s/veh		49.5			54.2		34.8	8.2	8.2	72.1	28.4	28.5
Level of Service (LOS)		D			D		C	A	A	E	C	C
Approach Delay, s/veh / LOS	49.5	D		54.2	D		9.0	A		29.3	C	
Intersection Delay, s/veh / LOS	24.0						C					



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--- Messages ---

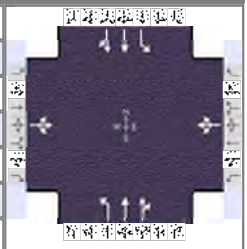
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

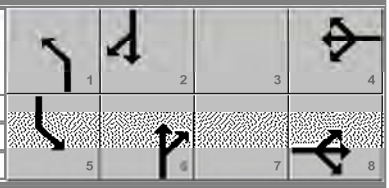
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	897	45	39	978	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	19.5	59.5	12.7	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	897	45	39	978	43
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	8		0	6	
Ped / Bike / RTOR, /h	0	0	5	0	0	5	0	0	5	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

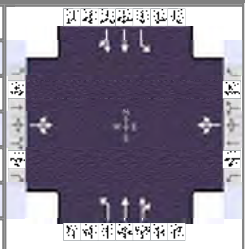
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

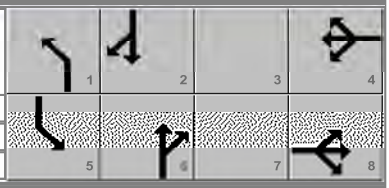
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	897	45	39	978	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	19.5	59.5	12.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		17.7		17.7	36.3	92.0	10.3	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		11.5		9.2	4.5		5.0	
Green Extension Time (*g e*), s		1.3		1.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.99		1.00	1.00		0.76	
Max Out Probability		0.01		0.00	0.00		0.00	

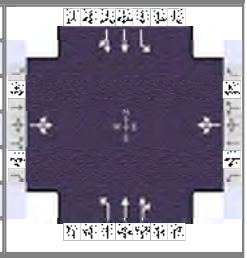
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		139			103		48	513	505	42	556	549
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1687			1596		1787	1758	1731	1669	1664	1642
Queue Service Time (*g s*), s		2.3			0.0		2.5	14.2	14.2	3.0	30.3	30.4
Cycle Queue Clearance Time (*g c*), s		9.5			7.2		2.5	14.2	14.2	3.0	30.3	30.4
Green Ratio (*g/C*)		0.11			0.11		0.25	0.71	0.71	0.03	0.50	0.50
Capacity (*c*), veh/h		216			209		444	1253	1234	53	825	814
Volume-to-Capacity Ratio (*X*)		0.643			0.494		0.108	0.410	0.410	0.798	0.674	0.674
Back of Queue (*Q*), ft/ln (95 th percentile)		196.4			142.5		50.7	225.6	209.7	63	471.1	444.9
Back of Queue (*Q*), veh/ln (95 th percentile)		7.9			5.7		2.0	8.5	8.4	2.5	18.0	17.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.23	0.00	0.00	0.32	0.00	0.00
Uniform Delay (*d 1*), s/veh		52.2			51.1		34.8	7.0	7.0	57.7	22.9	22.9
Incremental Delay (*d 2*), s/veh		4.5			2.6		0.5	1.0	1.0	9.7	4.4	4.4
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.7			53.7		35.3	8.0	8.0	67.4	27.3	27.3
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.7	E		53.7	D		9.2	A		28.8	C	
Intersection Delay, s/veh / LOS	22.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.64	B	1.69	B
Bicycle LOS Score / LOS	0.72	A	0.66	A	1.37	A	1.43	A

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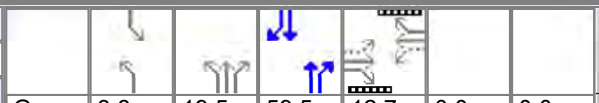
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected Mid.xus		
Project Description	23-018-1				

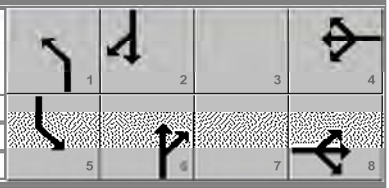


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	897	45	39	978	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.8	19.5	59.5	12.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.925	0.988	0.923	0.876	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.919	0.888		0.866	0.840		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.888		0.000	0.840		0.985	0.985		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	474	646	567	571	420	605	1787	3340	149	1669	3182	124
Proportion of Vehicles Arriving on Green (P)	0.11	0.11	0.11	0.11	0.11	0.11	0.25	0.71	0.71	0.03	0.50	0.50
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

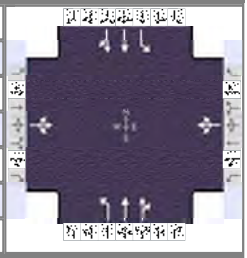
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.11		0.11	0.25	0.71	0.03	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1356		1315	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1707		1544				
Permitted Effective Green Time (g_p), s		12.7		12.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		5.4		3.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.3		0.0				
Time to First Blockage (g_f), s		2.6		2.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.6		2.7				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.007	1.557	0.007	0.972	0.007	0.972	0.007
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.155	0.000	0.064	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	210.95	48.01	210.95	48.01	1425.43	4.95	991.84	15.25
Bicycle F_w / F_v	-3.64	0.23	-3.64	0.17	-3.64	0.88	-3.64	0.95

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HCS Signalized Intersection Results Graphical Summary

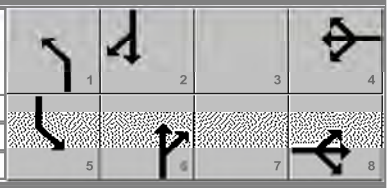
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected Mid.xus		
Project Description	23-018-1				



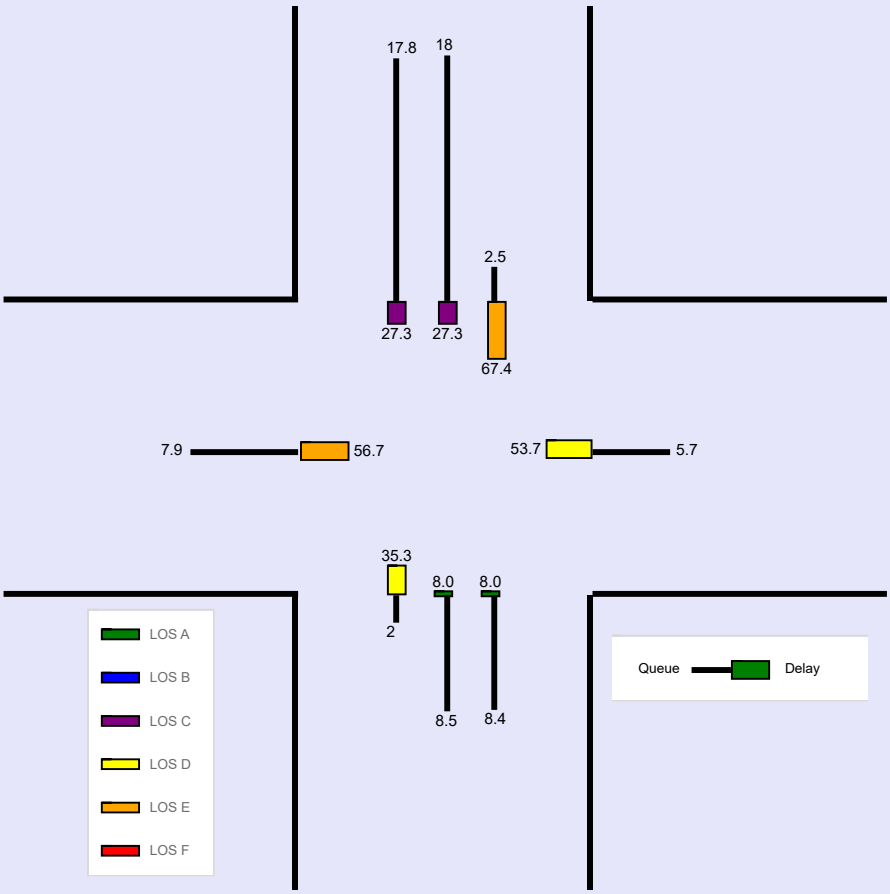
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	36	49	48	34	25	41	44	897	45	39	978	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.8	19.5	59.5	12.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		196.4			142.5		50.7	225.6	209.7	63	471.1	444.9
Back of Queue (*Q*), veh/ln (95 th percentile)		7.9			5.7		2.0	8.5	8.4	2.5	18.0	17.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.23	0.00	0.00	0.32	0.00	0.00
Control Delay (*d*), s/veh		56.7			53.7		35.3	8.0	8.0	67.4	27.3	27.3
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.7		E	53.7		D	9.2		A	28.8		C
Intersection Delay, s/veh / LOS	22.9						C					



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--- Messages ---

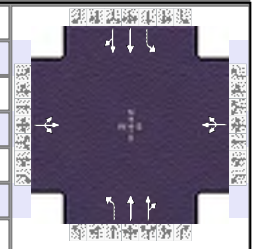
No errors or warnings exist.

--- Comments ---

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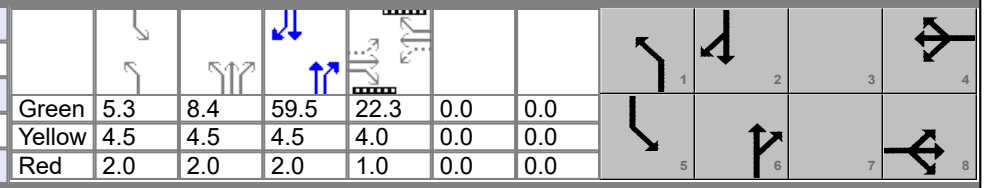
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1205	67	57	954	58

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.3	8.4	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1205	67	57	954	58
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	2	
Ped / Bike / RTOR, /h	0	0	6	0	0	6	0	0	7	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

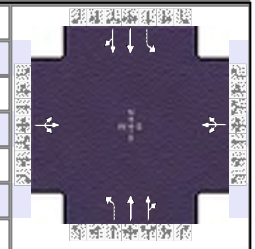
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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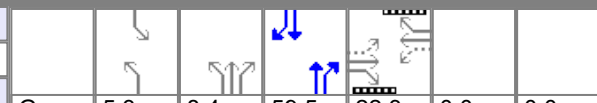
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected PM.xus		
Project Description	23-018-1				

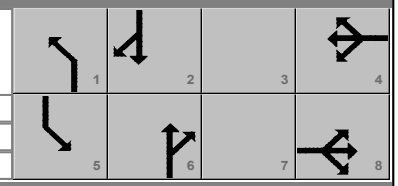


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1205	67	57	954	58

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.3	8.4	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		27.3		27.3	26.7	80.9	11.8	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		20.7		13.9	3.8		6.1	
Green Extension Time (*g e*), s		1.5		2.1	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.87	
Max Out Probability		0.43		0.06	0.00		0.00	

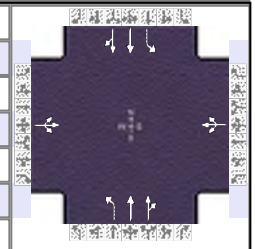
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		247			149		33	692	683	62	552	542
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1541			1350		1810	1870	1839	1810	1870	1836
Queue Service Time (*g s*), s		6.9			0.0		1.8	26.8	26.9	4.1	25.3	25.3
Cycle Queue Clearance Time (*g c*), s		18.7			11.9		1.8	26.8	26.9	4.1	25.3	25.3
Green Ratio (*g/C*)		0.19			0.19		0.17	0.62	0.62	0.04	0.50	0.50
Capacity (*c*), veh/h		327			292		305	1160	1140	80	927	910
Volume-to-Capacity Ratio (*X*)		0.755			0.509		0.107	0.597	0.599	0.773	0.595	0.595
Back of Queue (*Q*), ft/ln (95 th percentile)		312.9			191.9		39.1	416.4	406.7	88	426.5	413.8
Back of Queue (*Q*), veh/ln (95 th percentile)		12.5			7.7		1.6	16.4	16.3	3.5	16.8	16.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.18	0.00	0.00	0.44	0.00	0.00
Uniform Delay (*d 1*), s/veh		47.4			44.2		42.2	13.7	13.8	56.7	21.6	21.6
Incremental Delay (*d 2*), s/veh		7.0			2.0		0.7	2.3	2.3	5.8	2.8	2.9
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.4			46.2		42.9	16.0	16.1	62.5	24.4	24.5
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.4	D		46.2	D		16.7	B		26.5	C	
Intersection Delay, s/veh / LOS	25.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.89	A	0.73	A	1.65	B	1.44	A

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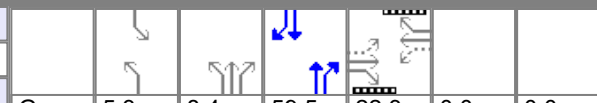
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected PM.xus		
Project Description	23-018-1				

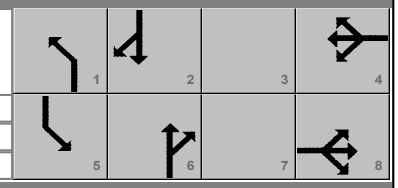


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1205	67	57	954	58

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.3	8.4	59.5	22.3	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.829	0.811		0.725	0.711		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.811		0.000	0.711		0.983	0.983		0.982	0.982
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	557	618	367	532	345	473	1810	3533	176	1810	3515	192
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.19	0.19	0.19	0.17	0.62	0.62	0.04	0.50	0.50
Incremental Delay Factor (k)		0.22			0.15		0.50	0.50	0.50	0.04	0.50	0.50

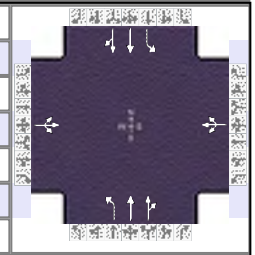
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.19		0.19	0.17	0.62	0.04	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1327		1248	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1437		1232				
Permitted Effective Green Time (g_p), s		22.3		22.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		10.4		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		6.9		0.0				
Time to First Blockage (g_f), s		2.0		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.0		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.009	0.972	0.009	0.972	0.009
Pedestrian F_s / F_{delay}	0.000	0.148	0.000	0.148	0.000	0.087	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	371.06	39.80	371.06	39.80	1240.33	8.66	991.60	15.25
Bicycle F_w / F_v	-3.64	0.41	-3.64	0.25	-3.64	1.16	-3.64	0.95

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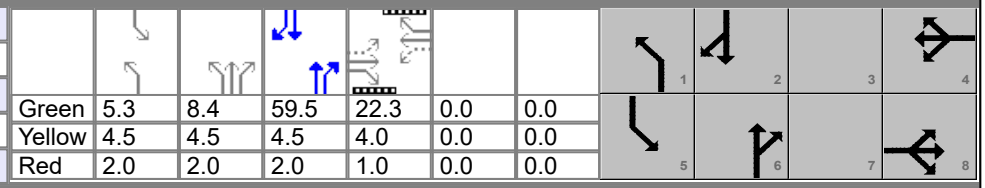
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2028 Projected PM.xus		
Project Description	23-018-1				



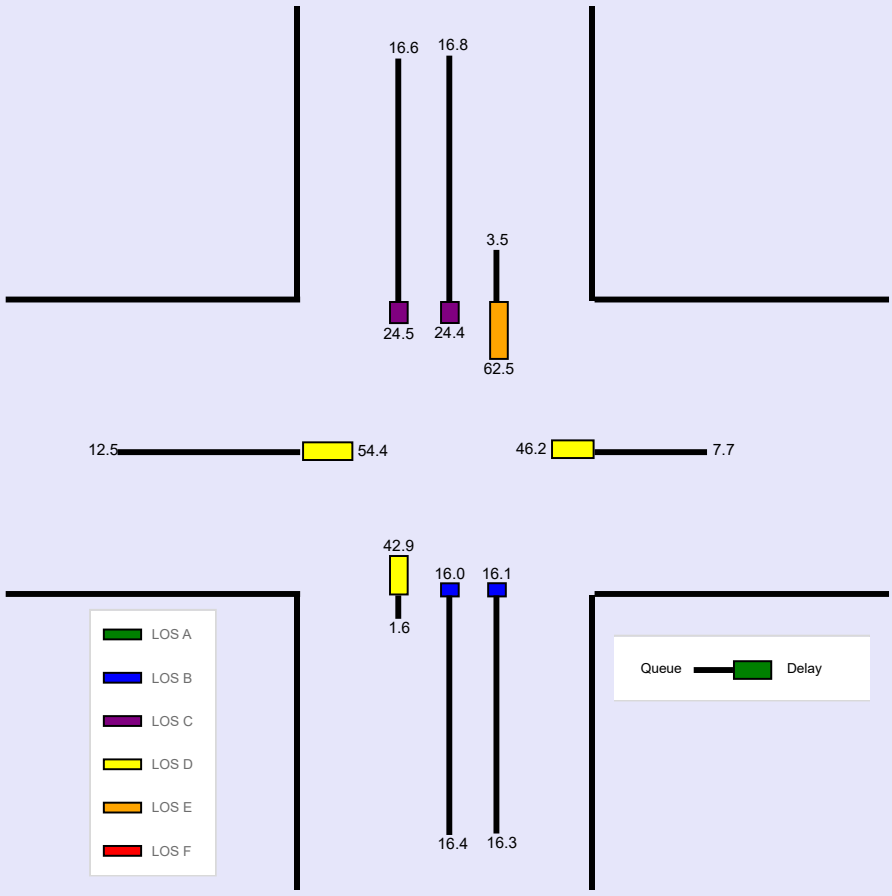
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	82	91	60	54	35	54	30	1205	67	57	954	58

Signal Information										
Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							



Green	5.3	8.4	59.5	22.3	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		312.9			191.9		39.1	416.4	406.7	88	426.5	413.8
Back of Queue (*Q*), veh/ln (95 th percentile)		12.5			7.7		1.6	16.4	16.3	3.5	16.8	16.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.18	0.00	0.00	0.44	0.00	0.00
Control Delay (*d*), s/veh		54.4			46.2		42.9	16.0	16.1	62.5	24.4	24.5
Level of Service (LOS)		D			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	54.4	D		46.2	D		16.7	B		26.5	C	
Intersection Delay, s/veh / LOS	25.1						C					



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--- Messages ---

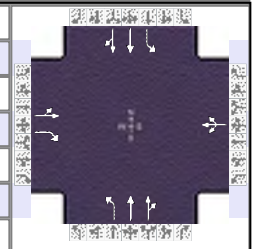
No errors or warnings exist.

--- Comments ---

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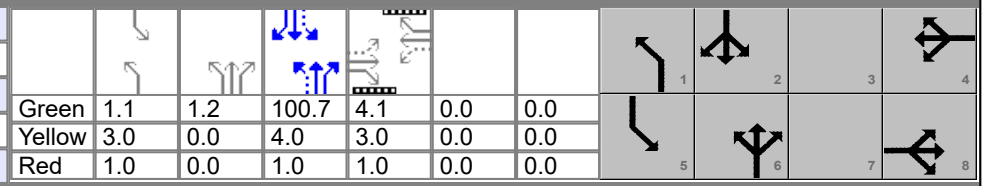
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	911	22	9	1029	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	1.2	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	911	22	9	1029	17
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	5		11	7	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

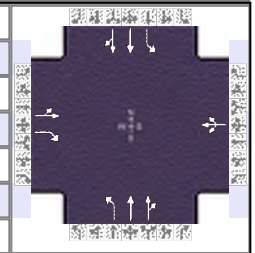
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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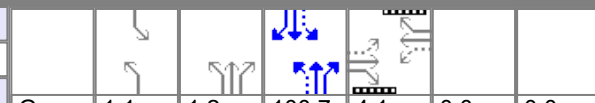
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

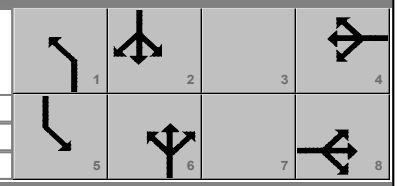


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	911	22	9	1029	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.1	1.2	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.1		8.1	6.3	106.9	5.1	105.7
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		4.3		3.9	2.2		2.1	
Green Extension Time (*g e*), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.89		0.89	0.57		0.27	
Max Out Probability		0.00		0.00	0.00		0.00	

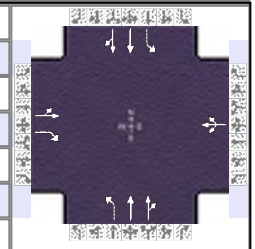
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	32		24		25	491	488	9	551	548
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1554	1610		1497		1810	1826	1813	1654	1796	1787
Queue Service Time (*g s*), s		0.0	2.3		1.2		0.2	6.7	6.7	0.1	8.5	8.6
Cycle Queue Clearance Time (*g c*), s		0.7	2.3		1.9		0.2	6.7	6.7	0.1	8.5	8.6
Green Ratio (*g/C*)		0.03	0.03		0.03		0.86	0.85	0.85	0.85	0.84	0.84
Capacity (*c*), veh/h		106	54		104		494	1550	1539	489	1507	1499
Volume-to-Capacity Ratio (*X*)		0.099	0.581		0.233		0.051	0.317	0.317	0.019	0.366	0.366
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.7	64.5	61.6	0.8	90.7	85.6
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.5	2.5	0.0	3.4	3.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		56.3	57.1		56.9		1.6	1.9	1.9	1.6	2.2	2.2
Incremental Delay (*d 2*), s/veh		0.6	13.2		1.6		0.0	0.5	0.5	0.0	0.7	0.7
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.6	2.4	2.4	1.6	2.9	2.9
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.4	A		2.9	A	
Intersection Delay, s/veh / LOS	4.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.32	A	1.40	A

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HCS Signalized Intersection Intermediate Values

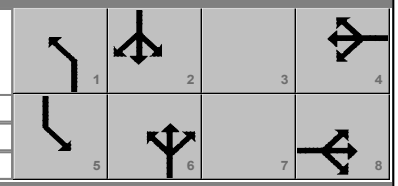
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	911	22	9	1029	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.7	4.1	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.961	1.000	0.914	0.945	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.818	0.818		0.805	0.788		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.788		0.993	0.993		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1243	311	1610	1172	65	260	1810	3564	74	1654	3532	51
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.85	0.85	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

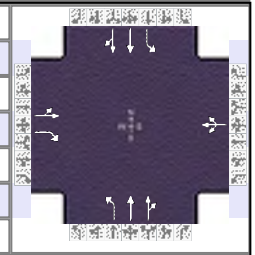
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.86	0.85	0.85	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	521	0	534	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1518				
Permitted Effective Green Time (g_p), s		4.1		4.1	100.7	0.0	100.7	0.0
Permitted Service Time (g_u), s		2.2		3.4	92.1	0.0	93.2	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.2	0.4		0.1	
Time to First Blockage (g_f), s		0.5		0.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.1				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.013	0.000	0.018
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	67.50	56.02	67.50	56.02	1697.77	1.37	1677.88	1.56
Bicycle F_w / F_v	-3.64	0.07	-3.64	0.04	-3.64	0.83	-3.64	0.91

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HCS Signalized Intersection Results Graphical Summary

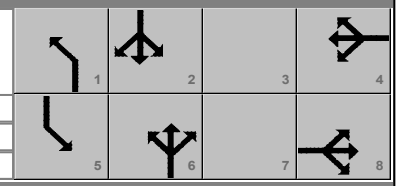
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



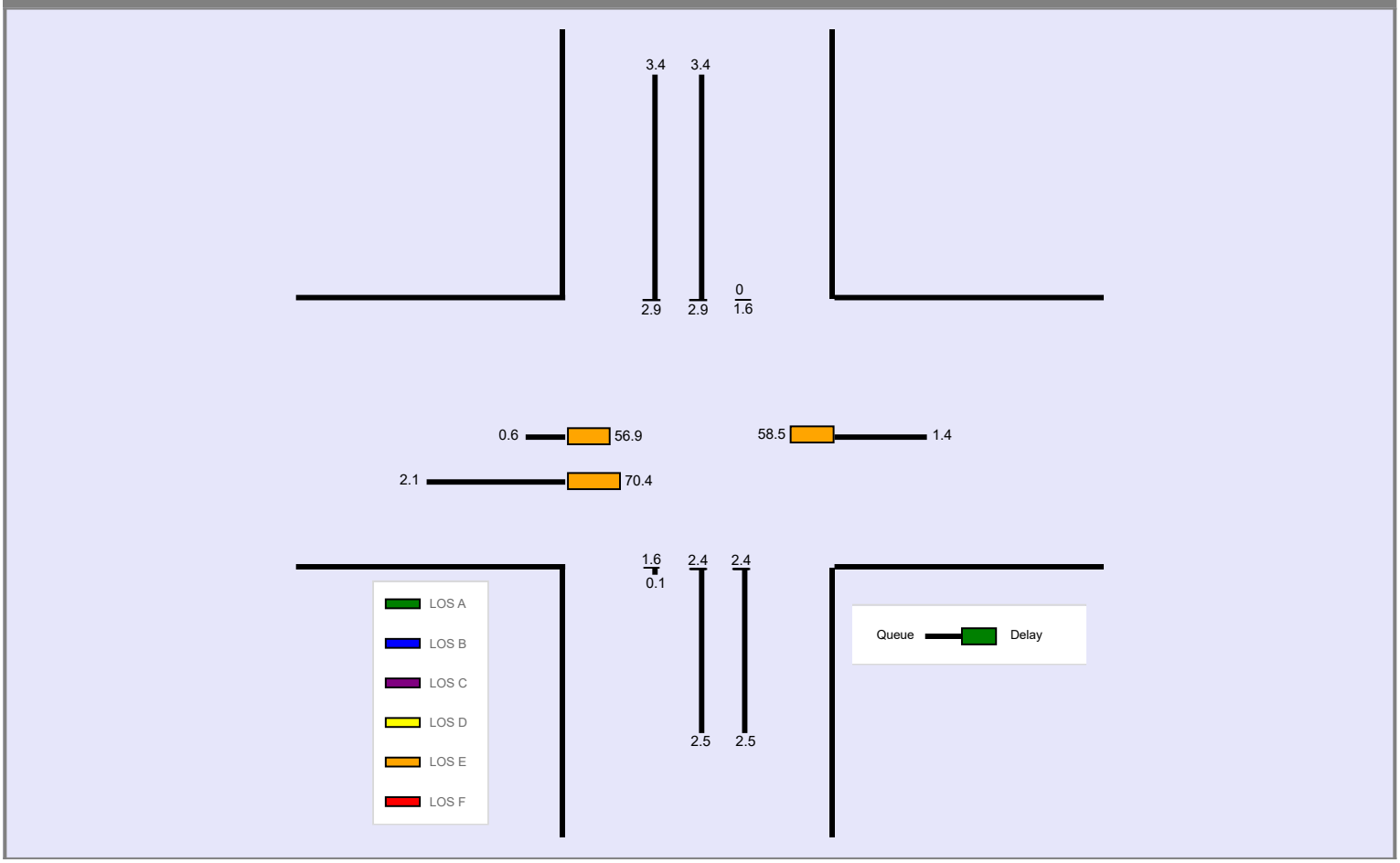
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	34	18	1	5	24	911	22	9	1029	17

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.7	4.1	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	52.1		35		1.7	64.5	61.6	0.8	90.7	85.6
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.1		1.4		0.1	2.5	2.5	0.0	3.4	3.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.9	70.4		58.5		1.6	2.4	2.4	1.6	2.9	2.9
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	67.0	E		58.5	E		2.4	A		2.9	A	
Intersection Delay, s/veh / LOS	4.5						A					



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--- Messages ---

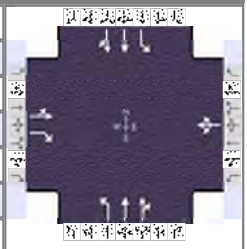
No errors or warnings exist.

--- Comments ---

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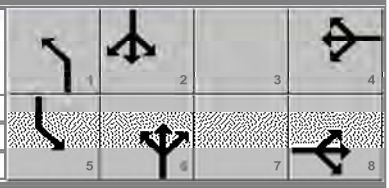
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	944	22	16	1026	47

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	1.7	2.1	95.0	8.2	0.0	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	3.0	0.0	4.0	3.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	1.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	944	22	16	1026	47
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		1	7		0	5	
Ped / Bike / RTOR, /h	0	0	8	0	0	1	0	0	3	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

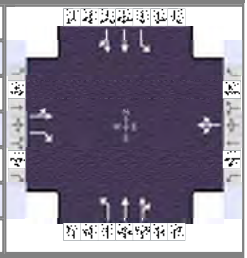
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

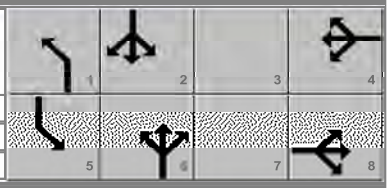
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	944	22	16	1026	47

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.1	95.0	8.2	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		12.2		12.2	7.8	102.1	5.7	100.0
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		7.4		6.1	3.1		2.2	
Green Extension Time (*g e*), s		0.9		0.9	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.94		0.43	
Max Out Probability		0.02		0.01	0.00		0.00	

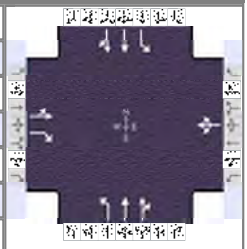
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		68	74		56		86	509	505	17	566	558
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1510	1610		1539		1795	1796	1784	1810	1826	1800
Queue Service Time (*g s*), s		1.2	5.4		0.0		1.1	9.1	9.1	0.2	11.2	11.2
Cycle Queue Clearance Time (*g c*), s		5.3	5.4		4.1		1.1	9.1	9.1	0.2	11.2	11.2
Green Ratio (*g/C*)		0.07	0.07		0.07		0.82	0.81	0.81	0.81	0.79	0.79
Capacity (*c*), veh/h		157	110		157		469	1453	1443	491	1446	1425
Volume-to-Capacity Ratio (*X*)		0.436	0.669		0.354		0.184	0.350	0.350	0.034	0.391	0.392
Back of Queue (*Q*), ft/ln (95 th percentile)		97.5	112.5		78.2		10.7	114.8	108.7	2.4	153.3	145.6
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9	4.5		3.1		0.4	4.3	4.3	0.1	5.9	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.01	0.00	0.00
Uniform Delay (*d 1*), s/veh		54.5	54.6		53.9		2.6	3.1	3.1	2.6	3.8	3.8
Incremental Delay (*d 2*), s/veh		2.7	9.6		1.9		0.1	0.7	0.7	0.0	0.8	0.8
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.2	64.1		55.8		2.7	3.7	3.7	2.6	4.6	4.6
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.8	E		55.8	E		3.6	A		4.5	A	
Intersection Delay, s/veh / LOS	8.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.72	A	0.58	A	1.40	A	1.43	A

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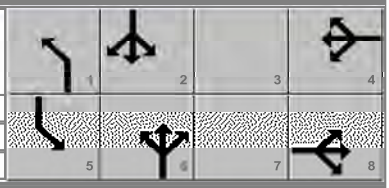
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	944	22	16	1026	47

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.7	2.1	95.0	8.2	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	3.0	0.0	0.0		
				Red	1.0	0.0	1.0	1.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.992	0.945	1.000	1.000	0.961	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.795	0.795		0.819	0.810		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.810		0.993	0.993		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1185	325	1610	1133	174	232	1795	3509	71	1810	3484	143
Proportion of Vehicles Arriving on Green (P)	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.81	0.81	0.01	0.79	0.79
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

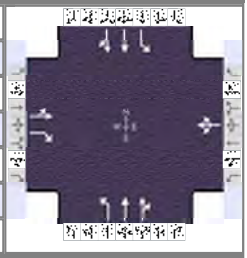
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.07		0.07	0.82	0.81	0.81	0.79
Permitted Saturation Flow Rate (s_p), veh/h/ln		1421		1421	505	0	565	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1503		1522				
Permitted Effective Green Time (g_p), s		8.2		8.2	95.1	0.0	95.0	0.0
Permitted Service Time (g_u), s		4.1		2.9	83.8	0.0	86.0	0.0
Permitted Queue Service Time (g_{ps}), s		1.2		0.0	2.3		0.3	
Time to First Blockage (g_f), s		0.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.007	0.972	0.001	1.198	0.011
Pedestrian F_s / F_{delay}	0.000	0.159	0.000	0.159	0.000	0.031	0.000	0.038
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	136.82	52.07	136.82	52.07	1617.87	2.19	1583.60	2.60
Bicycle F_w / F_v	-3.64	0.23	-3.64	0.09	-3.64	0.91	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

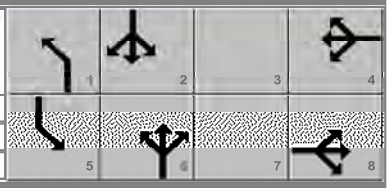
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected Mid.xus		
Project Description	23-018				



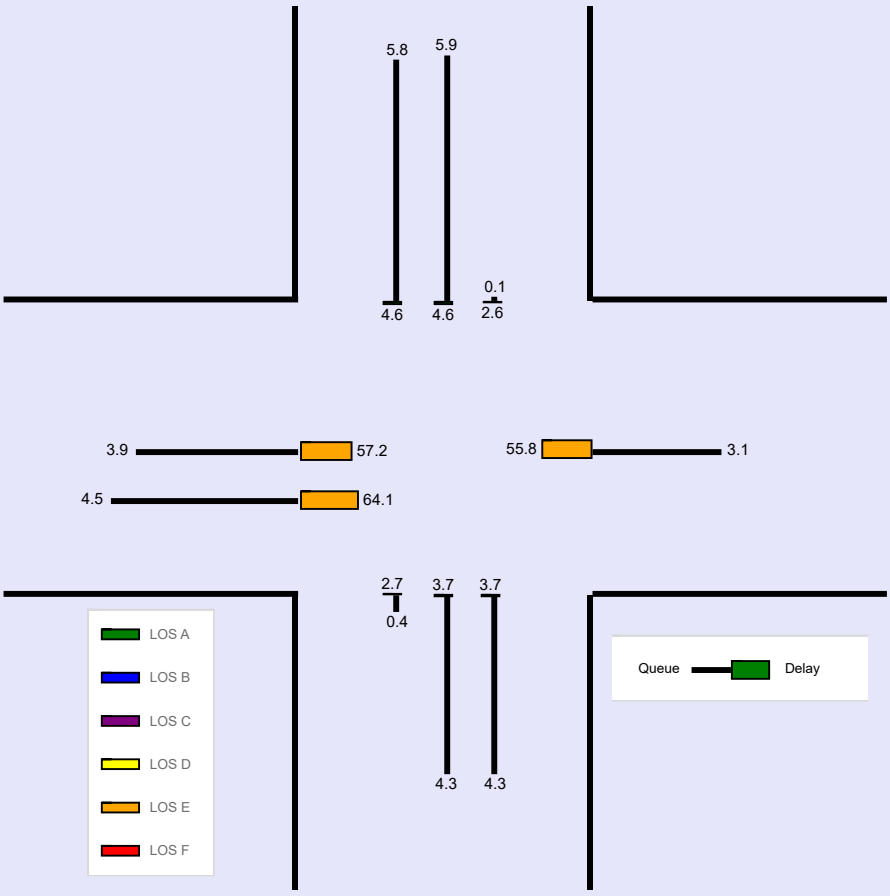
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	51	14	78	39	6	9	82	944	22	16	1026	47

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.1	95.0	8.2	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		97.5	112.5		78.2		10.7	114.8	108.7	2.4	153.3	145.6
Back of Queue (*Q*), veh/ln (95 th percentile)		3.9	4.5		3.1		0.4	4.3	4.3	0.1	5.9	5.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.01	0.00	0.00
Control Delay (*d*), s/veh		57.2	64.1		55.8		2.7	3.7	3.7	2.6	4.6	4.6
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.8	E		55.8	E		3.6	A		4.5	A	
Intersection Delay, s/veh / LOS	8.6						A					



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--- Messages ---

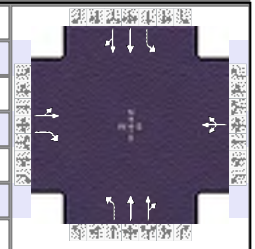
No errors or warnings exist.

--- Comments ---

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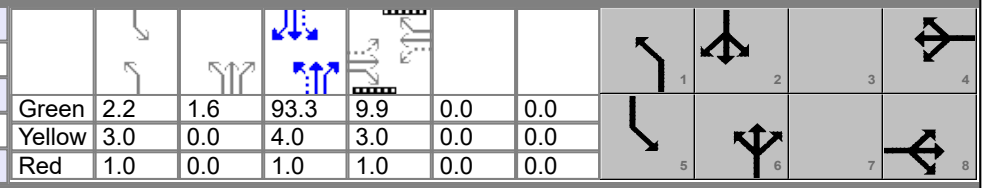
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	54	15	25	84	1344	62	22	1085	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	1.6	93.3	9.9	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	54	15	25	84	1344	62	22	1085	48
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	2		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	3	0	0	7	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

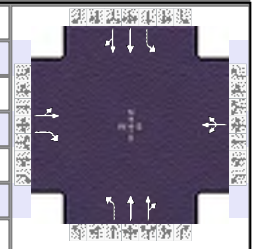
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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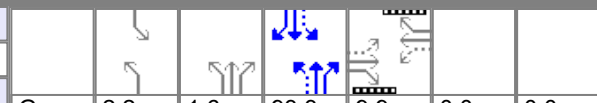
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected PM.xus		
Project Description	23-018-1				

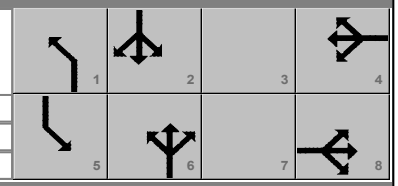


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	54	15	25	84	1344	62	22	1085	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	1.6	93.3	9.9	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		13.9		13.9	7.8	100.0	6.2	98.3
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.5		9.1	3.2		2.3	
Green Extension Time (g_e), s		0.9		0.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.95		0.54	
Max Out Probability		0.06		0.20	0.00		0.00	

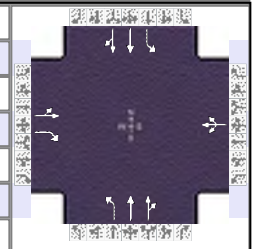
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		64	60		96		88	740	732	23	598	590
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1590	1610		1563		1810	1870	1844	1810	1885	1859
Queue Service Time (g_s), s		0.0	4.3		2.6		1.2	16.4	16.5	0.3	12.4	12.4
Cycle Queue Clearance Time (g_c), s		4.5	4.3		7.1		1.2	16.4	16.5	0.3	12.4	12.4
Green Ratio (*g/C*)		0.08	0.08		0.08		0.81	0.79	0.79	0.80	0.78	0.78
Capacity (*c*), veh/h		179	132		176		440	1480	1460	325	1466	1447
Volume-to-Capacity Ratio (*X*)		0.358	0.453		0.544		0.201	0.500	0.502	0.071	0.407	0.408
Back of Queue (*Q*), ft/ln (95 th percentile)		88.5	84.6		137.3		12.9	218	213.8	3.8	176.7	174
Back of Queue (*Q*), veh/ln (95 th percentile)		3.5	3.4		5.5		0.5	8.6	8.6	0.2	7.0	7.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh		52.5	52.5		53.7		3.1	4.3	4.3	3.8	4.3	4.3
Incremental Delay (d_2), s/veh		1.7	3.4		3.7		0.1	1.2	1.2	0.0	0.8	0.9
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.2	55.9		57.4		3.2	5.5	5.6	3.8	5.2	5.2
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.0	E		57.4	E		5.4	A		5.2	A	
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.69	A	0.65	A	1.78	B	1.49	A

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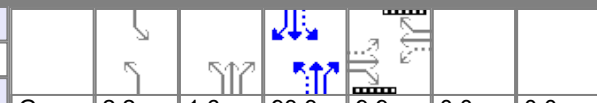
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected PM.xus		
Project Description	23-018-1				

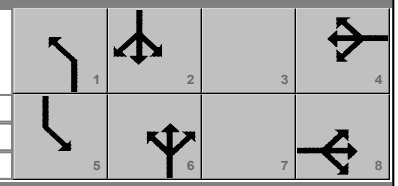


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	54	15	25	84	1344	62	22	1085	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	1.6	93.3	9.9	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.837	0.837		0.841	0.822		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.822		0.986	0.986		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	990	599	1610	927	258	378	1810	3569	146	1810	3602	143
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.79	0.79	0.02	0.78	0.78
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

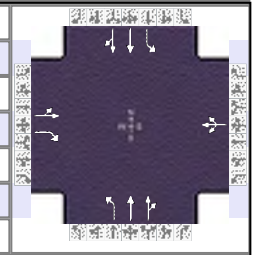
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.08		0.08	0.81	0.79	0.80	0.78
Permitted Saturation Flow Rate (s_p), veh/h/ln		1390		1409	479	0	365	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1547		1574				
Permitted Effective Green Time (g_p), s		9.9		9.9	93.3	0.0	93.3	0.0
Permitted Service Time (g_u), s		2.8		5.4	81.0	0.0	76.5	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.6	2.8		1.1	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.007	0.972	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.157	0.000	0.038	0.000	0.044
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	164.35	50.54	164.35	50.54	1583.12	2.61	1555.81	2.96
Bicycle F_w / F_v	-3.64	0.20	-3.64	0.16	-3.64	1.29	-3.64	1.00

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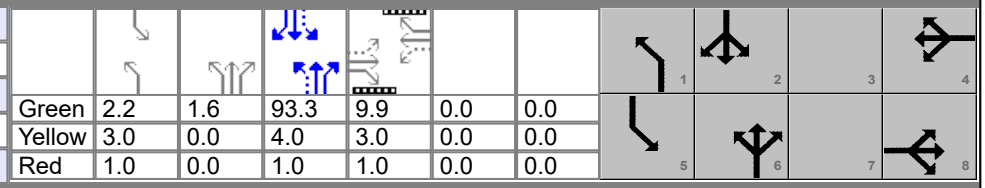
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2028 Projected PM.xus		
Project Description	23-018-1				



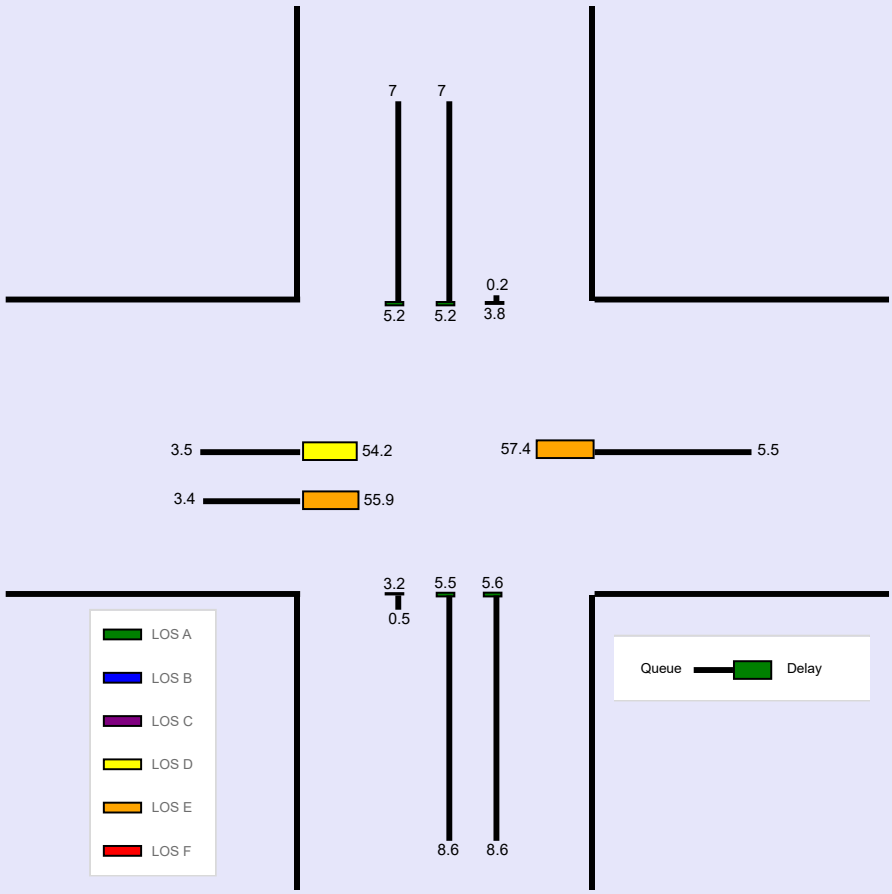
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	38	23	64	54	15	25	84	1344	62	22	1085	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.2	1.6	93.3	9.9	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		88.5	84.6		137.3		12.9	218	213.8	3.8	176.7	174
Back of Queue (*Q*), veh/ln (95 th percentile)		3.5	3.4		5.5		0.5	8.6	8.6	0.2	7.0	7.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.2	55.9		57.4		3.2	5.5	5.6	3.8	5.2	5.2
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.0	E		57.4	E		5.4	A		5.2	A	
Intersection Delay, s/veh / LOS	9.0						A					



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--- Messages ---

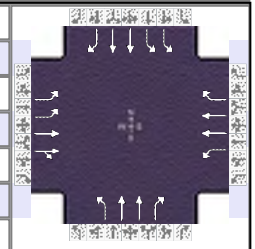
No errors or warnings exist.

--- Comments ---

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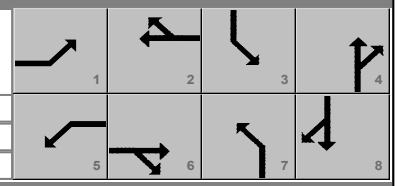
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	502	68	164	981	370	74	352	83	319	466	366

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	132	Reference Point	End	Green	12.8	3.0		56.3	7.9	5.0	24.9					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	0.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0		1.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	502	68	164	981	370	74	352	83	319	466	366
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		0	1	9	1	3	2	12	5	1
Ped / Bike / RTOR, /h	0	0	7	0	0	37	0	0	9	0	0	37
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

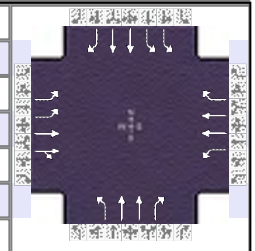
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	502	68	164	981	370	74	352	83	319	466	366

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	12.8	3.0	56.3	7.9	5.0	24.9	5	6	7	8
Yellow	5.0	0.0	5.0	5.0	5.0	5.0				
Red	1.0	0.0	1.0	1.0	1.0	1.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	18.8	62.3	21.9	65.4	13.9	24.9	30.9	41.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.5	4.5
Queue Clearance Time (g_s), s	12.2		15.6		8.2	16.7	16.1	32.0
Green Extension Time (g_e), s	0.6	0.0	0.3	0.0	0.0	2.2	5.2	3.9
Phase Call Probability	1.00		1.00		0.96	1.00	1.00	1.00
Max Out Probability	0.00		0.00		0.02	0.10	0.33	0.63

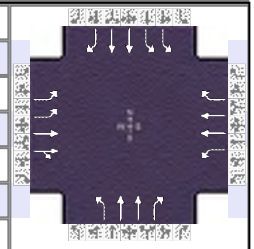
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	260	311	301	178	1066	362	80	383	80	347	507	358
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1813	1810	1795	1497	1795	1766	1585	1593	1738	1598
Queue Service Time (g_s), s	10.2	16.5	16.6	13.6	34.1	25.7	6.2	14.7	6.5	14.1	17.8	30.0
Cycle Queue Clearance Time (g_c), s	10.2	16.5	16.6	13.6	34.1	25.7	6.2	14.7	6.5	14.1	17.8	30.0
Green Ratio (*g/C*)	0.09	0.40	0.40	0.11	0.42	0.42	0.06	0.13	0.13	0.18	0.26	0.26
Capacity (*c*), veh/h	320	759	730	205	1523	635	101	477	214	566	892	410
Volume-to-Capacity Ratio (*X*)	0.813	0.410	0.412	0.868	0.700	0.570	0.796	0.802	0.376	0.612	0.568	0.873
Back of Queue (*Q*), ft/ln (95 th percentile)	207.6	313.5	303.4	272.6	544.3	399.2	134.2	284.6	117.7	260.7	318.1	496.4
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	12.4	12.1	10.9	21.6	14.9	5.3	11.1	4.6	9.5	12.2	19.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.00	1.27	0.00	1.60	0.37	0.00	0.49	1.19	0.00	3.82
Uniform Delay (d_1), s/veh	62.4	29.9	30.0	61.0	33.0	30.1	65.3	58.7	9.4	53.1	45.3	49.9
Incremental Delay (d_2), s/veh	3.8	1.6	1.7	8.2	2.7	3.7	5.3	4.9	1.6	0.6	0.8	16.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.2	31.6	31.7	69.2	35.7	33.8	70.5	63.7	11.0	53.7	46.1	66.2
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	41.9	D		39.0	D		56.9	E		54.2	D	
Intersection Delay, s/veh / LOS	46.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.63	C	2.52	C	2.47	B
Bicycle LOS Score / LOS	1.21	A	1.81	B	0.94	A	1.49	A

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HCS Signalized Intersection Intermediate Values

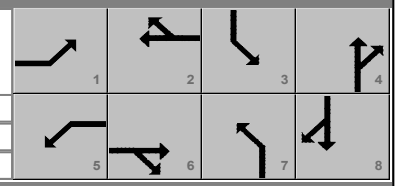
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	502	68	164	981	370	74	352	83	319	466	366

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.8	3.0	56.3	7.9	5.0	24.9
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	1.000	0.992	0.930	0.992	0.977	0.984	0.906	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3299	400	1810	3589	1497	1795	3533	1585	3185	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.09	0.40	0.40	0.11	0.42	0.42	0.06	0.13	0.13	0.18	0.26	0.26
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50	0.04	0.17	0.15	0.06	0.16	0.35

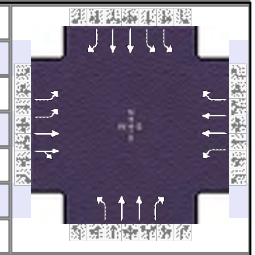
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.09	0.40	0.11	0.42	0.06	0.13	0.18	0.26
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.013	1.852	0.053	1.710	0.053	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.129	0.000	0.126	0.000	0.155	0.000	0.147
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	804.79	25.00	848.34	23.21	355.54	47.32	512.90	38.70
Bicycle F_w / F_v	-3.64	0.72	-3.64	1.33	-3.64	0.45	-3.64	1.00

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HCS Signalized Intersection Results Graphical Summary

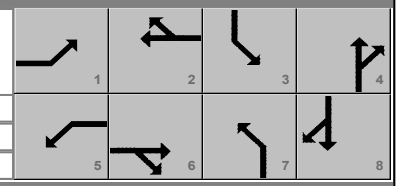
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected AM.xus		
Project Description	23-018				



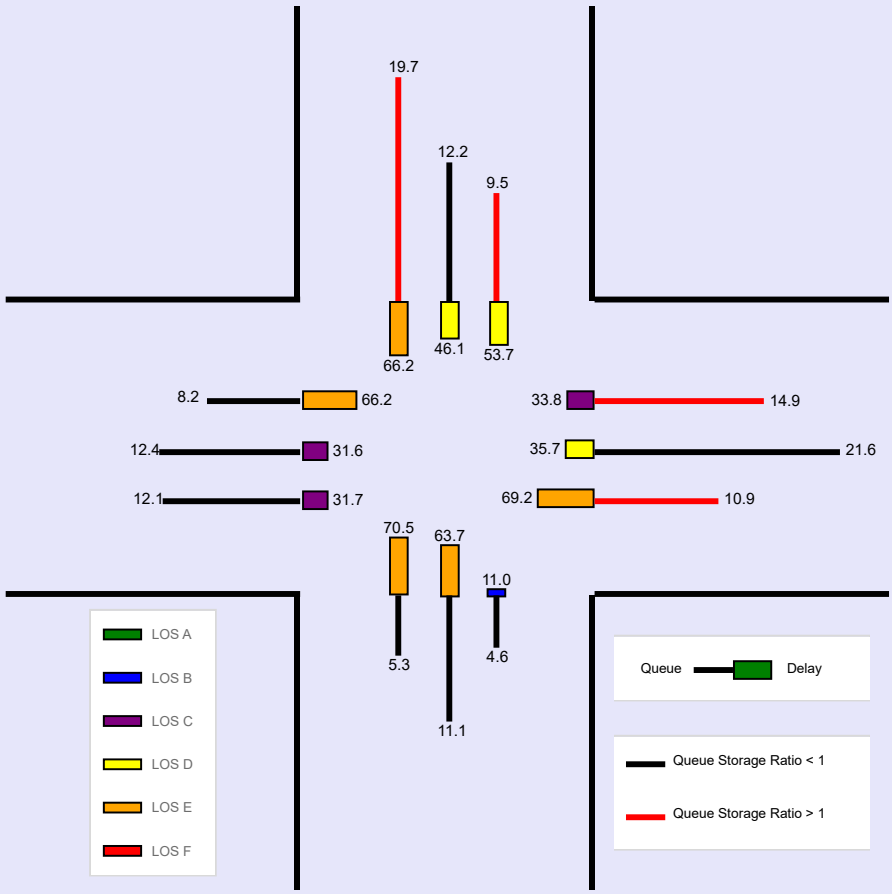
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	239	502	68	164	981	370	74	352	83	319	466	366

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	12.8	3.0	56.3	7.9	5.0	24.9						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	207.6	313.5	303.4	272.6	544.3	399.2	134.2	284.6	117.7	260.7	318.1	496.4
Back of Queue (*Q*), veh/ln (95 th percentile)	8.2	12.4	12.1	10.9	21.6	14.9	5.3	11.1	4.6	9.5	12.2	19.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.74	0.00	0.00	1.27	0.00	1.60	0.37	0.00	0.49	1.19	0.00	3.82
Control Delay (*d*), s/veh	66.2	31.6	31.7	69.2	35.7	33.8	70.5	63.7	11.0	53.7	46.1	66.2
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	41.9		D	39.0		D	56.9		E	54.2		D
Intersection Delay, s/veh / LOS	46.3						D					



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--- Messages ---

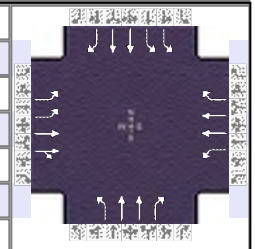
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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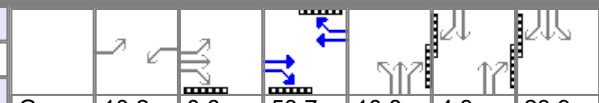
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected Mid.xus		
Project Description	23-018-1				

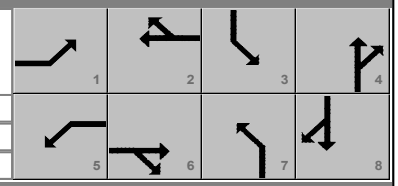


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	748	108	103	692	332	112	431	76	395	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.2	0.6		53.7	10.8	4.8	23.9					
Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Red	1.0	1.0		1.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	748	108	103	692	332	112	431	76	395	385	388
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		3	1	11	2	7	3	9	5	1
Ped / Bike / RTOR, /h	0	0	11	0	0	34	0	0	8	0	0	39
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

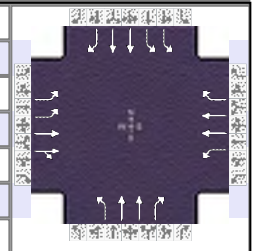
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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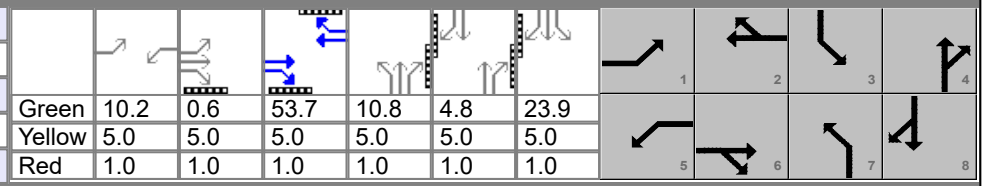
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	748	108	103	692	332	112	431	76	395	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.2	0.6	53.7	10.8	4.8	23.9						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.8	66.3	16.2	59.7	16.8	27.6	29.9	40.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.4	4.4
Queue Clearance Time (g_s), s	16.2		10.2		10.9	19.5	18.3	32.2
Green Extension Time (g_e), s	0.6	0.0	0.2	0.0	0.0	2.1	3.6	2.5
Phase Call Probability	1.00		0.98		0.99	1.00	1.00	1.00
Max Out Probability	0.34		0.00		0.91	0.27	0.58	0.91

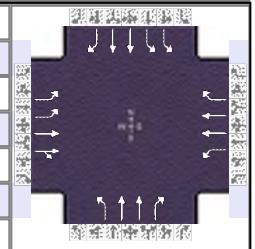
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	361	440	422	105	706	304	114	440	69	403	393	356
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1809	1767	1795	1472	1781	1710	1572	1634	1738	1598
Queue Service Time (g_s), s	14.2	24.3	24.3	8.2	21.1	22.5	8.9	17.5	5.5	16.3	13.4	30.2
Cycle Queue Clearance Time (g_c), s	14.2	24.3	24.3	8.2	21.1	22.5	8.9	17.5	5.5	16.3	13.4	30.2
Green Ratio (*g/C*)	0.12	0.43	0.43	0.07	0.38	0.38	0.08	0.15	0.15	0.17	0.25	0.25
Capacity (*c*), veh/h	419	812	779	129	1376	564	137	527	243	558	862	396
Volume-to-Capacity Ratio (*X*)	0.863	0.542	0.542	0.815	0.513	0.539	0.834	0.834	0.286	0.722	0.456	0.899
Back of Queue (*Q*), ft/ln (95 th percentile)	281.6	430.2	413.2	184.2	364.9	340.2	208.4	333.7	98.8	299.3	253.3	514
Back of Queue (*Q*), veh/ln (95 th percentile)	11.2	17.1	16.5	7.2	14.5	12.5	8.2	12.6	3.9	11.2	9.7	20.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.01	0.00	0.00	0.86	0.00	1.36	0.58	0.00	0.41	1.36	0.00	3.95
Uniform Delay (d_1), s/veh	60.5	29.6	29.6	64.0	33.1	28.8	63.7	57.5	9.3	54.9	44.6	50.9
Incremental Delay (d_2), s/veh	10.5	2.6	2.7	8.9	1.4	3.7	18.0	7.4	0.9	3.0	0.5	21.3
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	70.9	32.2	32.3	72.8	34.5	32.5	81.8	64.9	10.3	57.9	45.2	72.2
Level of Service (LOS)	E	C	C	E	C	C	F	E	B	E	D	E
Approach Delay, s/veh / LOS	43.7	D		37.6	D		61.9	E		58.0	E	
Intersection Delay, s/veh / LOS	48.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.64	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.50	A	1.41	A	1.00	A	1.44	A

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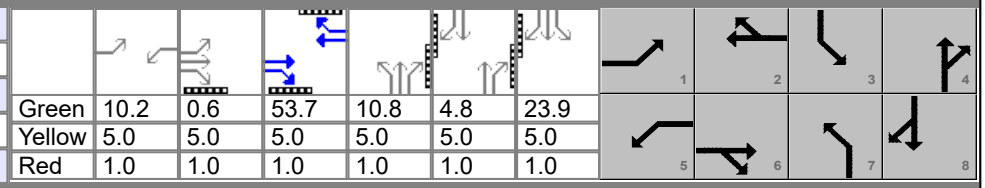
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	748	108	103	692	332	112	431	76	395	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.2	0.6	53.7	10.8	4.8	23.9						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	0.977	0.992	0.914	0.984	0.945	0.977	0.930	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.960	0.960		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3270	424	1767	3589	1472	1781	3420	1572	3267	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.12	0.43	0.43	0.07	0.38	0.38	0.08	0.15	0.15	0.17	0.25	0.25
Incremental Delay Factor (k)	0.23	0.50	0.50	0.08	0.50	0.50	0.17	0.24	0.15	0.18	0.15	0.39

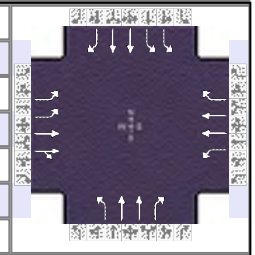
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.12	0.43	0.07	0.38	0.08	0.15	0.17	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.011	1.852	0.055	1.710	0.048	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.125	0.000	0.132	0.000	0.155	0.000	0.148
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	861.10	22.70	766.91	26.61	341.60	48.13	496.09	39.58
Bicycle F_w / F_v	-3.64	1.01	-3.64	0.92	-3.64	0.51	-3.64	0.95

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HCS Signalized Intersection Results Graphical Summary

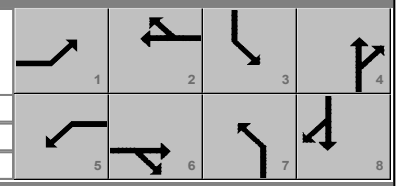
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Mar 3, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected Mid.xus		
Project Description	23-018-1				



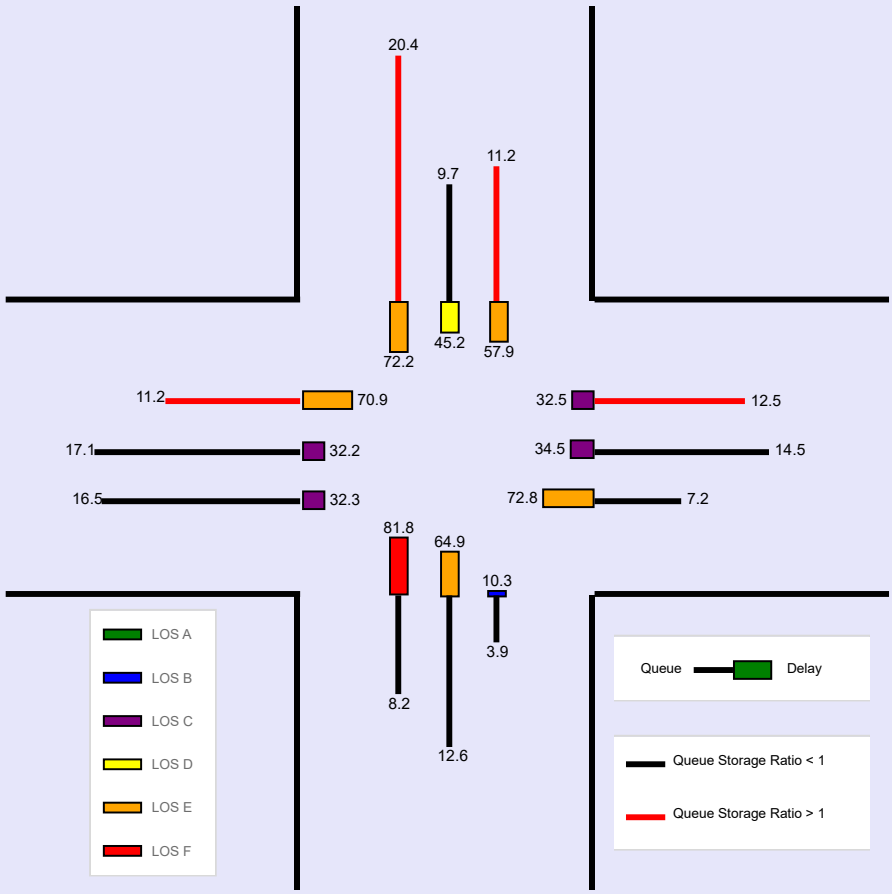
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	354	748	108	103	692	332	112	431	76	395	385	388

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.2	0.6	53.7	10.8	4.8	23.9						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	281.6	430.2	413.2	184.2	364.9	340.2	208.4	333.7	98.8	299.3	253.3	514
Back of Queue (*Q*), veh/ln (95 th percentile)	11.2	17.1	16.5	7.2	14.5	12.5	8.2	12.6	3.9	11.2	9.7	20.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.01	0.00	0.00	0.86	0.00	1.36	0.58	0.00	0.41	1.36	0.00	3.95
Control Delay (*d*), s/veh	70.9	32.2	32.3	72.8	34.5	32.5	81.8	64.9	10.3	57.9	45.2	72.2
Level of Service (LOS)	E	C	C	E	C	C	F	E	B	E	D	E
Approach Delay, s/veh / LOS	43.7		D	37.6		D	61.9		E	58.0		E
Intersection Delay, s/veh / LOS	48.8						D					



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--- Messages ---

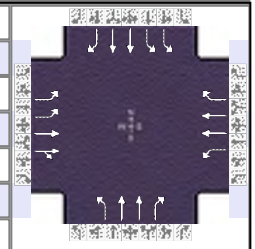
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

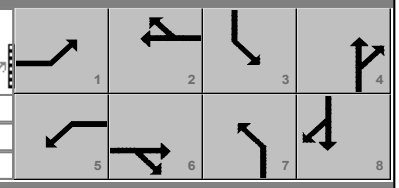
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1088	112	124	739	425	93	635	97	433	417	357

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.1	28.0	23.2	19.6	6.4	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1088	112	124	739	425	93	635	97	433	417	357
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0	1	2	2	0	0	2	0
Ped / Bike / RTOR, /h	0	0	12	0	0	43	0	0	10	0	0	36
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

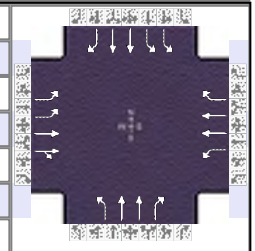
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected PM.xus		
Project Description	23-018-1				

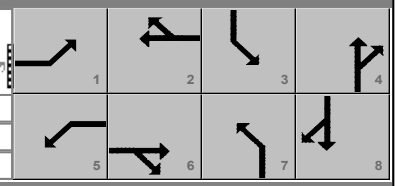


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1088	112	124	739	425	93	635	97	433	417	357

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.1	28.0	23.2	19.6	6.4	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	29.2	63.2	17.1	51.1	21.8	34.2	25.6	38.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	21.7		11.8		9.1	27.2	19.5	29.9
Green Extension Time (g_e), s	1.5	0.0	0.0	0.0	2.9	1.0	0.0	2.0
Phase Call Probability	1.00		0.99		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.57	1.00	1.00	1.00

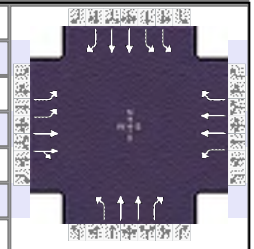
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	507	621	604	128	762	394	96	655	90	446	430	331
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1843	1810	1809	1598	1781	1781	1610	1757	1781	1610
Queue Service Time (g_s), s	19.7	40.2	40.3	9.8	25.3	31.1	7.1	25.2	6.6	17.5	14.8	27.9
Cycle Queue Clearance Time (g_c), s	19.7	40.2	40.3	9.8	25.3	31.1	7.1	25.2	6.6	17.5	14.8	27.9
Green Ratio (*g/C*)	0.17	0.41	0.41	0.08	0.32	0.32	0.11	0.20	0.20	0.14	0.23	0.23
Capacity (*c*), veh/h	582	776	753	143	1165	514	201	717	324	491	813	368
Volume-to-Capacity Ratio (*X*)	0.872	0.800	0.802	0.894	0.654	0.766	0.477	0.913	0.277	0.909	0.529	0.900
Back of Queue (*Q*), ft/ln (95 th percentile)	371	689.4	675	259.8	432.5	246	146	470.4	121	349.9	274.9	484.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.8	27.6	27.0	10.4	17.3	9.8	5.7	18.5	4.8	14.0	10.8	19.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.32	0.00	0.00	1.21	0.00	0.98	0.41	0.00	0.50	1.59	0.00	3.73
Uniform Delay (d_1), s/veh	57.0	36.4	36.4	63.9	40.8	8.0	58.2	54.7	47.3	59.3	47.4	52.5
Incremental Delay (d_2), s/veh	12.7	8.5	8.8	44.9	2.9	10.4	0.7	15.7	0.7	19.9	0.8	22.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	69.7	44.9	45.2	108.7	43.6	18.4	58.9	70.4	47.9	79.2	48.2	74.8
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	52.3	D		42.4	D		66.7	E		67.0	E	
Intersection Delay, s/veh / LOS	55.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	1.92	B	1.55	B	1.18	A	1.48	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected PM.xus		
Project Description	23-018-1				

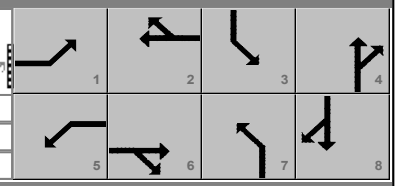


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1088	112	124	739	425	93	635	97	433	417	357

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.1	28.0	23.2	19.6	6.4	15.8
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	0.992	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3429	315	1810	3618	1598	1781	3561	1610	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.08	0.32	0.32	0.11	0.20	0.20	0.14	0.23	0.23
Incremental Delay Factor (k)	0.37	0.50	0.50	0.41	0.50	0.50	0.04	0.42	0.15	0.41	0.15	0.38

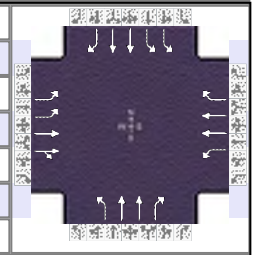
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.08	0.32	0.11	0.20	0.14	0.23
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.014	1.852	0.051	1.710	0.061	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.156	0.000	0.152	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	816.77	24.50	331.05	48.74	402.70	44.65	225.57	55.10
Bicycle F_w / F_v	-3.64	1.43	-3.64	1.06	-3.64	0.69	-3.64	1.00

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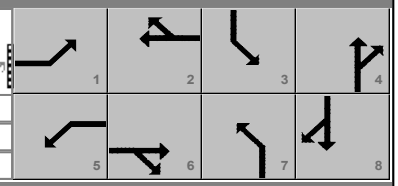
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RGD	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2028 Projected PM.xus		
Project Description	23-018-1				

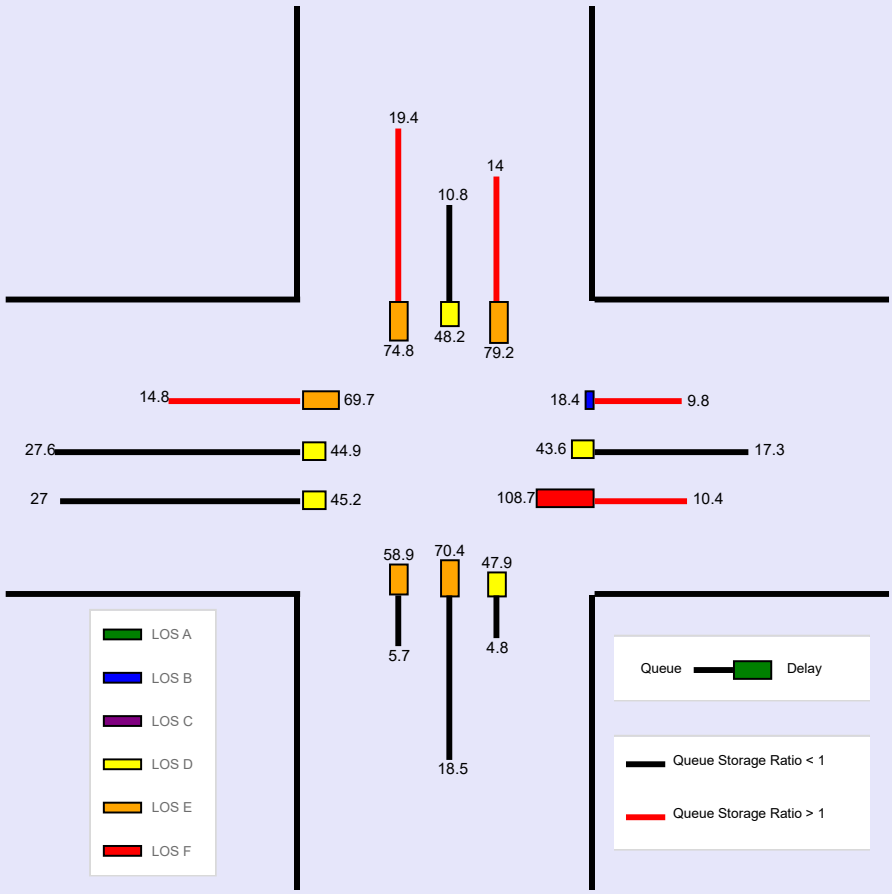


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	492	1088	112	124	739	425	93	635	97	433	417	357

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	132	Reference Point	End	Green	11.1	28.0	23.2	19.6	6.4	15.8						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	371	689.4	675	259.8	432.5	246	146	470.4	121	349.9	274.9	484.8
Back of Queue (*Q*), veh/ln (95 th percentile)	14.8	27.6	27.0	10.4	17.3	9.8	5.7	18.5	4.8	14.0	10.8	19.4
Queue Storage Ratio (*RQ*) (95 th percentile)	1.32	0.00	0.00	1.21	0.00	0.98	0.41	0.00	0.50	1.59	0.00	3.73
Control Delay (*d*), s/veh	69.7	44.9	45.2	108.7	43.6	18.4	58.9	70.4	47.9	79.2	48.2	74.8
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	E	D	E
Approach Delay, s/veh / LOS	52.3	D		42.4	D		66.7	E		67.0	E	
Intersection Delay, s/veh / LOS	55.7						E					



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--- Messages ---

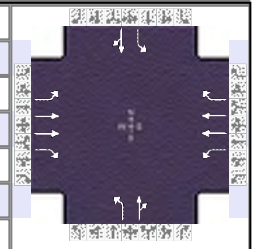
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

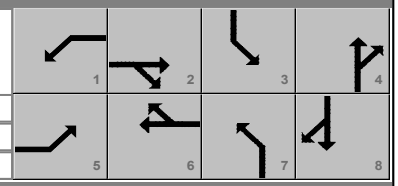


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	687	142	59	1284	29	115	28	77	80	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	687	142	59	1284	29	115	28	77	80	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6	1	0	3	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

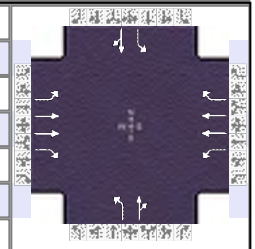
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

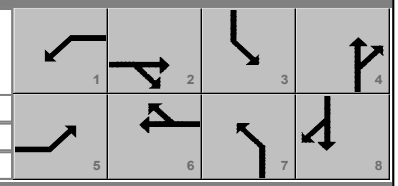


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	687	142	59	1284	29	115	28	77	80	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

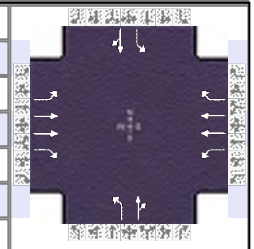
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	828	153	71	1547	31	139	117		96	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1724	1598	1810	1766	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	14.5	4.9	3.9	36.9	0.9	7.5	6.7		5.1	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	14.5	4.9	3.9	36.9	0.9	7.5	6.7		5.1	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1865	864	92	1861	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.444	0.177	0.769	0.831	0.037	0.788	0.714		0.585	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	243.2	78.7	83.1	546	15.3	156.7	128.5		107.1	163.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	9.3	3.1	3.3	21.3	0.6	6.3	5.1		4.3	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	13.9	11.7	46.9	19.9	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	0.8	0.4	4.9	4.5	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	14.6	12.1	51.8	24.4	11.8	48.0	46.0		44.9	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.3	B		25.4	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	26.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.37	A	1.85	B	0.91	A	0.85	A

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HCS Signalized Intersection Intermediate Values

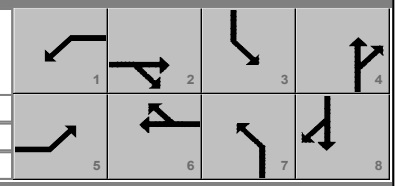
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	687	142	59	1284	29	115	28	77	80	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	0.992	1.000	0.977	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3448	1598	1810	3533	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

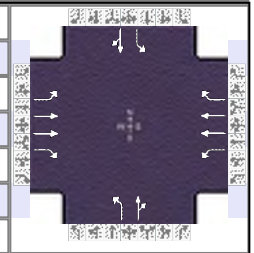
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.42	10.55	130.32	43.70	194.41	40.75		56.18
Bicycle F_w / F_v	-3.64	0.89	-3.64	1.36	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

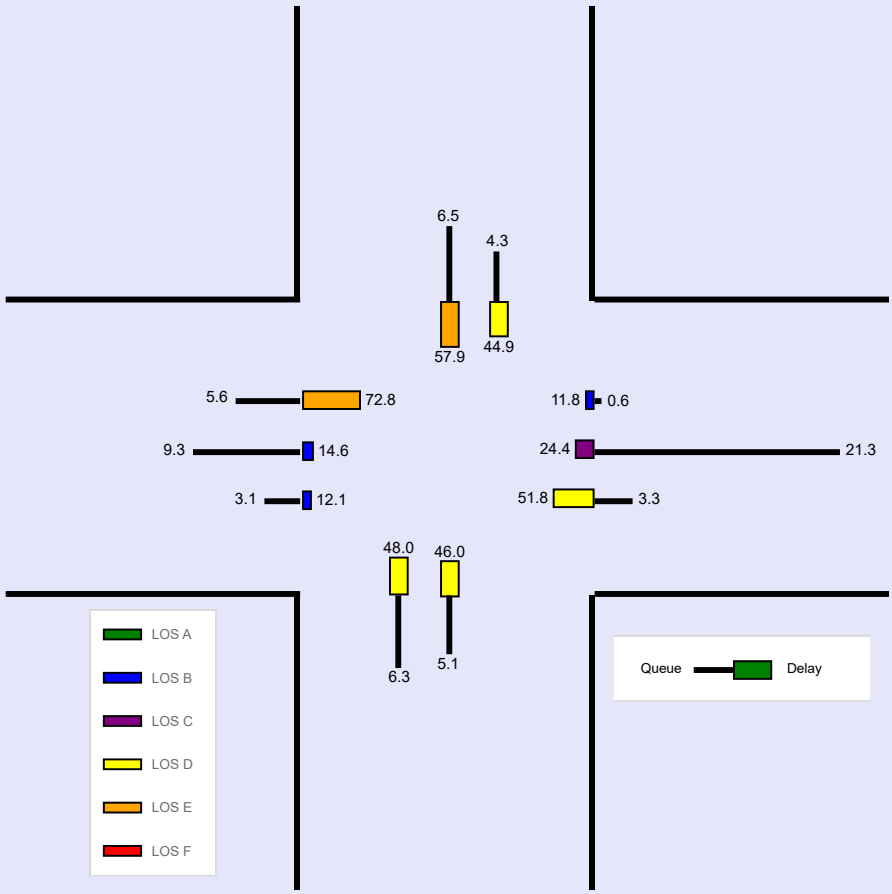


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	687	142	59	1284	29	115	28	77	80	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	5	6	7	8		
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	243.2	78.7	83.1	546	15.3	156.7	128.5		107.1	163.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	9.3	3.1	3.3	21.3	0.6	6.3	5.1		4.3	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	14.6	12.1	51.8	24.4	11.8	48.0	46.0		44.9	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.3	B		25.4	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	26.9						C					



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--- Messages ---

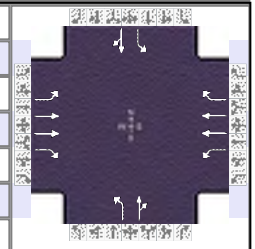
No errors or warnings exist.

--- Comments ---

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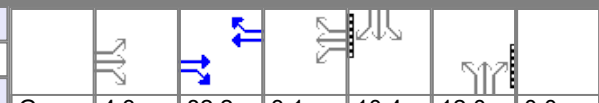
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected Mid.xus		
Project Description	23-018				

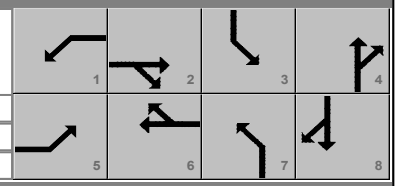


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1002	83	21	887	46	102	43	77	62	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1002	83	21	887	46	102	43	77	62	29	73
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4	0	0	5	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	9	0	0	5	0	0	8	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

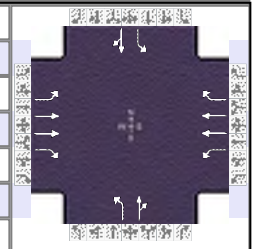
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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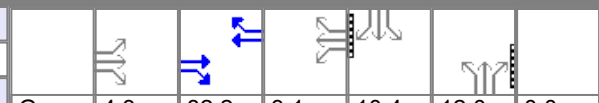
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected Mid.xus		
Project Description	23-018				

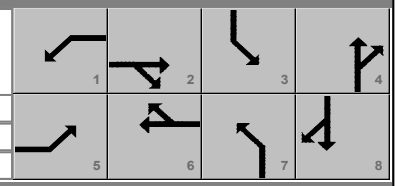


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1002	83	21	887	46	102	43	77	62	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	10.3	98.5	9.1	97.3		17.0		15.4
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (*g s*), s	5.3		3.7			11.6		10.2
Green Extension Time (*g e*), s	0.0	0.0	1.7	0.0		0.4		0.3
Phase Call Probability	0.81		0.58			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

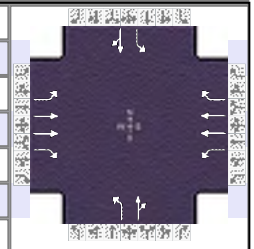
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	1066	79	22	944	44	109	119		66	100	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1752	1610	1810	1738	1610	1810	1710		1810	1690	
Queue Service Time (*g s*), s	3.3	20.8	2.4	1.7	18.1	1.4	8.2	9.6		4.9	8.2	
Cycle Queue Clearance Time (*g c*), s	3.3	20.8	2.4	1.7	18.1	1.4	8.2	9.6		4.9	8.2	
Green Ratio (*g/C*)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09		0.07	0.07	
Capacity (*c*), veh/h	55	2315	1063	40	2267	1050	155	147		135	126	
Volume-to-Capacity Ratio (*X*)	0.767	0.461	0.074	0.554	0.416	0.042	0.700	0.813		0.489	0.795	
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	324.6	39.1	37.7	292.8	22	172.7	193.3		105	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	12.6	1.6	1.5	11.3	0.9	6.9	7.7		4.2	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.20	0.17	0.00	0.15	0.86	0.00		0.00	0.00	
Uniform Delay (*d 1*), s/veh	67.4	11.6	6.9	67.8	11.6	8.7	62.3	62.9		62.2	63.7	
Incremental Delay (*d 2*), s/veh	7.9	0.7	0.1	4.4	0.6	0.1	2.1	4.1		1.0	4.2	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	75.3	12.3	7.1	72.1	12.2	8.8	64.4	67.0		63.3	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.2	B		13.4	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.98	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.47	A	1.32	A	0.86	A	0.76	A

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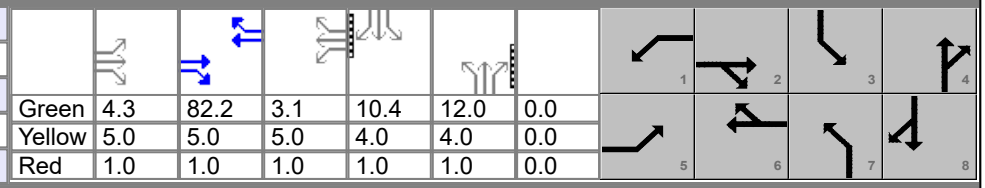
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1002	83	21	887	46	102	43	77	62	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	1.000	0.961	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.900	0.900		0.889	0.889
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3505	1610	1810	3477	1610	1810	657	1054	1810	521	1168
Proportion of Vehicles Arriving on Green (P)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09	0.09	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

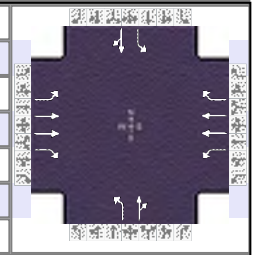
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.66	0.02	0.65		0.09		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.011	1.710	0.007	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.086	0.000	0.163	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	44.53	66.92	1304.14	8.47	171.32	58.52	-85.71	76.13
Bicycle F_w / F_v	-3.64	0.98	-3.64	0.83	-3.64	0.38	-3.64	0.27

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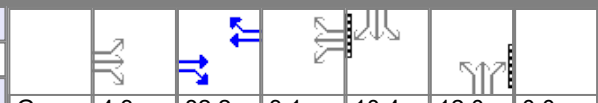
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected Mid.xus		
Project Description	23-018				

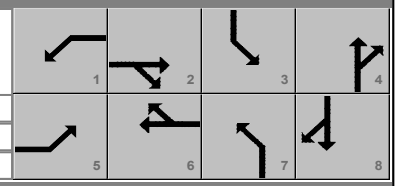


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1002	83	21	887	46	102	43	77	62	29	73

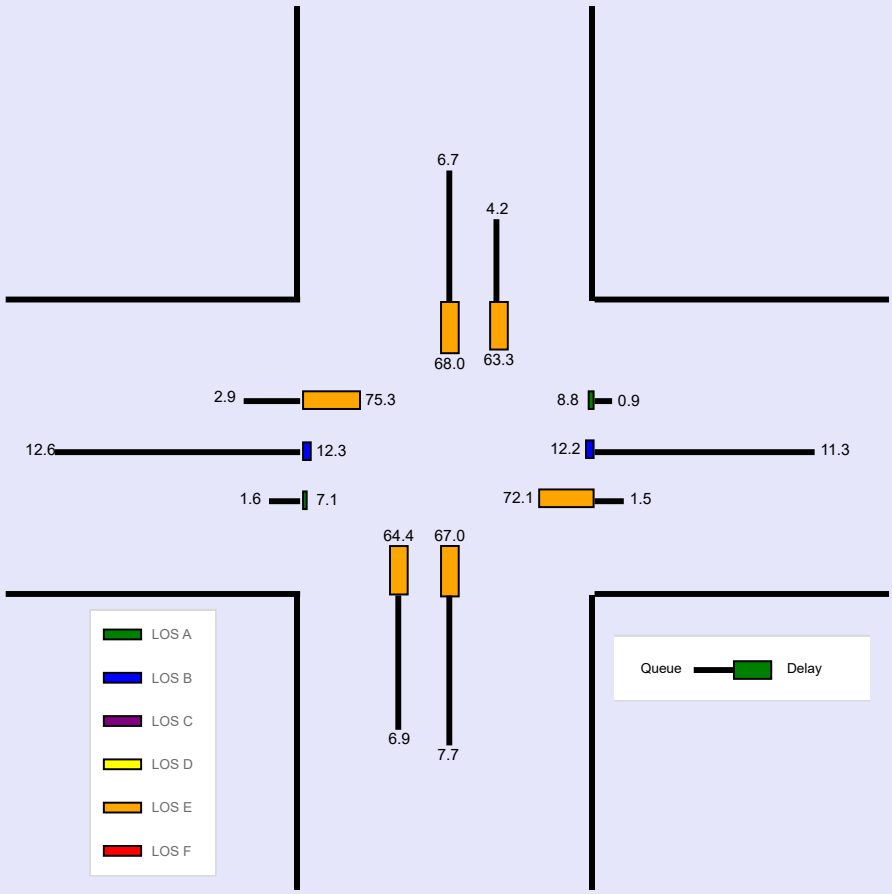
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	324.6	39.1	37.7	292.8	22	172.7	193.3		105	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	12.6	1.6	1.5	11.3	0.9	6.9	7.7		4.2	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.20	0.17	0.00	0.15	0.86	0.00		0.00	0.00	
Control Delay (*d*), s/veh	75.3	12.3	7.1	72.1	12.2	8.8	64.4	67.0		63.3	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.2	B		13.4	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	21.7						C					



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--- Messages ---

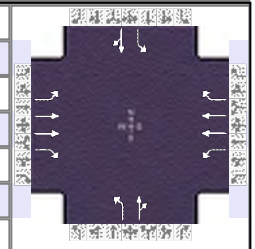
No errors or warnings exist.

--- Comments ---

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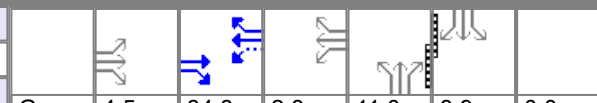
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected PM.xus		
Project Description	23-018				

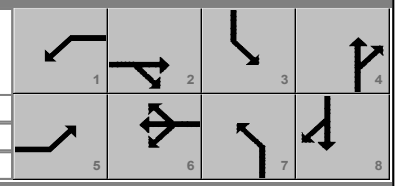


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1453	68	26	1131	57	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.8	2.8	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1453	68	26	1131	57	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	8	0	0	11	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

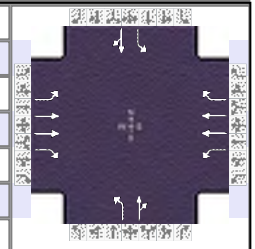
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

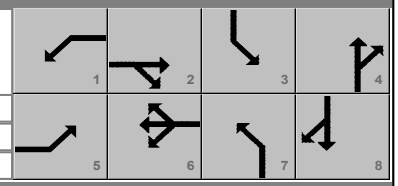
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1453	68	26	1131	57	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.8	2.8	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	101.3	8.8	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.3	0.0		0.3		0.3
Phase Call Probability	0.82		0.66			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

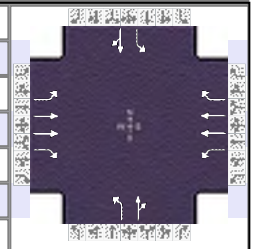
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1529	64	27	1191	54	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1696	1610	1810	1654	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	36.7	1.9	0.0	26.1	1.6	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	36.7	1.9	0.0	26.1	1.6	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2309	1096	227	2212	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.662	0.059	0.120	0.538	0.050	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	517.6	29.3	26	391.3	25.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	19.5	1.2	1.0	14.4	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.12	0.00	0.17	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	13.0	8.2	25.2	12.0	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	1.5	0.1	0.1	0.9	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	14.5	8.3	25.3	12.9	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	15.9	B		13.0	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.84	B	1.54	B	0.76	A	0.75	A

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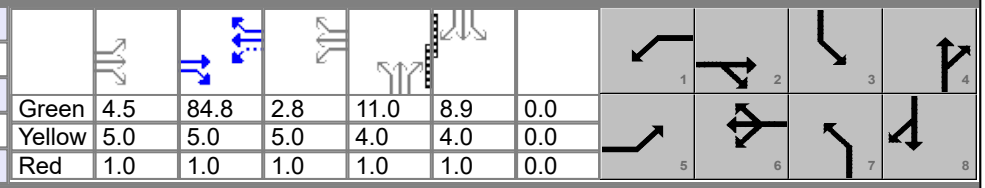
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1453	68	26	1131	57	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.8	2.8	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.938	1.000	1.000	0.914	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3392	1610	1810	3307	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

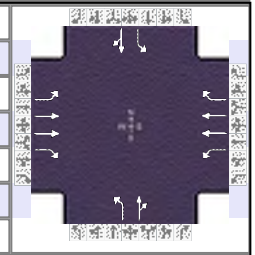
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	346	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	82.8	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	56.6	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			6.9					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	40.03	67.23	1337.88	7.67	127.34	61.37	-85.71	76.13
Bicycle F_w / F_v	-3.64	1.35	-3.64	1.05	-3.64	0.27	-3.64	0.26

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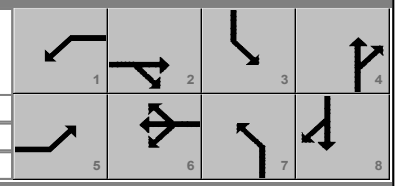
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Jan 9, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2028 Projected PM.xus		
Project Description	23-018				

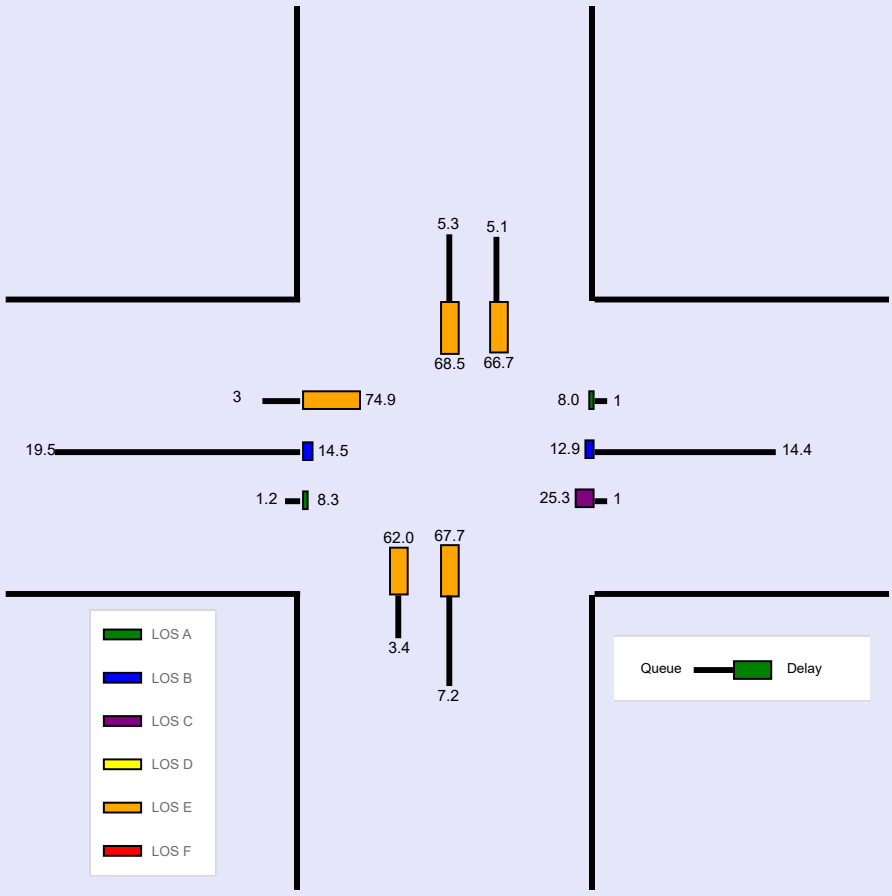


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1453	68	26	1131	57	52	54	57	74	17	66

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	51	Reference Point	End	Green	4.5	84.8	2.8	11.0	8.9	0.0						
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	1.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	517.6	29.3	26	391.3	25.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	19.5	1.2	1.0	14.4	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.12	0.00	0.17	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	14.5	8.3	25.3	12.9	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	15.9	B		13.0	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	19.8						B					



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--- Messages ---

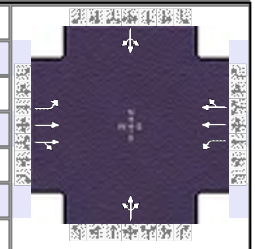
No errors or warnings exist.

--- Comments ---

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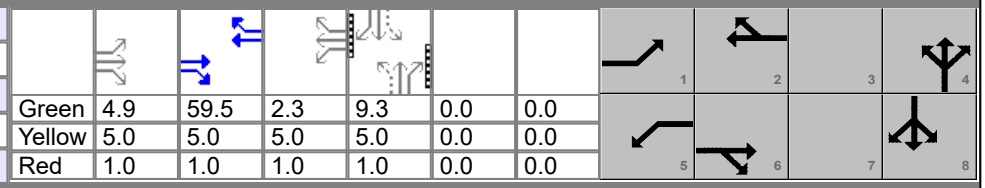
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	788	8	13	1238	17	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.9	59.5	2.3	9.3	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	788	8	13	1238	17	17	6	3	20	5	45
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6		0	3			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

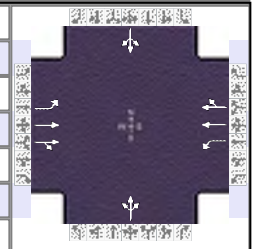
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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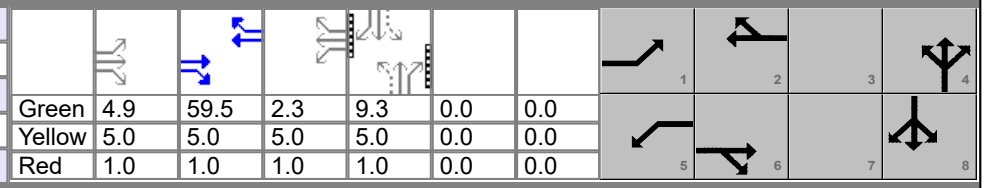
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	788	8	13	1238	17	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.9	59.5	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	10.9	76.4	8.3	73.8		15.3		15.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.3		2.8			3.4		6.0
Green Extension Time (g_e), s	0.1	0.0	2.0	0.0		0.1		0.1
Phase Call Probability	0.70		0.32			0.93		0.93
Max Out Probability	0.00		0.91			0.00		0.00

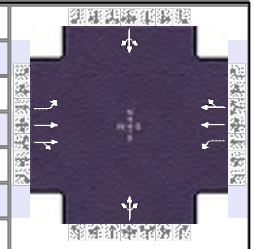
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	433	431	14	682	680		27			71	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1811	1805	1810	1856	1848		1537			1613	
Queue Service Time (g_s), s	2.3	9.3	9.3	0.8	18.8	18.8		0.0			1.0	
Cycle Queue Clearance Time (g_c), s	2.3	9.3	9.3	0.8	18.8	18.8		1.4			4.0	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.68	0.68		0.09			0.09	
Capacity (*c*), veh/h	89	1275	1271	41	1257	1252		204			198	
Volume-to-Capacity Ratio (*X*)	0.490	0.339	0.339	0.344	0.543	0.543		0.133			0.357	
Back of Queue (*Q*), ft/ln (95 th percentile)	50.1	149.8	142.6	17.3	286.9	279.4		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	5.7	5.7	0.7	11.2	11.2		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.3	5.8	5.8	48.1	8.2	8.2		41.7			42.9	
Incremental Delay (d_2), s/veh	3.1	0.7	0.7	3.6	1.7	1.7		0.1			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.5	6.5	51.8	9.9	9.9		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.5	A		10.3	B		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.24	A	1.62	B	0.53	A	0.60	A

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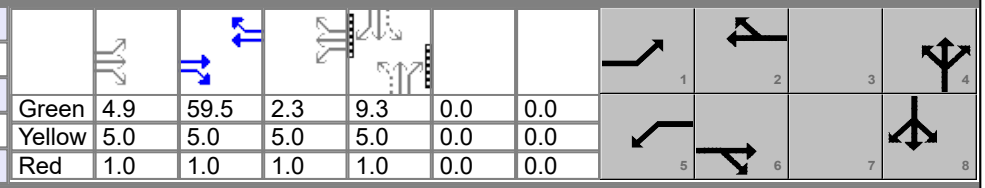
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	788	8	13	1238	17	17	6	3	20	5	45

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.9	59.5	2.3	9.3	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	1.000	1.000	0.977	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.816	0.809		0.937	0.849	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.996	0.996		0.000	0.809		0.000	0.849
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3585	32	1810	3659	44	1045	369	123	496	124	993
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

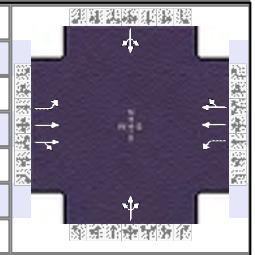
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.68		0.09		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1378		1429
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1511		1725
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.3		9.3
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.4		7.9
Permitted Queue Service Time (g_{ps}), s						0.0		1.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		3.0
Queue Service Time Before Blockage (g_{fs}), s						0.9		3.0
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.007	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.066	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.45	47.75	1355.04	5.20	186.80	41.10	186.80	41.10
Bicycle F_w / F_v	-3.64	0.75	-3.64	1.14	-3.64	0.04	-3.64	0.12

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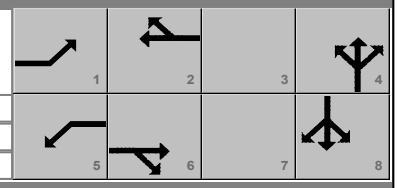
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

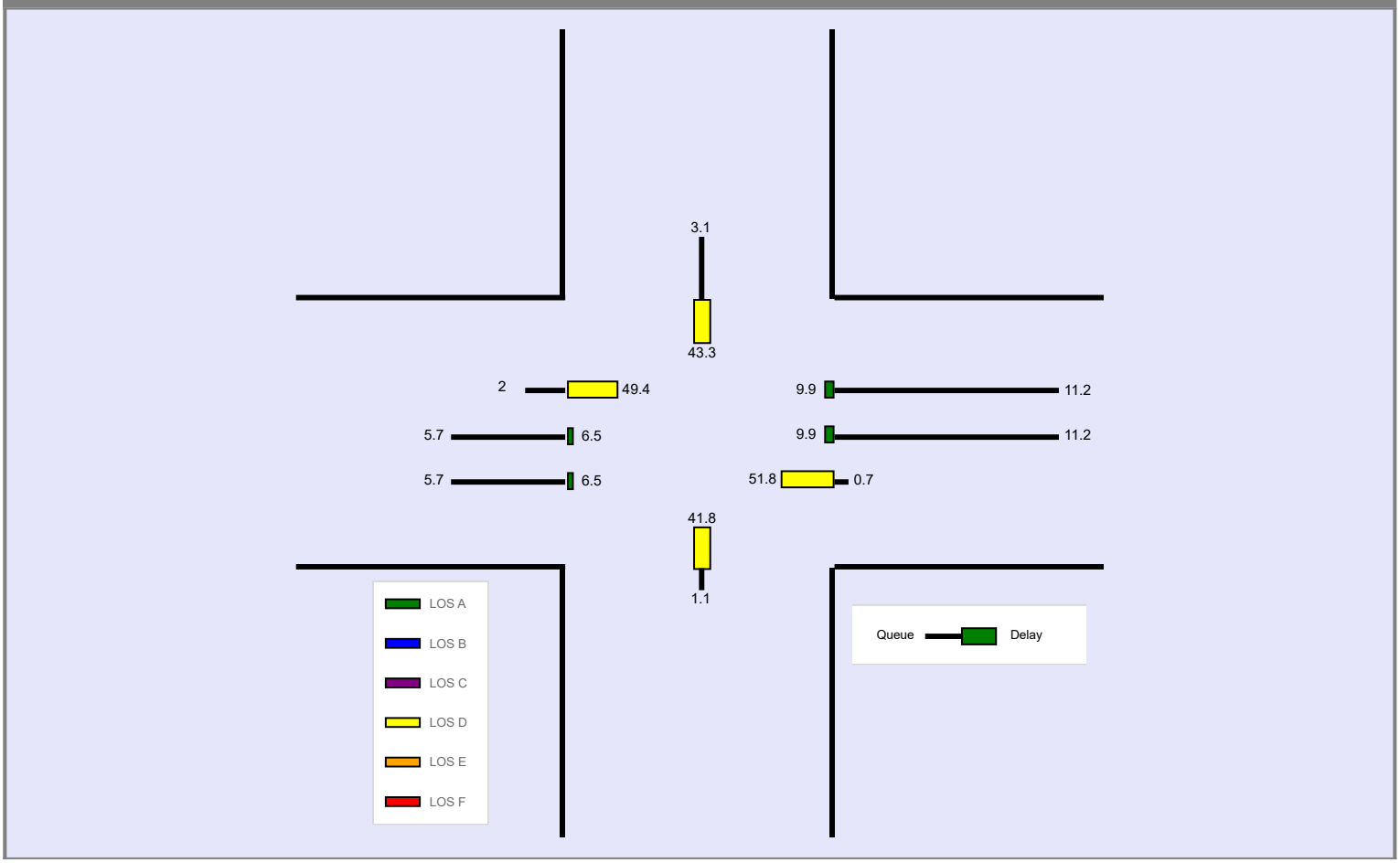


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	788	8	13	1238	17	17	6	3	20	5	45

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	3	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	4.9	59.5	2.3	9.3	0.0	0.0		
				Yellow	5.0	5.0	5.0	5.0	0.0	0.0		
				Red	1.0	1.0	1.0	1.0	0.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	50.1	149.8	142.6	17.3	286.9	279.4		28.5			76.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.0	5.7	5.7	0.7	11.2	11.2		1.1			3.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.5	6.5	51.8	9.9	9.9		41.8			43.3	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.5	A		10.3	B		41.8	D		43.3	D	
Intersection Delay, s/veh / LOS	11.0						B					



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--- Messages ---

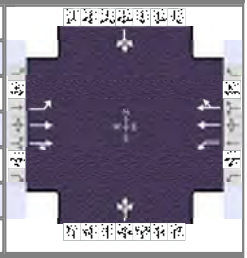
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected Mid.xus		
Project Description	23-018-1				

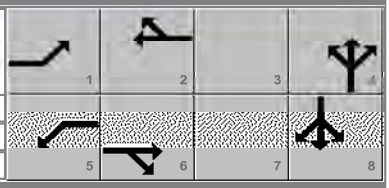


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1041	28	15	808	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	95.6	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1041	28	15	808	12	16	2	9	14	0	34
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4		0	6			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

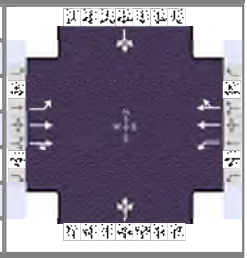
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected Mid.xus		
Project Description	23-018-1				

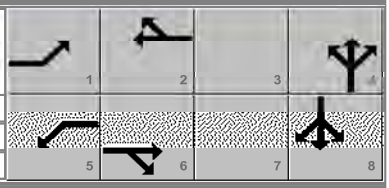


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1041	28	15	808	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	95.6	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.8	115.4	9.2	110.8		15.4		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	8.1		3.2			4.1		5.6
Green Extension Time (g_e), s	0.1	0.0	1.1	0.0		0.1		0.1
Phase Call Probability	0.95		0.45			0.94		0.94
Max Out Probability	0.00		0.94			0.00		0.00

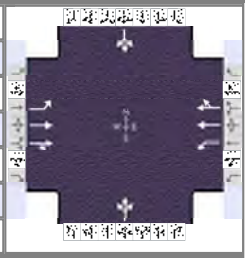
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	79	552	547	15	423	421		27			45	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1841	1825	1810	1811	1803		1548			1596	
Queue Service Time (g_s), s	6.1	13.1	13.1	1.2	10.7	10.7		0.0			0.5	
Cycle Queue Clearance Time (g_c), s	6.1	13.1	13.1	1.2	10.7	10.7		2.1			3.6	
Green Ratio (*g/C*)	0.06	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	101	1439	1427	41	1355	1350		145			141	
Volume-to-Capacity Ratio (*X*)	0.785	0.383	0.384	0.378	0.312	0.312		0.184			0.322	
Back of Queue (*Q*), ft/ln (95 th percentile)	137.5	207.8	200.2	26.7	184.5	175.3		41.9			71.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	8.1	8.0	1.1	7.0	7.0		1.7			2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.3	4.8	4.8	67.4	5.8	5.8		61.9			62.6	
Incremental Delay (d_2), s/veh	9.5	0.8	0.8	4.2	0.6	0.6		0.2			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.7	5.5	5.5	71.7	6.4	6.4		62.1			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2	B		7.6	A		62.1	E		63.1	E	
Intersection Delay, s/veh / LOS	10.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.46	A	1.20	A	0.53	A	0.56	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected Mid.xus		
Project Description	23-018-1				

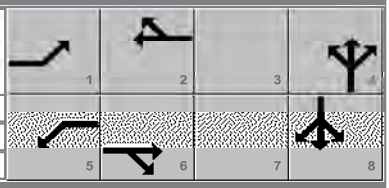


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1041	28	15	808	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	95.6	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	1.000	0.953	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.815		0.937	0.840	
Right-Turn Adjustment Factor (f_{RT})		0.992	0.992		0.996	0.996		0.000	0.815		0.000	0.840
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3580	86	1810	3570	44	953	119	476	508	0	1088
Proportion of Vehicles Arriving on Green (P)	0.06	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.00	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

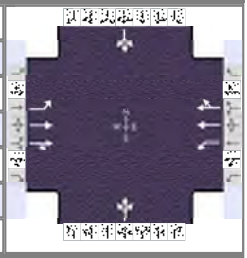
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1400		1427
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1558		1719
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.4		9.4
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.8		7.3
Permitted Queue Service Time (g_{ps}), s						0.0		0.5
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		3.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		3.2
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.006	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.060	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.20	66.87	1496.85	4.43	134.23	60.92	134.23	60.92
Bicycle F_w / F_v	-3.64	0.97	-3.64	0.71	-3.64	0.04	-3.64	0.07

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HCS Signalized Intersection Results Graphical Summary

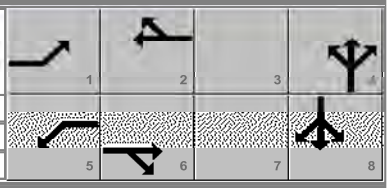
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected Mid.xus		
Project Description	23-018-1				



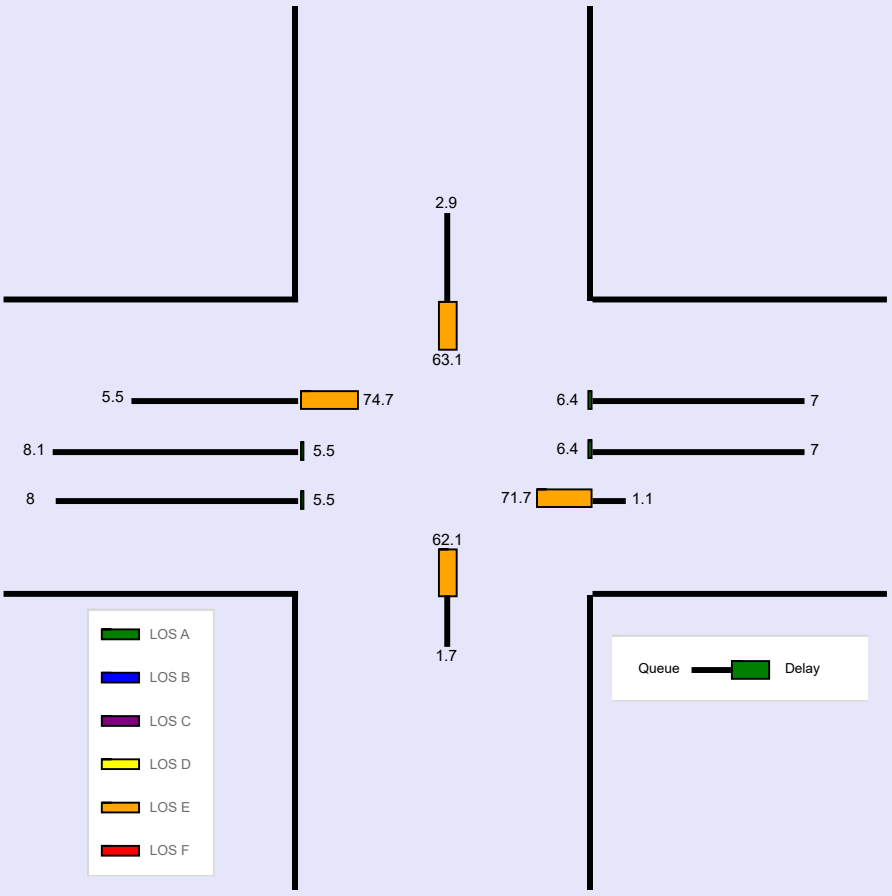
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	1041	28	15	808	12	16	2	9	14	0	34

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	95.6	3.2	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	137.5	207.8	200.2	26.7	184.5	175.3		41.9			71.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	8.1	8.0	1.1	7.0	7.0		1.7			2.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.7	5.5	5.5	71.7	6.4	6.4		62.1			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2		B	7.6		A	62.1		E	63.1		E
Intersection Delay, s/veh / LOS	10.9						B					



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--- Messages ---

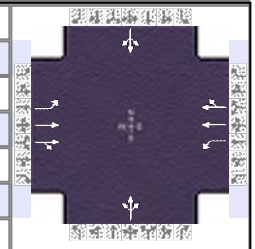
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

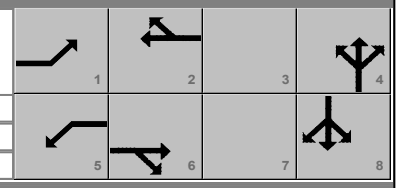
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1410	21	14	1049	15	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.7	95.6	3.1	9.7	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1410	21	14	1049	15	21	5	9	22	2	27
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	1			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

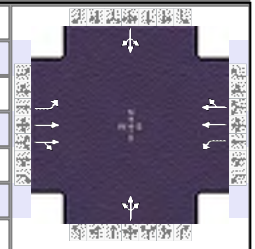
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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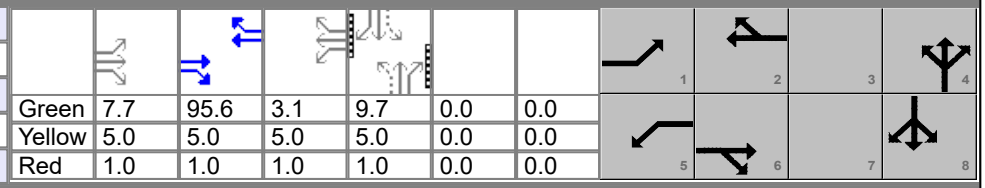
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1410	21	14	1049	15	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	95.6	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.7	115.3	9.1	110.7		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	7.9		3.1			4.9		6.1
Green Extension Time (g_e), s	0.1	0.0	1.6	0.0		0.1		0.1
Phase Call Probability	0.95		0.44			0.97		0.97
Max Out Probability	0.00		0.95			0.00		0.00

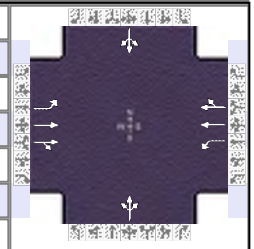
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	78	761	758	15	566	564		36			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1877	1810	1885	1877		1563			1585	
Queue Service Time (g_s), s	5.9	20.8	20.8	1.1	15.2	15.2		0.0			1.2	
Cycle Queue Clearance Time (g_c), s	5.9	20.8	20.8	1.1	15.2	15.2		2.9			4.1	
Green Ratio (*g/C*)	0.05	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	99	1471	1465	40	1409	1403		150			147	
Volume-to-Capacity Ratio (*X*)	0.783	0.517	0.518	0.374	0.402	0.402		0.242			0.348	
Back of Queue (*Q*), ft/ln (95 th percentile)	134.8	301	297.9	25.7	244.3	241.6		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	11.9	11.9	1.0	9.7	9.7		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.64	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.3	5.7	5.7	67.5	6.4	6.4		62.0			62.5	
Incremental Delay (d_2), s/veh	9.6	1.3	1.3	4.3	0.9	0.9		0.3			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.9	7.0	7.0	71.8	7.2	7.2		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.3	B		8.1	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.80	B	1.43	A	0.55	A	0.57	A

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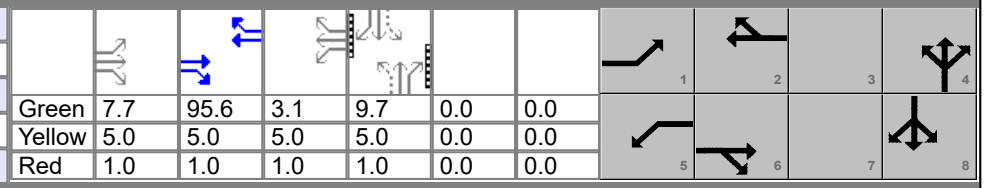
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1410	21	14	1049	15	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	95.6	3.1	9.7	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.844	0.823		0.897	0.834	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.996	0.996		0.000	0.823		0.000	0.834
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3714	47	1810	3716	46	966	230	368	727	66	793
Proportion of Vehicles Arriving on Green (P)	0.05	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

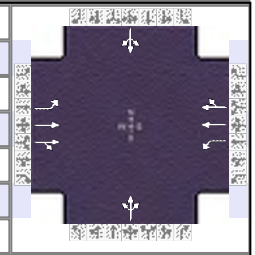
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1404		1422
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1560		1646
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.5		6.8
Permitted Queue Service Time (g_{ps}), s						0.0		1.2
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.2
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.5
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.004	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.060	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.97	66.96	1495.23	4.46	138.06	60.67	138.06	60.67
Bicycle F_w / F_v	-3.64	1.32	-3.64	0.94	-3.64	0.06	-3.64	0.08

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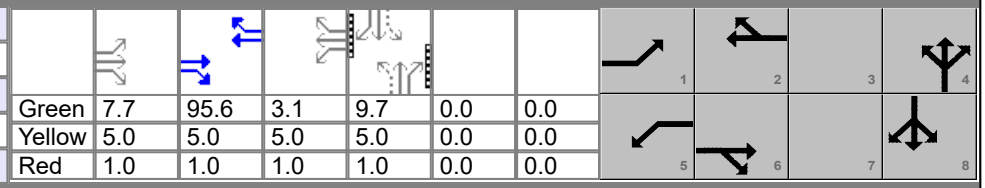
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2028 Projected PM.xus		
Project Description	23-018-1				



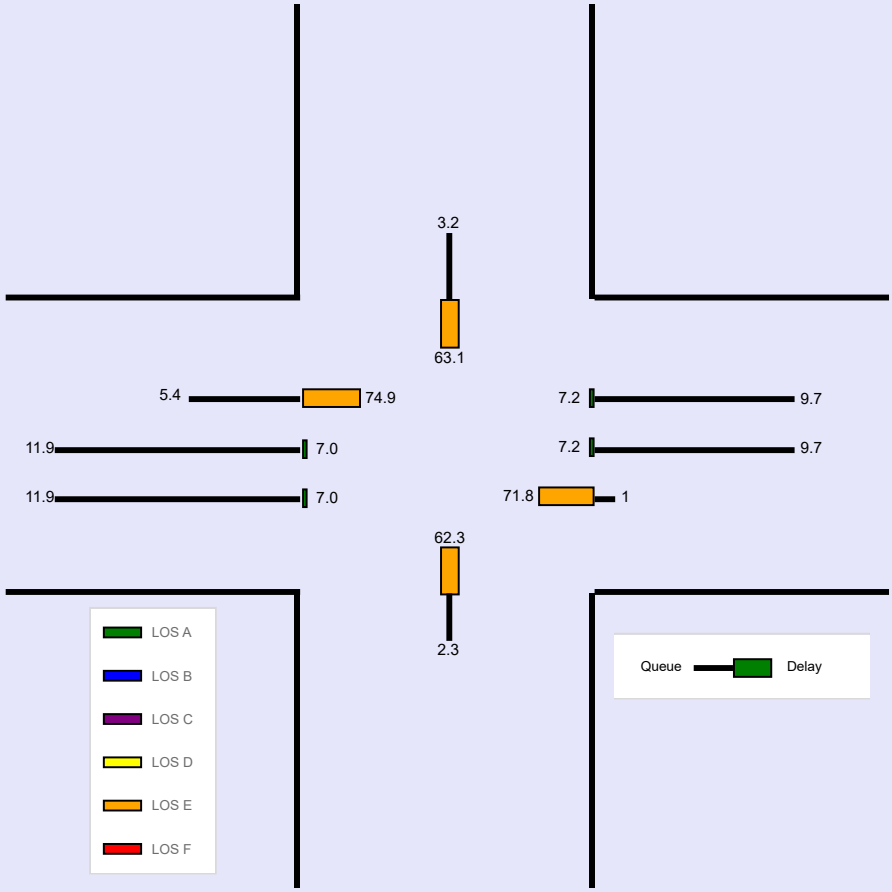
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	1410	21	14	1049	15	21	5	9	22	2	27

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	95.6	3.1	9.7	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	134.8	301	297.9	25.7	244.3	241.6		56.7			81	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.4	11.9	11.9	1.0	9.7	9.7		2.3			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.64	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.9	7.0	7.0	71.8	7.2	7.2		62.3			63.1	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.3	B		8.1	A		62.3	E		63.1	E	
Intersection Delay, s/veh / LOS	11.0						B					



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--- Messages ---

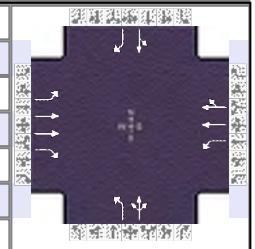
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

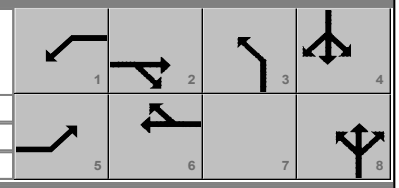
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	545	105	63	861	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.4		77.8	13.1	8.8	0.0					
Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	545	105	63	861	4	87	25	56	6	46	142
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	7	2	0	4		0	0			0	0
Ped / Bike / RTOR, /h	0	0	11	0	0	1	0	0	6	0	0	15
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

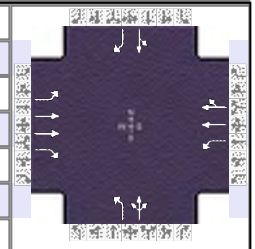
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

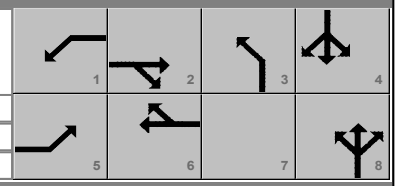
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	545	105	63	861	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	2.4	77.8	13.1	8.8	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	9.9	83.8	12.3	86.2		14.8		19.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.1		6.9			8.7		13.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.65		0.92			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.32

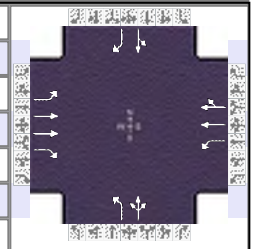
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	592	102	68	470	469	95	82			57	138
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1710	1585	1810	1841	1838	1810	1696			1889	1610
Queue Service Time (g_s), s	2.1	10.9	3.6	4.9	17.1	17.1	6.7	6.1			3.6	11.0
Cycle Queue Clearance Time (g_c), s	2.1	10.9	3.6	4.9	17.1	17.1	6.7	6.1			3.6	11.0
Green Ratio (*g/C*)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07			0.10	0.10
Capacity (*c*), veh/h	55	2046	948	88	1135	1134	123	115			190	162
Volume-to-Capacity Ratio (*X*)	0.538	0.290	0.108	0.777	0.414	0.414	0.769	0.707			0.298	0.853
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	190.9	57.4	104.5	287.1	278.3	144	122.8			79.5	229
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	7.2	2.3	4.2	11.1	11.1	5.8	4.9			3.2	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.31	0.47	0.00	0.00	0.65	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.1	12.7	11.2	61.1	12.8	12.8	59.6	59.3			54.2	57.5
Incremental Delay (d_2), s/veh	3.0	0.4	0.2	5.4	1.1	1.1	3.8	2.9			0.3	18.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.2	13.1	11.4	66.5	13.9	13.9	63.3	62.3			54.5	76.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.9	B		17.5	B		62.8	E		69.7	E	
Intersection Delay, s/veh / LOS	25.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.08	A	1.32	A	0.78	A	0.81	A

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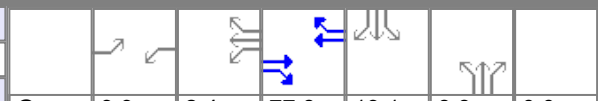
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1 Pono LIT				

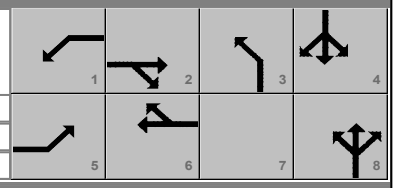


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	545	105	63	861	4	87	25	56	6	46	142

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.4	77.8	13.1	8.8	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.945	0.984	1.000	0.969	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3420	1585	1810	3666	13	1810	565	1131	218	1671	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.60	0.60	0.05	0.62	0.62	0.07	0.07	0.07	0.10	0.10	0.10
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.18

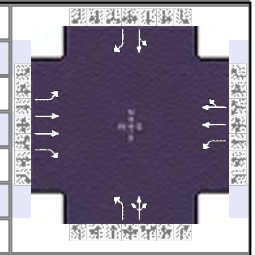
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.60	0.05	0.62		0.07		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.021	1.557	0.001	1.710	0.016
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.090	0.000	0.167	0.000	0.162
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1196.29	10.50	1233.43	9.55		72.19	135.96	56.46
Bicycle F_w / F_v	-3.64	0.60	-3.64	0.83	-3.64	0.29	-3.64	0.32

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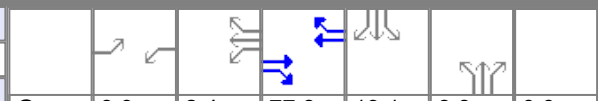
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1 Pono LIT				

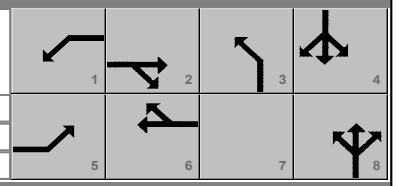


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	27	545	105	63	861	4	87	25	56	6	46	142

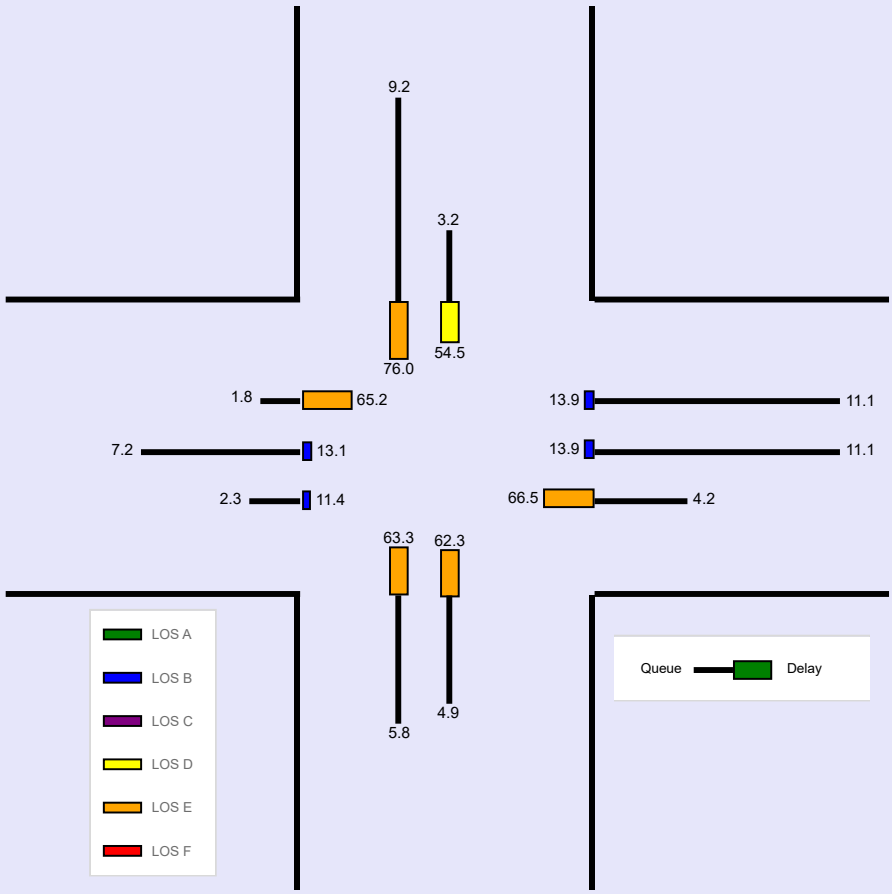
Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	2.4	77.8	13.1	8.8	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	190.9	57.4	104.5	287.1	278.3	144	122.8			79.5	229
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	7.2	2.3	4.2	11.1	11.1	5.8	4.9			3.2	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.23	0.00	0.31	0.47	0.00	0.00	0.65	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.2	13.1	11.4	66.5	13.9	13.9	63.3	62.3			54.5	76.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	E
Approach Delay, s/veh / LOS	14.9	B		17.5	B		62.8	E		69.7	E	
Intersection Delay, s/veh / LOS	25.3						C					



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--- Messages ---

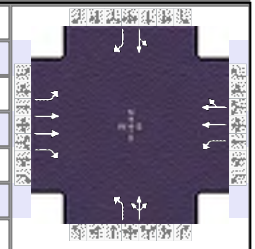
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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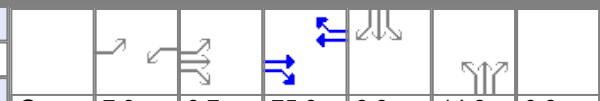
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				

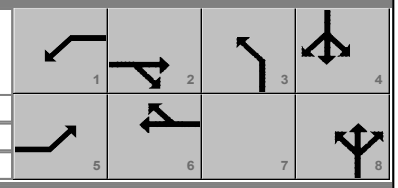


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	695	136	70	537	15	89	41	114	19	29	76

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	0.7		75.0	8.3	14.8	0.0					
Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	695	136	70	537	15	89	41	114	19	29	76
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6	1	0	8		1	0			0	0
Ped / Bike / RTOR, /h	0	0	14	0	0	2	0	0	12	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

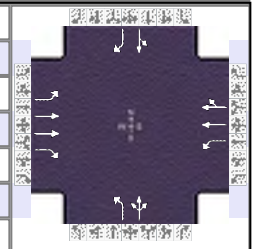
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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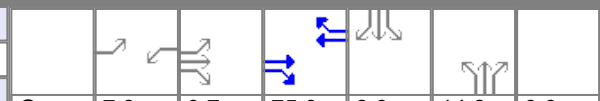
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				

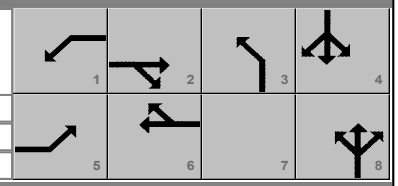


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	695	136	70	537	15	89	41	114	19	29	76

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.3	0.7	75.0	8.3	14.8	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	14.0	81.6	13.3	81.0		20.8		14.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		2.9
Queue Clearance Time (g_s), s	8.3		7.7			14.5		8.2
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.96		0.95			1.00		0.99
Max Out Probability	0.00		0.00			0.00		0.00

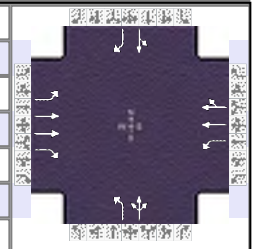
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	89	799	140	80	317	315	102	164			55	78
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1724	1598	1810	1781	1766	1795	1684			1863	1610
Queue Service Time (g_s), s	6.3	16.4	5.2	5.7	11.9	11.9	7.0	12.5			3.7	6.2
Cycle Queue Clearance Time (g_c), s	6.3	16.4	5.2	5.7	11.9	11.9	7.0	12.5			3.7	6.2
Green Ratio (*g/C*)	0.06	0.58	0.58	0.06	0.58	0.58	0.11	0.11			0.06	0.06
Capacity (*c*), veh/h	111	2006	930	102	1028	1019	204	191			118	102
Volume-to-Capacity Ratio (*X*)	0.794	0.398	0.151	0.787	0.309	0.309	0.502	0.860			0.466	0.764
Back of Queue (*Q*), ft/ln (95 th percentile)	133.5	267.9	84.2	121.9	221.2	207.1	145.2	234.9			81.8	121.5
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	10.2	3.3	4.9	8.3	8.3	5.8	9.4			3.3	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.68	0.00	0.46	0.55	0.00	0.00	0.66	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	60.2	14.8	12.5	60.6	14.2	14.2	54.2	56.6			58.7	59.9
Incremental Delay (d_2), s/veh	4.7	0.6	0.3	4.9	0.8	0.8	0.7	4.3			1.1	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.9	15.4	12.8	65.5	14.9	15.0	54.9	60.9			59.8	64.3
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	19.3	B		20.7	C		58.6	E		62.4	E	
Intersection Delay, s/veh / LOS	27.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.34	A	1.08	A	0.93	A	0.71	A

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HCS Signalized Intersection Intermediate Values

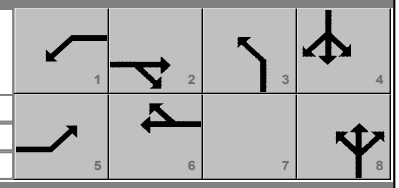
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	695	136	70	537	15	89	41	114	19	29	76

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.3	0.7	75.0	8.3	14.8	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	0.992	1.000	0.938	1.000	0.992	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.981	0.981	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.992	0.992		0.886	0.886		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3448	1598	1810	3464	84	1795	483	1201	737	1126	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.58	0.58	0.06	0.58	0.58	0.11	0.11	0.11	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.04

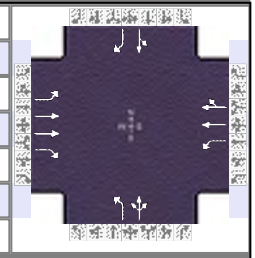
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.58	0.06	0.58		0.11		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1795		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.017	1.198	0.011	1.557	0.003	1.710	0.020
Pedestrian F_s / F_{delay}	0.000	0.097	0.000	0.098	0.000	0.167	0.000	0.158
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1163.71	11.37	1153.59	11.64		72.19	226.97	51.08
Bicycle F_w / F_v	-3.64	0.85	-3.64	0.59	-3.64	0.44	-3.64	0.22

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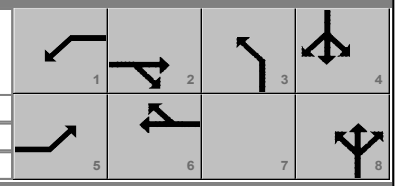
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Oct 18, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				

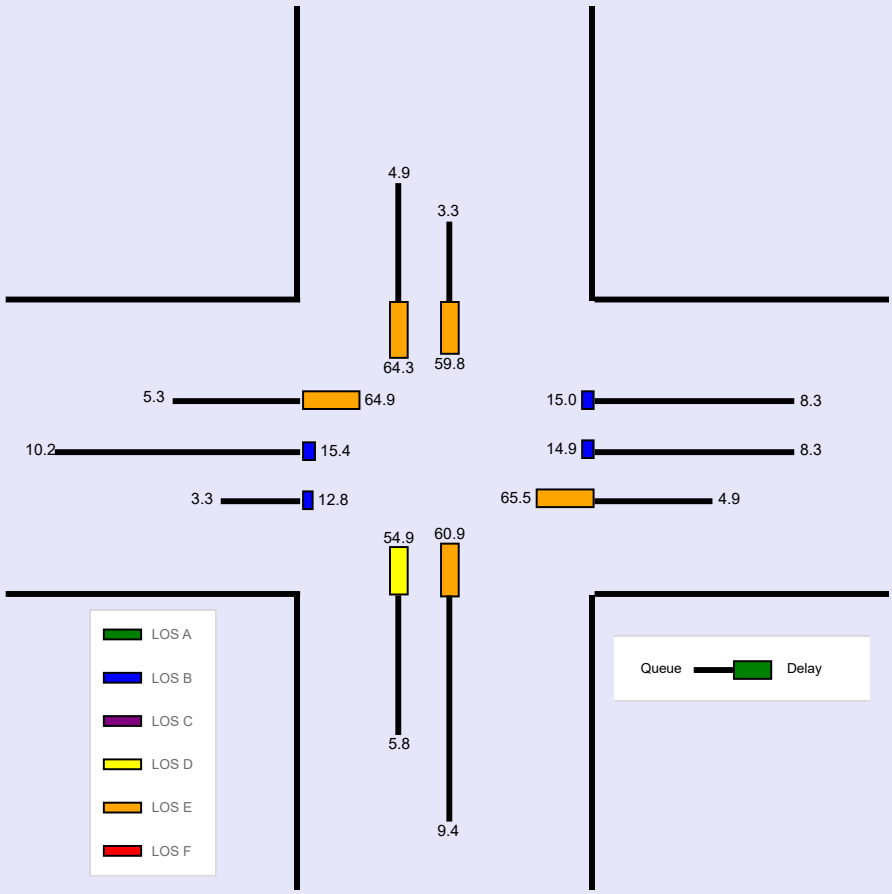


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	695	136	70	537	15	89	41	114	19	29	76

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.3	0.7	75.0	8.3	14.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	133.5	267.9	84.2	121.9	221.2	207.1	145.2	234.9			81.8	121.5
Back of Queue (*Q*), veh/ln (95 th percentile)	5.3	10.2	3.3	4.9	8.3	8.3	5.8	9.4			3.3	4.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.68	0.00	0.46	0.55	0.00	0.00	0.66	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.9	15.4	12.8	65.5	14.9	15.0	54.9	60.9			59.8	64.3
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	19.3	B		20.7	C		58.6	E		62.4	E	
Intersection Delay, s/veh / LOS	27.3						C					



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--- Messages ---

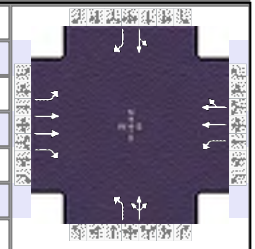
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	910	194	83	652	17	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	1.2	69.1	9.4	18.5	0.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	5	6	7	8		
Red	1.5	0.0	1.5	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	910	194	83	652	17	125	50	174	30	32	99
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	2	0	2		0	0			0	0
Ped / Bike / RTOR, /h	0	0	20	0	0	2	0	0	18	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

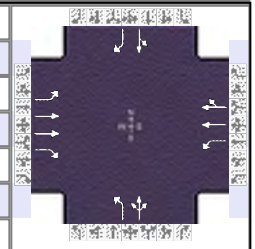
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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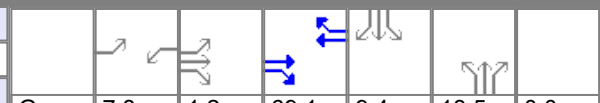
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				

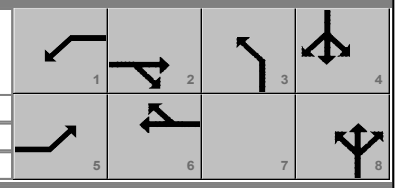


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	910	194	83	652	17	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.8	1.2	69.1	9.4	18.5	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	15.0	76.3	13.8	75.1		24.5		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	9.2		8.1			18.2		9.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.97		0.95			1.00		1.00
Max Out Probability	0.00		0.00			0.04		0.00

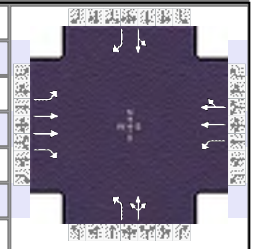
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	101	938	179	86	345	343	129	212			64	92
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1585	1810	1870	1855	1810	1672			1855	1610
Queue Service Time (g_s), s	7.2	21.1	7.6	6.1	13.8	13.8	8.5	16.2			4.3	7.3
Cycle Queue Clearance Time (g_c), s	7.2	21.1	7.6	6.1	13.8	13.8	8.5	16.2			4.3	7.3
Green Ratio (*g/C*)	0.07	0.54	0.54	0.06	0.53	0.53	0.14	0.14			0.07	0.07
Capacity (*c*), veh/h	125	1942	858	108	994	986	258	238			134	116
Volume-to-Capacity Ratio (*X*)	0.807	0.483	0.209	0.792	0.347	0.347	0.500	0.892			0.477	0.789
Back of Queue (*Q*), ft/ln (95 th percentile)	151.9	334.1	126.1	129.3	251.1	246.1	177.1	316.5			94.2	142.4
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	13.3	5.0	5.2	9.9	9.8	7.1	12.7			3.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.00	0.68	0.59	0.00	0.00	0.80	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.7	18.5	15.4	60.3	17.5	17.5	51.5	54.8			57.9	59.3
Incremental Delay (d_2), s/veh	4.6	0.9	0.6	4.8	1.0	1.0	0.6	17.9			1.0	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.2	19.4	16.0	65.2	18.4	18.5	52.0	72.7			58.9	63.8
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.6	C		23.6	C		64.9	E		61.8	E	
Intersection Delay, s/veh / LOS	31.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.49	A	1.13	A	1.05	A	0.74	A

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HCS Signalized Intersection Intermediate Values

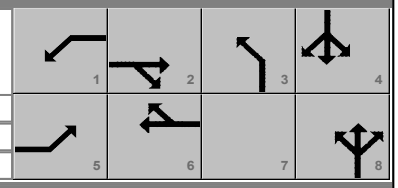
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	910	194	83	652	17	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	1.2	69.1	9.4	18.5	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.984	1.000	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.992	0.992		0.880	0.880		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1585	1810	3642	84	1810	406	1266	898	957	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.06	0.53	0.53	0.14	0.14	0.14	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.20			0.04	0.04

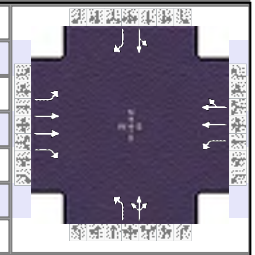
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.54	0.06	0.53		0.14		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.026	1.198	0.014	1.557	0.003	1.710	0.028
Pedestrian F_s / F_{delay}	0.000	0.105	0.000	0.107	0.000	0.167	0.000	0.155
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1082.09	13.69	1063.15	14.26		72.19	284.90	47.80
Bicycle F_w / F_v	-3.64	1.01	-3.64	0.64	-3.64	0.56	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

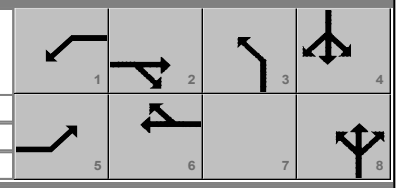
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2028 Project…		
Project Description	23-018-1				



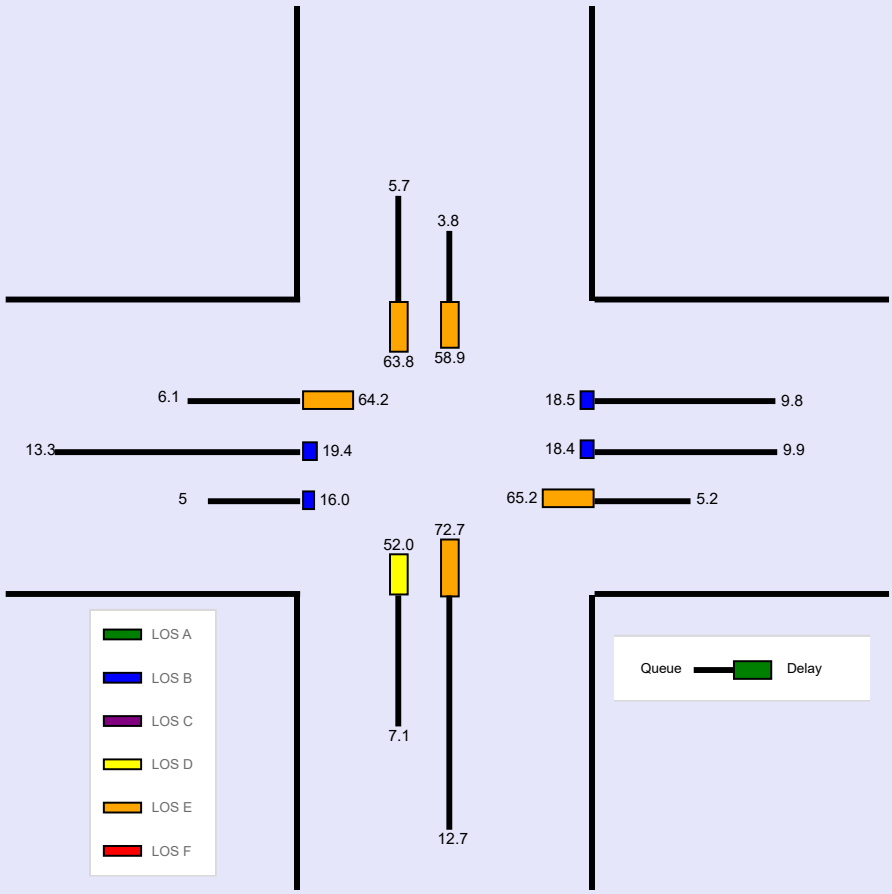
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	98	910	194	83	652	17	125	50	174	30	32	99

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.8	1.2	69.1	9.4	18.5	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	151.9	334.1	126.1	129.3	251.1	246.1	177.1	316.5			94.2	142.4
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	13.3	5.0	5.2	9.9	9.8	7.1	12.7			3.8	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.00	0.68	0.59	0.00	0.00	0.80	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.2	19.4	16.0	65.2	18.4	18.5	52.0	72.7			58.9	63.8
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	22.6	C		23.6	C		64.9	E		61.8	E	
Intersection Delay, s/veh / LOS	31.2						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

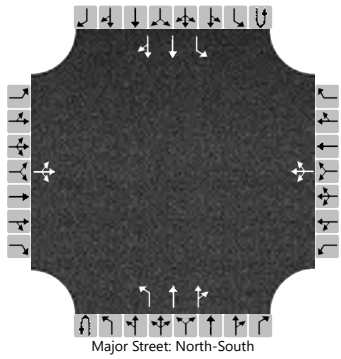
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	11/22/23
Analysis Year	2028
Time Analyzed	2028 Projected AM
Intersection Orientation	North-South
Project Description	23-018-1

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	5	5		7	6	18	0	28	572	7	0	52	408	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				33			30				55		
Capacity, c (veh/h)			349				436			1126				974		
v/c Ratio			0.07				0.08			0.03				0.06		
95% Queue Length, Q_{95} (veh)			0.2				0.2			0.1				0.2		
Control Delay (s/veh)			16.1				13.9			8.3				8.9		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	16.1				13.9				0.4				1.0			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

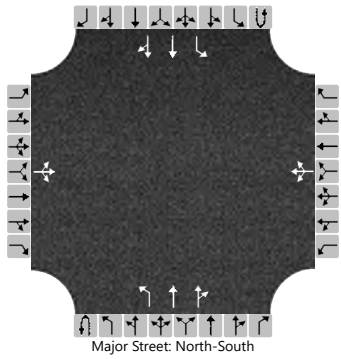
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	11/22/23
Analysis Year	2028
Time Analyzed	2028 Projected Mid
Intersection Orientation	North-South
Project Description	23-018-1

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		9	13	11		9	10	17	0	23	402	6	0	69	546	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			37				40			26				77		
Capacity, c (veh/h)			328				401			972				1118		
v/c Ratio			0.11				0.10			0.03				0.07		
95% Queue Length, Q_{95} (veh)			0.4				0.3			0.1				0.2		
Control Delay (s/veh)			17.3				15.0			8.8				8.5		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	17.3				15.0				0.5				0.9			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

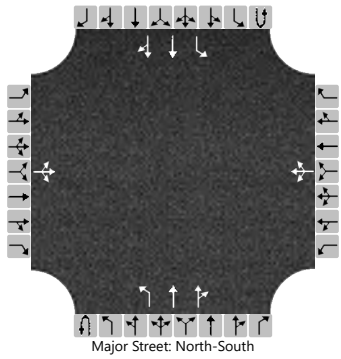
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	11/22/23
Analysis Year	2028
Time Analyzed	2028 Projected PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	10	17		11	5	16	0	28	520	17	0	132	659	15
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

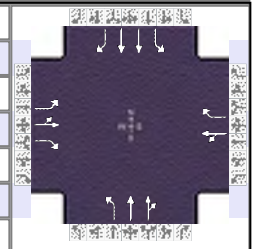
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			41				34			30				140		
Capacity, c (veh/h)			257				314			893				1011		
v/c Ratio			0.16				0.11			0.03				0.14		
95% Queue Length, Q_{95} (veh)			0.6				0.4			0.1				0.5		
Control Delay (s/veh)			21.7				17.8			9.2				9.1		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	21.7				17.8				0.5				1.5			
Approach LOS	C				C				A				A			

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HCS Signalized Intersection Input Data

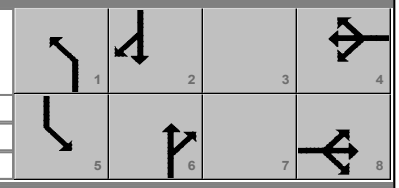
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected AM.…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	392	4	1	257	161

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.1	1.9	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	392	4	1	257	161
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0	0		0	0	0	9		0	15	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

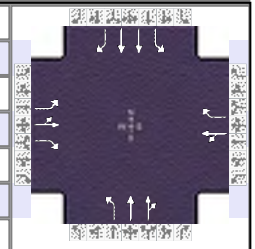
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

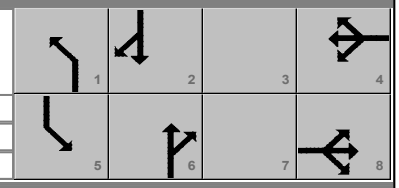
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected AM.…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	392	4	1	257	161

Signal Information			
Cycle, s	58.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.7	20.0	11.1	1.9	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.9		7.7	7.9	27.7	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.2		2.4	2.6	7.3	2.0	6.9
Green Extension Time (g_e), s		0.8		0.0	0.0	6.6	0.0	6.6
Phase Call Probability		0.93		0.27	0.27	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

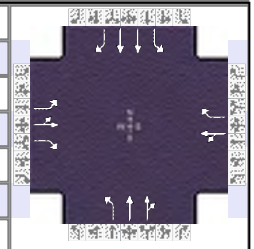
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	115	9	36		15	4	19	222	222	1	289	181
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1900			1885	1610	1810	1767	1762	1810	1597	
Queue Service Time (g_s), s	3.2	0.2			0.4	0.2	0.6	5.3	5.3	0.0	3.8	
Cycle Queue Clearance Time (g_c), s	3.2	0.2			0.4	0.2	0.6	5.3	5.3	0.0	3.8	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.03	0.37	0.37	0.00	0.34	
Capacity (*c*), veh/h	341	361			60	52	58	657	655	5	1093	
Volume-to-Capacity Ratio (*X*)	0.336	0.025			0.242	0.087	0.330	0.338	0.339	0.248	0.264	
Back of Queue (*Q*), ft/ln (95 th percentile)	60.3	4.3			10.5	3.2	12.3	85.3	79.5	1.2	58.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.4	0.1	0.5	3.2	3.2	0.0	2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.6	27.5	27.7	13.2	13.2	29.1	13.9	
Incremental Delay (d_2), s/veh	0.8	0.0			2.7	1.0	2.4	0.5	0.5	10.2	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.7	13.7	39.3	14.1	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.4	B		29.9	C		14.3	B		8.7	A	
Intersection Delay, s/veh / LOS	12.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.75	A	0.52	A	0.87	A	0.88	A

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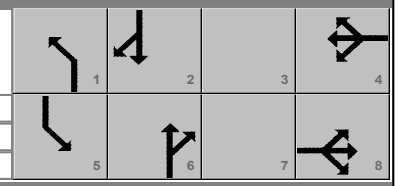
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected AM.…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	392	4	1	257	161

Signal Information												
Cycle, s	58.4	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	0.1	1.7	20.0	11.1	1.9	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	1.000	1.000	1.000	1.000	0.930	1.000	1.000	0.883	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.992	0.992		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.997	0.997		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1795	1900	1610	290	1595	1610	1810	3502	27	1810	3194	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.03	0.37	0.37	0.00	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

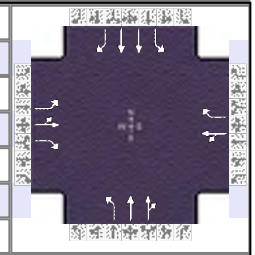
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.03	0.37	0.00	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1795		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.135	0.000	0.133	0.000	0.098	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-232.71	36.42	63.95	27.38	743.46	11.53	684.49	12.64
Bicycle F_w / F_v	-3.64	0.26	-3.64	0.03	-3.64	0.38	-3.64	0.39

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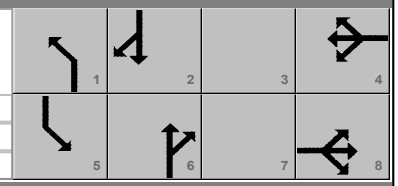
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected AM....		
Project Description	23-018-1 Pono LIT				

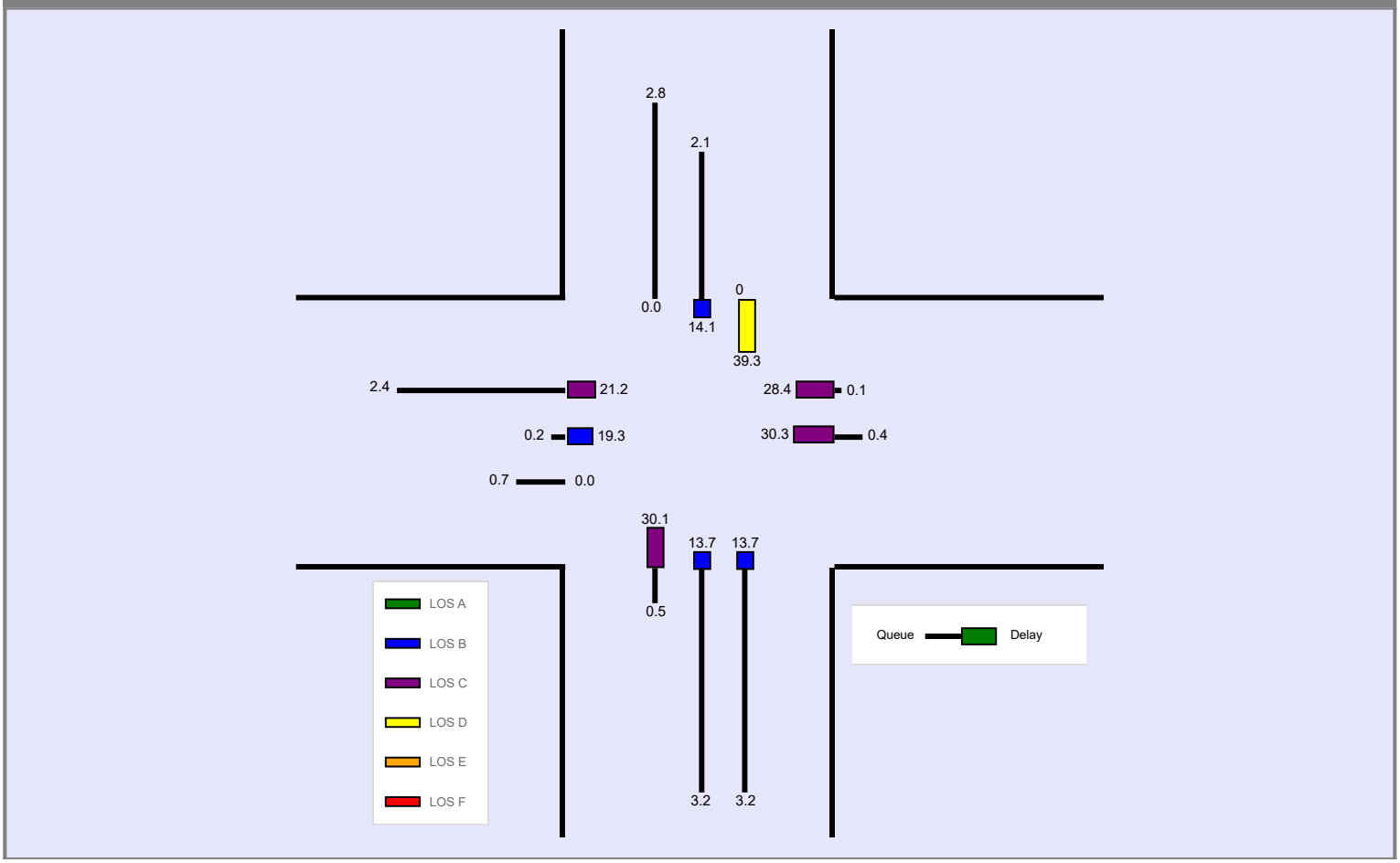


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	102	8	32	2	11	5	17	392	4	1	257	161

Signal Information					EB			WB			NB			SB		
Cycle, s	58.4	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	0.0	0.0	0.0	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	0.0	0.0	0.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	0.0	0.0	0.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	60.3	4.3			10.5	3.2	12.3	85.3	79.5	1.2	58.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.4	0.2			0.4	0.1	0.5	3.2	3.2	0.0	2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	21.2	19.3	0.0		30.3	28.4	30.1	13.7	13.7	39.3	14.1	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.4	B		29.9	C		14.3	B		8.7	A	
Intersection Delay, s/veh / LOS	12.5						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

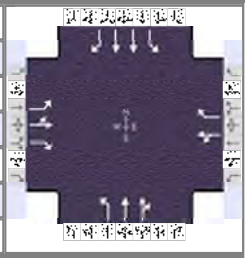
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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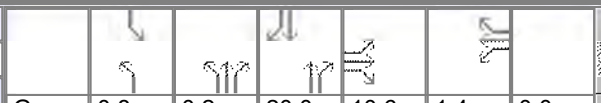
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected Mid.…		
Project Description	23-018-1				

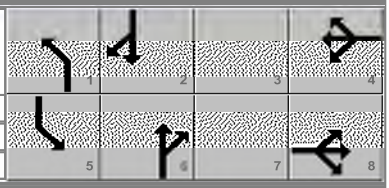


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	250	1	6	341	144

Signal Information			
Cycle, s	56.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	0.2	20.0	10.6	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	250	1	6	341	144
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	11	17		0	11	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

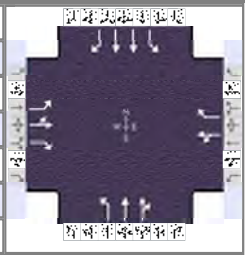
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

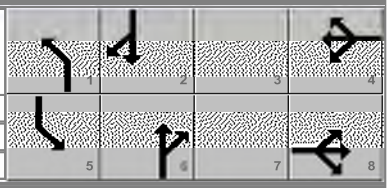
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected Mid.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	250	1	6	341	144

Signal Information			
Cycle, s	56.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.8	0.2	20.0	10.6	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.4		7.2	7.0	26.2	6.8	26.0
Change Period, (*Y+R c*), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (*g s*), s		4.4		2.2	2.3	5.4	2.2	6.9
Green Extension Time (*g e*), s		0.6		0.0	0.0	6.4	0.0	6.4
Phase Call Probability		0.88		0.19	0.15	1.00	0.10	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

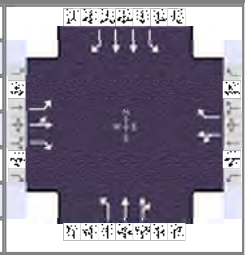
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	90	10	35		8	6	10	284	0	7	388	164
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1873	1610	1654	1648	0	1810	1654	
Queue Service Time (*g s*), s	2.4	0.2			0.2	0.2	0.3	3.4	0.0	0.2	4.9	
Cycle Queue Clearance Time (*g c*), s	2.4	0.2			0.2	0.2	0.3	3.4	0.0	0.2	4.9	
Green Ratio (*g/C*)	0.19	0.19			0.02	0.02	0.02	0.36		0.01	0.35	
Capacity (*c*), veh/h	338	355			45	39	30	1179		26	1169	
Volume-to-Capacity Ratio (*X*)	0.265	0.029			0.177	0.147	0.336	0.241	0.000	0.261	0.331	
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	4.8			5.9	4.3	7.9	53.3	0	4.3	72.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	0.2			0.2	0.2	0.3	1.9	0.0	0.2	2.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.03	0.00	0.00	0.02	0.00	
Uniform Delay (*d 1*), s/veh	19.7	18.8			27.1	27.0	27.4	12.8		27.6	13.4	
Incremental Delay (*d 2*), s/veh	0.6	0.0			2.5	2.3	4.7	0.2	0.0	1.9	0.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	20.2	18.8	0.0		29.5	29.4	32.1	12.9		29.5	13.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.9	B		29.5	C		13.6	B		9.8	A	
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.71	A	0.51	A	0.73	A	0.95	A

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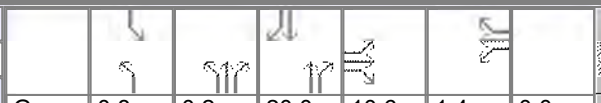
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected Mid.…		
Project Description	23-018-1				

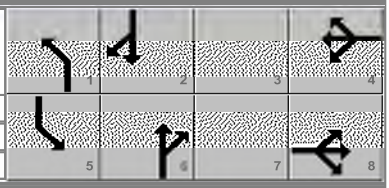


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	250	1	6	341	144

Signal Information			
Cycle, s	56.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	0.2	20.0	10.6	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.914	0.867	1.000	1.000	0.914	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.986	0.986		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	535	1338	1610	1654	3296	0	1810	3307	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.36	0.00	0.01	0.35	0.35
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17		0.04	0.17	0.17

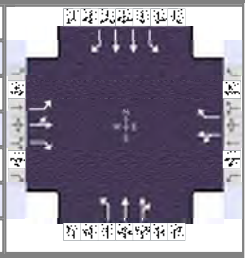
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.02	0.02	0.36	0.01	0.35
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.134	0.000	0.132	0.000	0.099	0.000	0.099
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-240.44	35.49	47.80	26.95	715.21	11.67	707.20	11.82
Bicycle F_w / F_v	-3.64	0.22	-3.64	0.02	-3.64	0.24	-3.64	0.46

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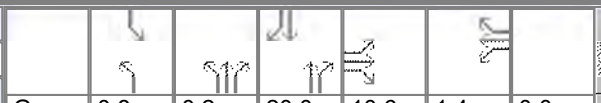
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected Mid.…		
Project Description	23-018-1				

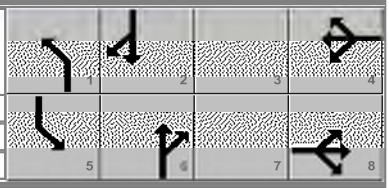


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	9	31	2	5	6	9	250	1	6	341	144

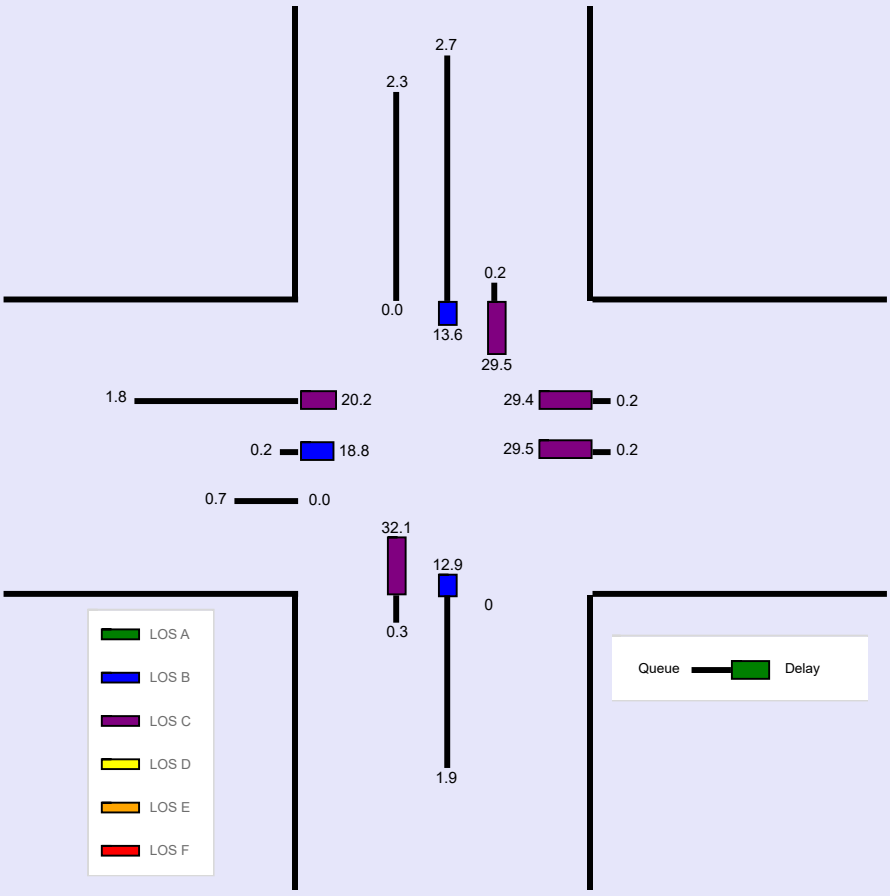
Signal Information			
Cycle, s	56.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	0.2	20.0	10.6	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	44.3	4.8			5.9	4.3	7.9	53.3	0	4.3	72.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.8	0.2			0.2	0.2	0.3	1.9	0.0	0.2	2.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.03	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	20.2	18.8	0.0		29.5	29.4	32.1	12.9		29.5	13.6	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.9		B	29.5		C	13.6		B	9.8		A
Intersection Delay, s/veh / LOS	11.9						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

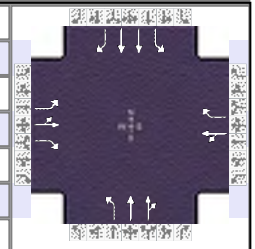
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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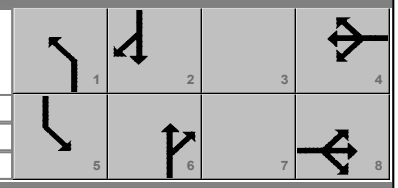
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected PM.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	349	8	9	396	173

Signal Information												
Cycle, s	58.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.2	1.0	20.0	11.3	1.7	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
				Red	1.0	0.0	1.0	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	349	8	9	396	173
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	3		0	2	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

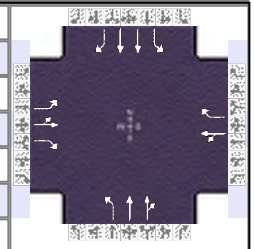
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

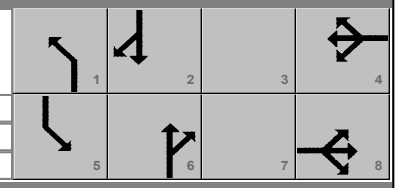
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected PM.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	349	8	9	396	173

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.3	1.7	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.1		7.5	8.1	27.0	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.4		2.3	2.7	6.3	2.3	7.2
Green Extension Time (g_e), s		0.8		0.0	0.0	7.4	0.0	7.4
Phase Call Probability		0.94		0.24	0.31	1.00	0.14	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

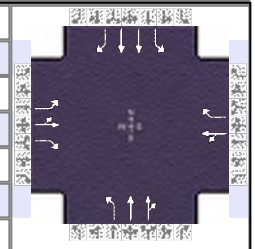
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	120	13	38		7	10	22	190	189	10	421	184
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1856	1842	1810	1781	
Queue Service Time (g_s), s	3.4	0.3			0.2	0.3	0.7	4.3	4.3	0.3	5.2	
Cycle Queue Clearance Time (g_c), s	3.4	0.3			0.2	0.3	0.7	4.3	4.3	0.3	5.2	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	347	365			53	47	66	663	659	36	1213	
Volume-to-Capacity Ratio (*X*)	0.346	0.035			0.140	0.205	0.338	0.286	0.287	0.268	0.347	
Back of Queue (*Q*), ft/ln (95 th percentile)	63.1	6.2			5.4	7.2	14.2	70.3	68.4	6	80.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.2	0.3	0.6	2.7	2.7	0.2	3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.5	19.3			27.8	27.8	27.6	13.5	13.5	28.4	14.5	
Incremental Delay (d_2), s/veh	0.8	0.1			1.6	2.8	2.2	0.4	0.4	1.5	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.9	13.9	29.8	14.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.4	B		30.1	C		14.8	B		10.6	B	
Intersection Delay, s/veh / LOS	13.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.77	A	0.52	A	0.82	A	0.99	A

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HCS Signalized Intersection Intermediate Values

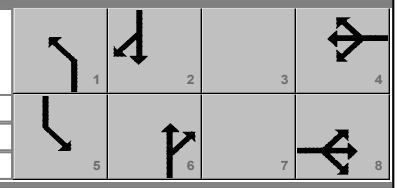
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected PM.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	349	8	9	396	173

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.0	20.0	11.3	1.7	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.977	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.993	0.993		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3625	73	1810	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

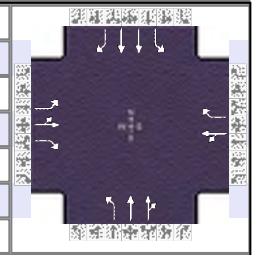
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.133	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-231.66	36.55	57.87	27.68	714.82	12.12	681.38	12.76
Bicycle F_w / F_v	-3.64	0.28	-3.64	0.03	-3.64	0.33	-3.64	0.51

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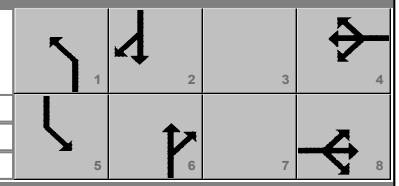
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Nov 26, 2023	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2028 Projected PM.…		
Project Description	23-018-1				

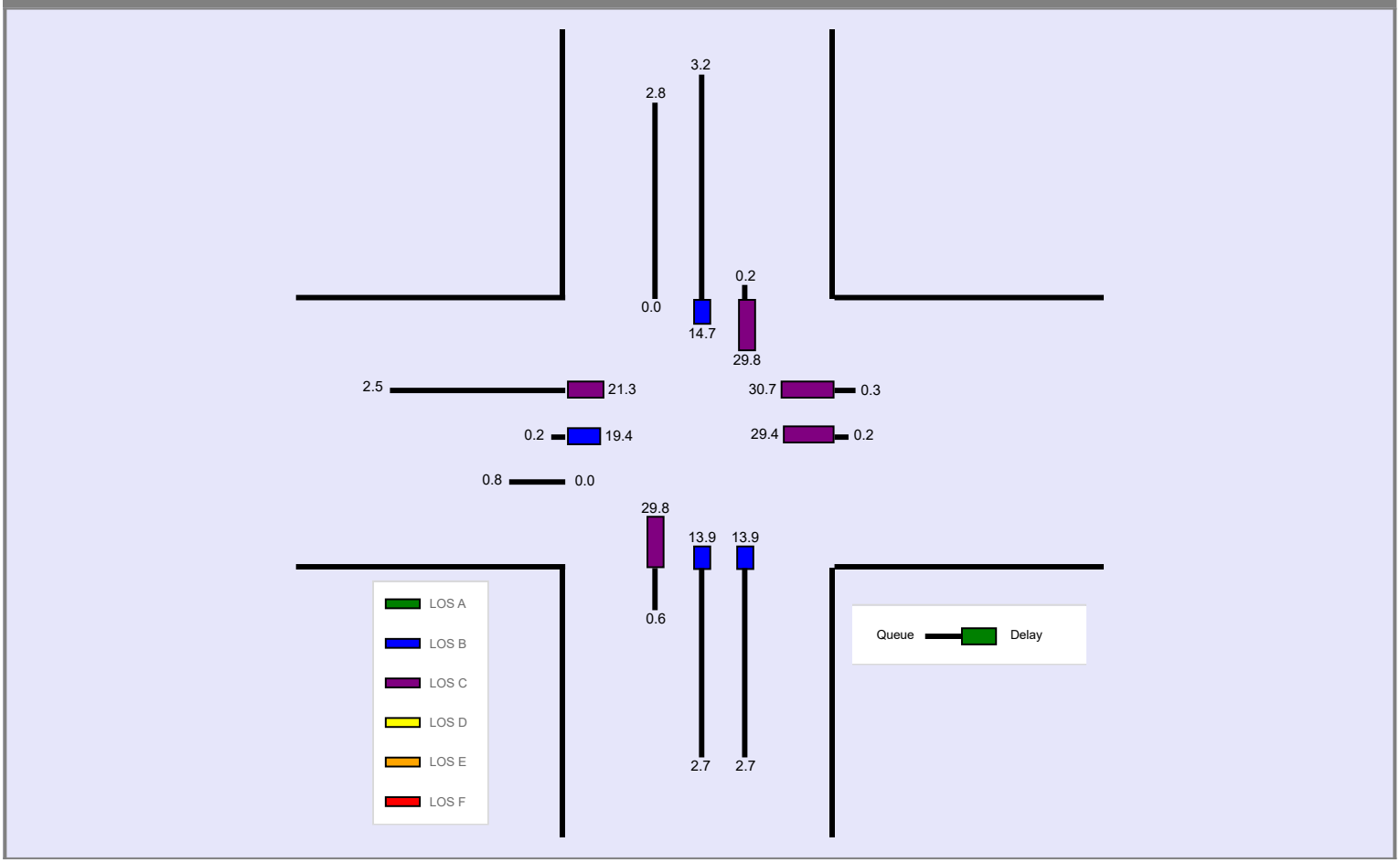


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	113	12	36	5	2	10	21	349	8	9	396	173

Signal Information													
Cycle, s	58.7	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	1.2	1.0	20.0	11.3	1.7	0.0			
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0			



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	63.1	6.2			5.4	7.2	14.2	70.3	68.4	6	80.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.5	0.2			0.2	0.3	0.6	2.7	2.7	0.2	3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.3	19.4	0.0		29.4	30.7	29.8	13.9	13.9	29.8	14.7	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.4		B	30.1		C	14.8		B	10.6		B
Intersection Delay, s/veh / LOS	13.1						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

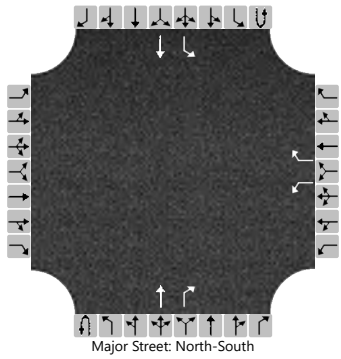
--- Comments ---

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HCS Two-Way Stop-Control Report

General Information		Site Information	
Analyst	RAW	Intersection	Colonial Blvd at E St Bernard Hwy
Agency/Co.	USI	Jurisdiction	LADOTD
Date Performed	10/18/2023	East/West Street	Colonial Blvd
Analysis Year	2028	North/South Street	E St Bernard Hwy
Time Analyzed	2028 Projected AM	Peak Hour Factor	0.91
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description			

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						145		65			451	81		43	207	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						159		71						47		
Capacity, c (veh/h)						332		578						986		
v/c Ratio						0.48		0.12						0.05		
95% Queue Length, Q_{95} (veh)						2.5		0.4						0.2		
Control Delay (s/veh)						25.5		12.1						8.8		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						21.3								1.5		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

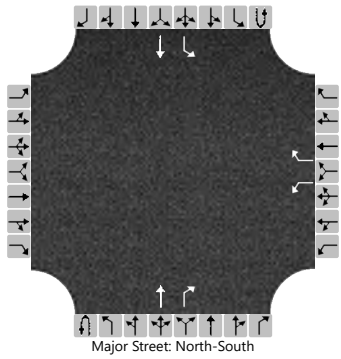
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	10/18/2023
Analysis Year	2028
Time Analyzed	2028 Projected Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						138		45			328	68		55	281	
Percent Heavy Vehicles (%)						0		2						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.22						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.32						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						147		48						59		
Capacity, c (veh/h)						355		693						1149		
v/c Ratio						0.41		0.07						0.05		
95% Queue Length, Q_{95} (veh)						2.0		0.2						0.2		
Control Delay (s/veh)						22.1		10.6						8.3		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						19.3								1.4		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

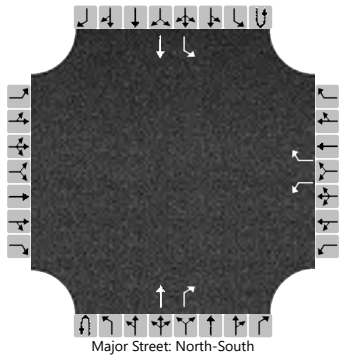
General Information

Analyst	BAW
Agency/Co.	USI
Date Performed	10/16/2023
Analysis Year	2028
Time Analyzed	2028 Projected PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						121		69			335	81		88	404	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						125		71						91		
Capacity, c (veh/h)						270		702						1141		
v/c Ratio						0.46		0.10						0.08		
95% Queue Length, Q_{95} (veh)						2.3		0.3						0.3		
Control Delay (s/veh)						29.2		10.7						8.4		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						22.5								1.5		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

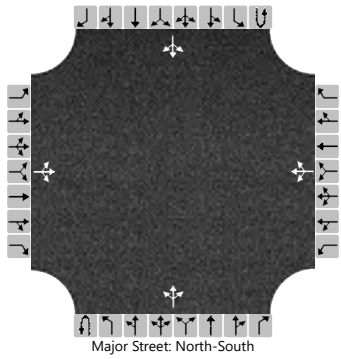
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2028
Time Analyzed	Projected AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		12	0	34		0	416	8		13	231	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				60			0				17		
Capacity, c (veh/h)			0				426			1273				1029		
v/c Ratio							0.14			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.5			0.0				0.1		
Control Delay (s/veh)							14.8			7.8	0.0	0.0		8.6	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)					14.8				0.0				0.6			
Approach LOS					B				A				A			

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HCS Two-Way Stop-Control Report

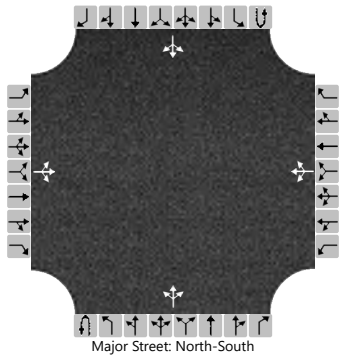
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2028
Time Analyzed	Projected Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		7	0	16		0	283	4		19	328	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				25			0				20		
Capacity, c (veh/h)			0				551			1217				1263		
v/c Ratio							0.04			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.0		
Control Delay (s/veh)							11.8			8.0	0.0	0.0		7.9	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)					11.8				0.0				0.6			
Approach LOS					B				A				A			

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HCS Two-Way Stop-Control Report

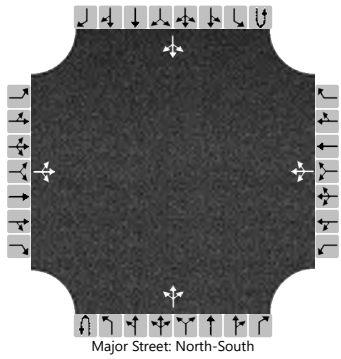
General Information

Analyst	RGD
Agency/Co.	USI
Date Performed	9/7/2023
Analysis Year	2028
Time Analyzed	Projected PM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	0	1		11	1	20		0	328	16		29	438	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				34			0				31		
Capacity, c (veh/h)			344				421			1101				1200		
v/c Ratio			0.01				0.08			0.00				0.03		
95% Queue Length, Q_{95} (veh)			0.0				0.3			0.0				0.1		
Control Delay (s/veh)			15.5				14.3			8.3	0.0	0.0		8.1	0.3	0.3
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	15.5				14.3				0.0				0.8			
Approach LOS	C				B				A				A			

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Appendix G
Design Life Analysis

Appendix G.1 Design Life Projected Volumes..... G-2
Appendix G.2 Design Life Capacity Analysis..... G-4

URBAN SYSTEMS inc.

Appendix G
Design Life Analysis

Appendix G.1 Design Life Projected Volumes

URBAN SYSTEMS inc.

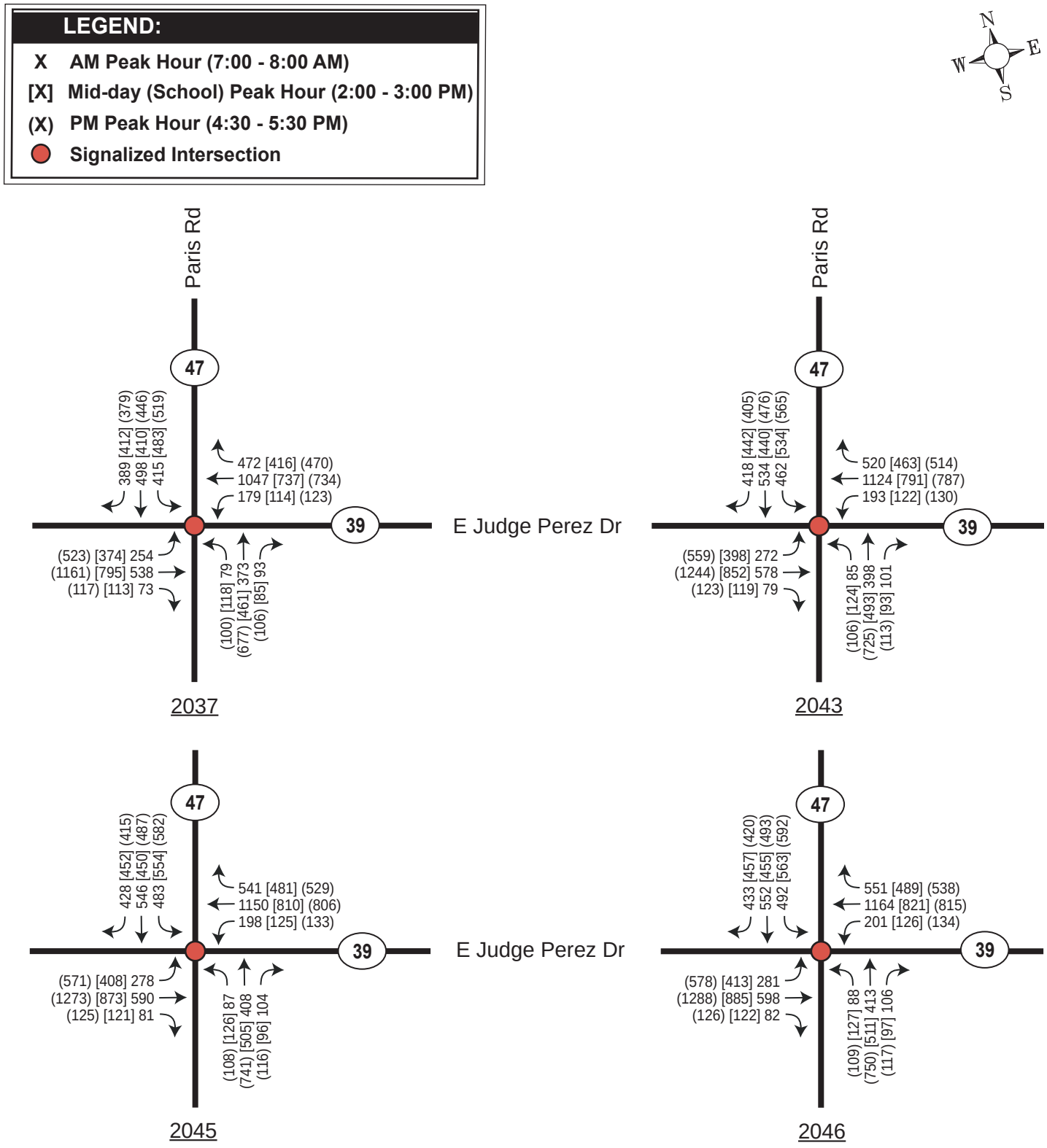


Figure G-1

Design Life Analysis Build Volumes

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

URBAN SYSTEMS inc.

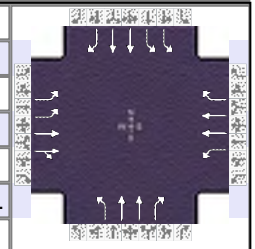
Appendix G
Design Life Analysis

Appendix G.2 Design Life Capacity Analysis

URBAN SYSTEMS inc.

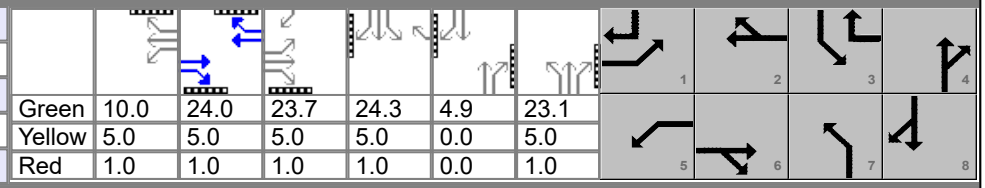
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	1Judge Perez at Paris 2037 Build PM (optimized)....		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	24.0	23.7	24.3	4.9	23.1
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		3	1	13	2	2	4	11	2	0
Ped / Bike / RTOR, /h	0	0	12	0	0	47	0	0	11	0	0	38
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

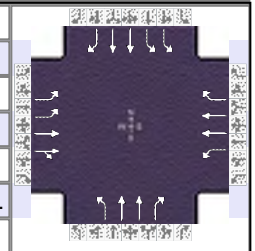
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	60.0	16.0	46.0	25.0	34.0	30.0	39.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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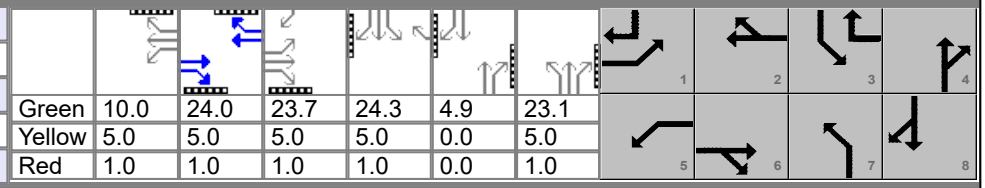
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	1Judge Perez at Paris 2037 Build PM (optimized)....		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	24.0	23.7	24.3	4.9	23.1		
Yellow	5.0	5.0	5.0	5.0	0.0	5.0		
Red	1.0	1.0	1.0	1.0	0.0	1.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	29.7	59.7	16.0	46.0	29.1	34.0	30.3	35.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	23.1		12.0		9.2	29.3	25.1	26.3
Green Extension Time (g_e), s	0.7	0.0	0.0	0.0	4.4	0.0	0.0	2.8
Phase Call Probability	1.00		0.99		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.21	1.00	1.00	0.74

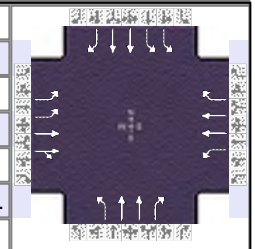
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	539	661	644	127	757	436	103	698	98	535	460	352
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1830	1767	1795	1447	1781	1781	1560	1606	1781	1610
Queue Service Time (g_s), s	21.1	46.6	46.8	10.0	26.7	32.7	7.2	27.3	7.5	23.1	16.4	24.3
Cycle Queue Clearance Time (g_c), s	21.1	46.6	46.8	10.0	26.7	32.7	7.2	27.3	7.5	23.1	16.4	24.3
Green Ratio (*g/C*)	0.17	0.38	0.38	0.07	0.29	0.46	0.17	0.20	0.20	0.17	0.21	0.38
Capacity (*c*), veh/h	596	724	702	126	1026	664	294	712	312	557	741	608
Volume-to-Capacity Ratio (*X*)	0.905	0.914	0.917	1.005	0.738	0.657	0.350	0.980	0.314	0.961	0.620	0.578
Back of Queue (*Q*), ft/ln (95 th percentile)	401.5	832.2	812	302.2	461.4	252.3	146.6	538.9	137.9	462.1	301.2	367.6
Back of Queue (*Q*), veh/ln (95 th percentile)	16.1	33.0	32.5	11.8	18.3	9.1	5.8	21.2	5.3	17.0	11.9	14.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.43	0.00	0.00	1.41	0.00	1.01	0.41	0.00	0.57	2.10	0.00	2.83
Uniform Delay (d_1), s/veh	57.0	40.9	41.0	65.0	45.3	5.9	51.8	55.7	47.8	57.4	50.4	34.7
Incremental Delay (d_2), s/veh	17.0	18.0	18.8	81.4	4.7	5.0	0.3	28.7	0.8	28.3	1.4	1.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	74.0	58.9	59.8	146.5	50.0	10.9	52.1	84.4	48.6	85.7	51.8	36.1
Level of Service (LOS)	E	E	E	F	D	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	63.6	E		46.4	D		76.8	E		61.2	E	
Intersection Delay, s/veh / LOS	61.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.66	C	2.53	C	2.48	B
Bicycle LOS Score / LOS	2.01	B	1.58	B	1.23	A	1.60	B

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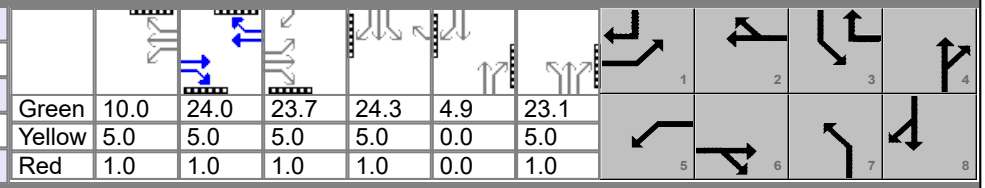
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	1Judge Perez at Paris 2037 Build PM (optimized)....		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	24.0	23.7	24.3	4.9	23.1						
Yellow	5.0	5.0	5.0	5.0	0.0	5.0						
Red	1.0	1.0	1.0	1.0	0.0	1.0						

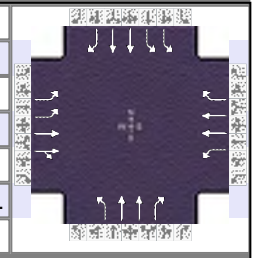
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.977	0.992	0.899	0.984	0.984	0.969	0.914	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.971	0.971		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3407	308	1767	3589	1447	1781	3561	1560	3213	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.38	0.38	0.07	0.29	0.29	0.17	0.20	0.20	0.17	0.21	0.21
Incremental Delay Factor (k)	0.41	0.50	0.50	0.50	0.50	0.50	0.04	0.49	0.15	0.46	0.18	0.18

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.38	0.07	0.29	0.17	0.20	0.17	0.21
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1447		0		1610
Protected Right Effective Green Time (g_R), s				24.3		0.0		23.7

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.016	1.852	0.054	1.710	0.067	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.132	0.000	0.155	0.000	0.152	0.000	0.156
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	767.69	26.58	339.09	48.28	400.01	44.80	330.27	48.79
Bicycle F_w / F_v	-3.64	1.52	-3.64	1.09	-3.64	0.74	-3.64	1.11

HCS Signalized Intersection Results Graphical Summary

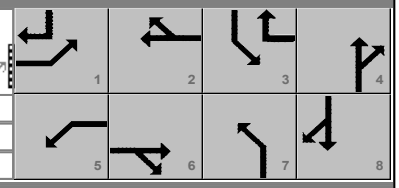
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	1Judge Perez at Paris 2037 Build PM (optimized)....		
Project Description	23-018				



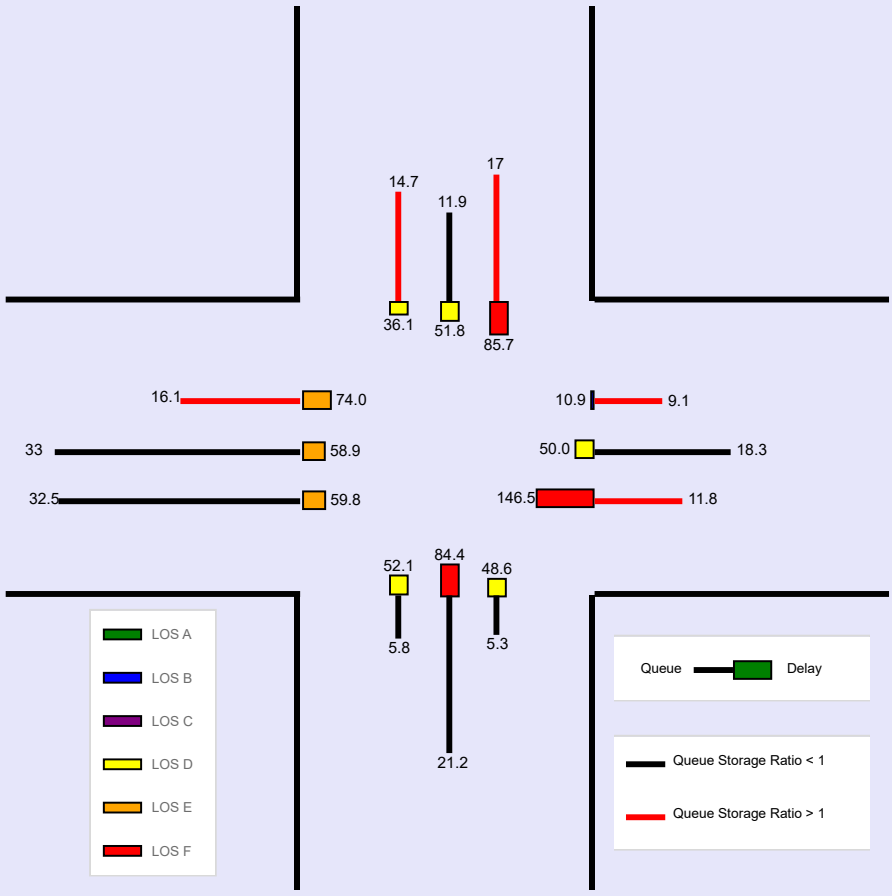
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	24.0	23.7	24.3	4.9	23.1	
Yellow	5.0	5.0	5.0	5.0	0.0	5.0	
Red	1.0	1.0	1.0	1.0	0.0	1.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	401.5	832.2	812	302.2	461.4	252.3	146.6	538.9	137.9	462.1	301.2	367.6
Back of Queue (*Q*), veh/ln (95 th percentile)	16.1	33.0	32.5	11.8	18.3	9.1	5.8	21.2	5.3	17.0	11.9	14.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.43	0.00	0.00	1.41	0.00	1.01	0.41	0.00	0.57	2.10	0.00	2.83
Control Delay (*d*), s/veh	74.0	58.9	59.8	146.5	50.0	10.9	52.1	84.4	48.6	85.7	51.8	36.1
Level of Service (LOS)	E	E	E	F	D	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	63.6	E		46.4	D		76.8	E		61.2	E	
Intersection Delay, s/veh / LOS	61.0						E					



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--- Messages ---

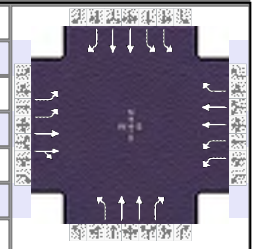
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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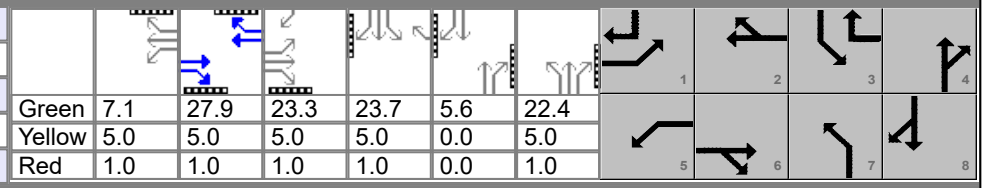
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	2Judge Perez at Paris 2037 Build PM (optimized,…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.1	27.9	23.3	23.7	5.6	22.4						
Yellow	5.0	5.0	5.0	5.0	0.0	5.0						
Red	1.0	1.0	1.0	1.0	0.0	1.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		3	1	13	2	2	4	11	2	0
Ped / Bike / RTOR, /h	0	0	12	0	0	47	0	0	11	0	0	38
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

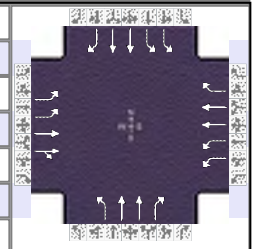
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	61.0	16.0	47.0	24.0	34.0	29.0	39.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	2Judge Perez at Paris 2037 Build PM (optimized,…		
Project Description	23-018				

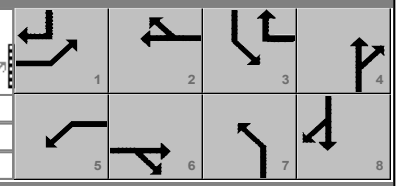


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.1	27.9	23.3	23.7	5.6	22.4
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	29.3	63.2	13.1	47.0	28.4	34.0	29.7	35.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	23.1		7.1		9.2	29.3	25.2	26.4
Green Extension Time (g_e), s	0.6	0.0	0.1	0.0	4.3	0.0	0.0	2.9
Phase Call Probability	1.00		0.99		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.24	1.00	1.00	0.70

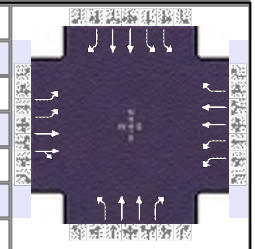
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	539	661	644	127	757	436	103	698	98	535	460	352
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1830	1716	1795	1447	1781	1781	1560	1606	1781	1610
Queue Service Time (g_s), s	21.1	44.7	45.0	5.1	26.4	32.5	7.2	27.3	7.5	23.2	16.4	24.4
Cycle Queue Clearance Time (g_c), s	21.1	44.7	45.0	5.1	26.4	32.5	7.2	27.3	7.5	23.2	16.4	24.4
Green Ratio (*g/C*)	0.17	0.41	0.41	0.05	0.29	0.46	0.16	0.20	0.20	0.17	0.21	0.38
Capacity (*c*), veh/h	585	770	747	175	1051	669	285	712	312	544	746	605
Volume-to-Capacity Ratio (*X*)	0.921	0.859	0.862	0.726	0.720	0.652	0.362	0.980	0.314	0.984	0.617	0.581
Back of Queue (*Q*), ft/ln (95 th percentile)	407.7	772.9	753.4	108.1	455.5	254.4	147.7	538.9	137.9	477.6	300.6	368.6
Back of Queue (*Q*), veh/ln (95 th percentile)	16.3	30.7	30.1	4.2	18.1	9.2	5.8	21.2	5.3	17.6	11.8	14.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.46	0.00	0.00	0.50	0.00	1.02	0.41	0.00	0.57	2.17	0.00	2.84
Uniform Delay (d_1), s/veh	57.4	37.7	37.8	65.5	44.4	5.6	52.5	55.7	47.8	58.0	50.2	34.9
Incremental Delay (d_2), s/veh	19.2	12.0	12.5	5.0	4.3	4.9	0.3	28.7	0.8	34.4	1.4	1.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	76.7	49.7	50.3	70.4	48.6	10.5	52.7	84.4	48.6	92.4	51.6	36.3
Level of Service (LOS)	E	D	D	E	D	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	57.8	E		38.1	D		76.9	E		63.8	E	
Intersection Delay, s/veh / LOS	57.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.67	C	2.48	B
Bicycle LOS Score / LOS	2.01	B	1.58	B	1.23	A	1.60	B

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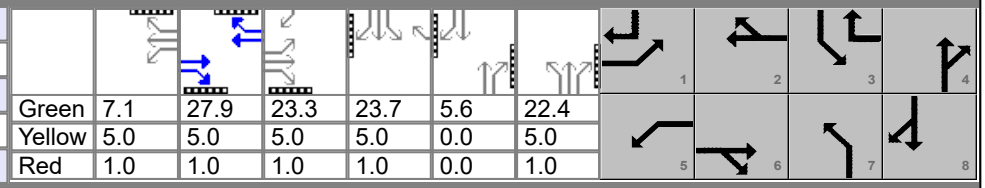
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	2Judge Perez at Paris 2037 Build PM (optimized,…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.1	27.9	23.3	23.7	5.6	22.4						
Yellow	5.0	5.0	5.0	5.0	0.0	5.0						
Red	1.0	1.0	1.0	1.0	0.0	1.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.977	0.992	0.899	0.984	0.984	0.969	0.914	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.971	0.971		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3407	308	3432	3589	1447	1781	3561	1560	3213	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.05	0.29	0.29	0.16	0.20	0.20	0.17	0.21	0.21
Incremental Delay Factor (k)	0.41	0.50	0.50	0.09	0.50	0.50	0.04	0.49	0.15	0.49	0.18	0.18

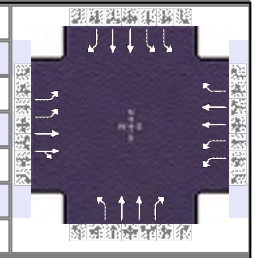
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.05	0.29	0.16	0.20	0.17	0.21
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1447		0		1610
Protected Right Effective Green Time (g_R), s				23.7		0.0		23.3

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.016	1.852	0.054	1.852	0.067	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.156	0.000	0.152	0.000	0.156
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	816.92	24.49	333.05	48.63	400.02	44.80	319.59	49.42
Bicycle F_w / F_v	-3.64	1.52	-3.64	1.09	-3.64	0.74	-3.64	1.11

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HCS Signalized Intersection Results Graphical Summary

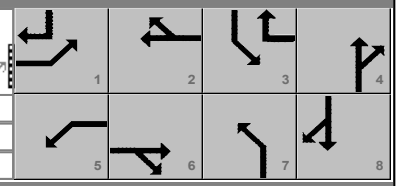
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2037 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	2Judge Perez at Paris 2037 Build PM (optimized,…		
Project Description	23-018				



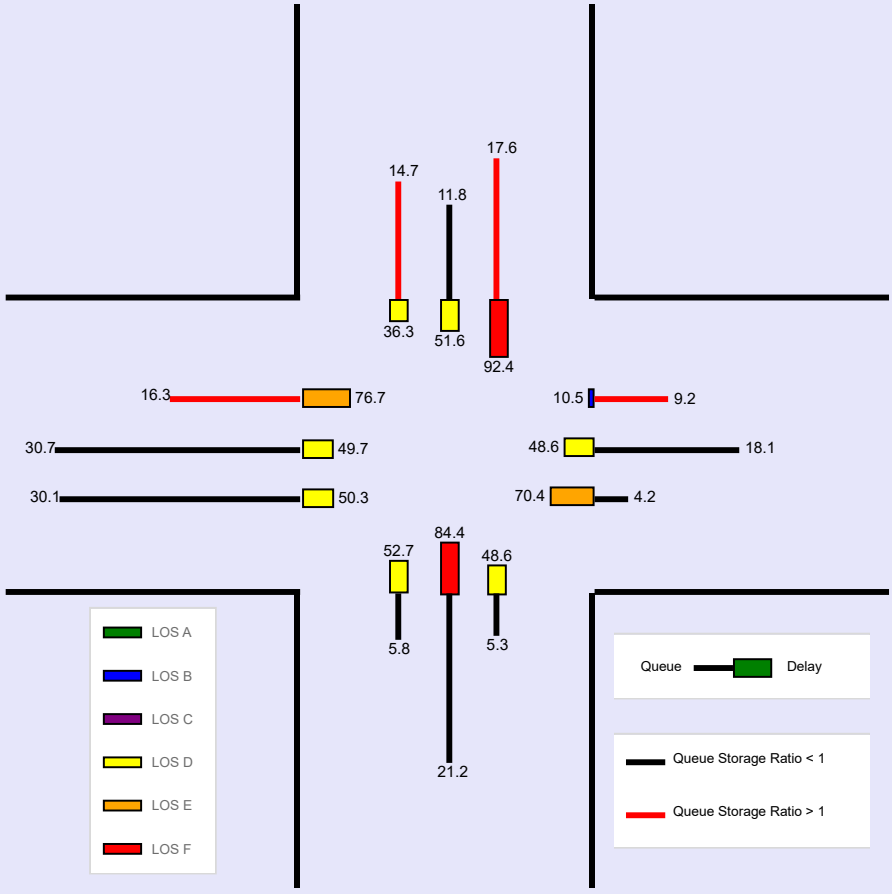
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	523	1161	117	123	734	470	100	677	106	519	446	379

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.1	27.9	23.3	23.7	5.6	22.4
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	407.7	772.9	753.4	108.1	455.5	254.4	147.7	538.9	137.9	477.6	300.6	368.6
Back of Queue (*Q*), veh/ln (95 th percentile)	16.3	30.7	30.1	4.2	18.1	9.2	5.8	21.2	5.3	17.6	11.8	14.7
Queue Storage Ratio (*RQ*) (95 th percentile)	1.46	0.00	0.00	0.50	0.00	1.02	0.41	0.00	0.57	2.17	0.00	2.84
Control Delay (*d*), s/veh	76.7	49.7	50.3	70.4	48.6	10.5	52.7	84.4	48.6	92.4	51.6	36.3
Level of Service (LOS)	E	D	D	E	D	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	57.8	E		38.1	D		76.9	E		63.8	E	
Intersection Delay, s/veh / LOS	57.7						E					



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--- Messages ---

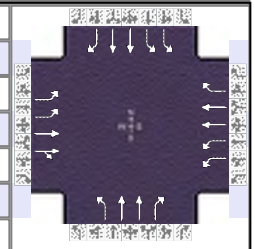
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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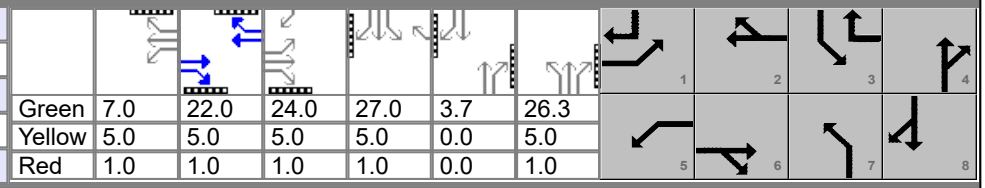
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	3Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	3.7	26.3
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		4	1	15	2	2	4	13	2	0
Ped / Bike / RTOR, /h	0	0	13	0	0	52	0	0	12	0	0	41
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

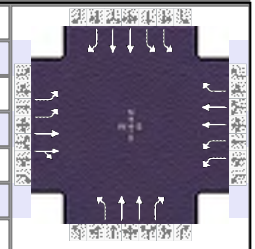
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	58.0	13.0	41.0	29.0	36.0	33.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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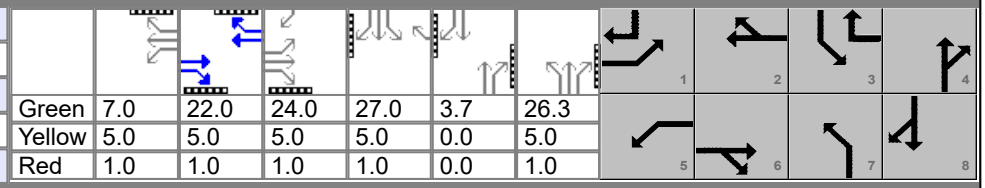
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	3Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	3.7	26.3		
Yellow	5.0	5.0	5.0	5.0	0.0	5.0		
Red	1.0	1.0	1.0	1.0	0.0	1.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	58.0	13.0	41.0	32.3	36.0	33.0	36.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	24.8		7.5		9.4	31.2	27.6	27.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	5.2	0.0	0.0	2.7
Phase Call Probability	1.00		0.99		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.15	1.00	1.00	0.87

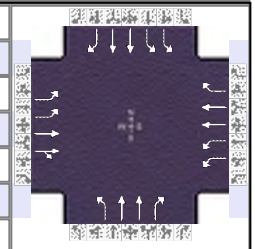
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	576	706	690	134	811	476	109	747	104	582	491	375
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1885	1831	1702	1795	1422	1781	1781	1560	1579	1781	1610
Queue Service Time (g_s), s	22.8	52.0	52.0	5.5	30.7	35.0	7.4	29.2	7.9	25.6	17.5	25.9
Cycle Queue Clearance Time (g_c), s	22.8	52.0	52.0	5.5	30.7	35.0	7.4	29.2	7.9	25.6	17.5	25.9
Green Ratio (*g/C*)	0.17	0.37	0.37	0.05	0.25	0.44	0.19	0.21	0.21	0.19	0.22	0.39
Capacity (*c*), veh/h	602	700	680	170	897	630	335	763	334	609	780	629
Volume-to-Capacity Ratio (*X*)	0.957	1.009	1.014	0.787	0.904	0.756	0.326	0.979	0.311	0.956	0.629	0.597
Back of Queue (*Q*), ft/ln (95 th percentile)	448.7	1011.3	992.2	132.2	550.9	281.8	151.1	566.5	144.3	494.7	316.5	387.3
Back of Queue (*Q*), veh/ln (95 th percentile)	17.9	40.1	39.7	5.1	21.9	10.1	5.9	22.3	5.6	17.9	12.5	15.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.60	0.00	0.00	0.62	0.00	1.13	0.42	0.00	0.60	2.25	0.00	2.98
Uniform Delay (d_1), s/veh	57.5	44.0	44.0	65.8	50.9	6.8	49.1	54.7	46.3	55.9	49.5	33.9
Incremental Delay (d_2), s/veh	26.1	36.1	38.1	20.7	14.2	8.3	0.2	27.5	0.7	25.8	1.6	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	83.6	80.1	82.1	86.5	65.1	15.0	49.4	82.2	47.1	81.7	51.1	35.6
Level of Service (LOS)	F	F	F	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	81.8	F		50.3	D		74.6	E		59.4	E	
Intersection Delay, s/veh / LOS	67.3						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.66	C	2.68	C	2.48	B
Bicycle LOS Score / LOS	2.11	B	1.66	B	1.28	A	1.68	B

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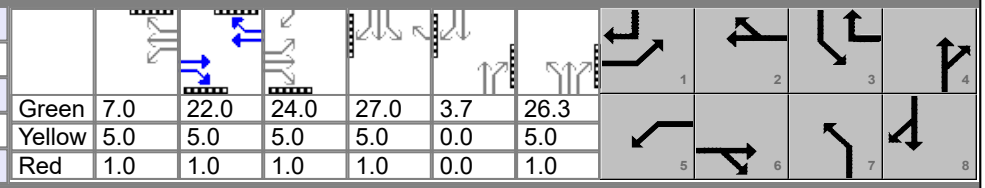
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	3Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	3.7	26.3						
Yellow	5.0	5.0	5.0	5.0	0.0	5.0						
Red	1.0	1.0	1.0	1.0	0.0	1.0						

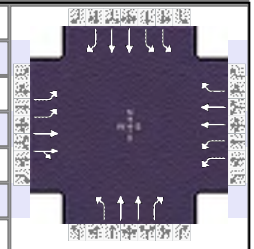
Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.969	0.992	0.883	0.984	0.984	0.969	0.899	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.971	0.971		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3415	301	3404	3589	1422	1781	3561	1560	3158	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.37	0.37	0.05	0.25	0.25	0.19	0.21	0.21	0.19	0.22	0.22
Incremental Delay Factor (k)	0.46	0.50	0.50	0.32	0.50	0.50	0.04	0.49	0.15	0.46	0.20	0.20

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.37	0.05	0.25	0.19	0.21	0.19	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				1422		0		1610
Protected Right Effective Green Time (g_R), s				27.0		0.0		24.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.058	1.852	0.074	1.710	0.018
Pedestrian F_s / F_{delay}	0.000	0.133	0.000	0.155	0.000	0.151	0.000	0.154
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	742.86	27.66	342.86	48.06	428.57	43.21	376.41	46.13
Bicycle F_w / F_v	-3.64	1.63	-3.64	1.17	-3.64	0.79	-3.64	1.19

HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	3Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	448.7	1011.3	992.2	132.2	550.9	281.8	151.1	566.5	144.3	494.7	316.5	387.3
Back of Queue (*Q*), veh/ln (95 th percentile)	17.9	40.1	39.7	5.1	21.9	10.1	5.9	22.3	5.6	17.9	12.5	15.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.60	0.00	0.00	0.62	0.00	1.13	0.42	0.00	0.60	2.25	0.00	2.98
Control Delay (*d*), s/veh	83.6	80.1	82.1	86.5	65.1	15.0	49.4	82.2	47.1	81.7	51.1	35.6
Level of Service (LOS)	F	F	F	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	81.8	F		50.3	D		74.6	E		59.4	E	
Intersection Delay, s/veh / LOS	67.3						E					

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--- Messages ---

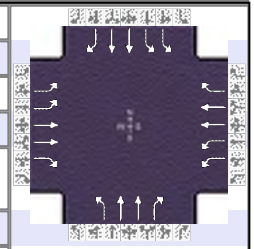
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	4Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				

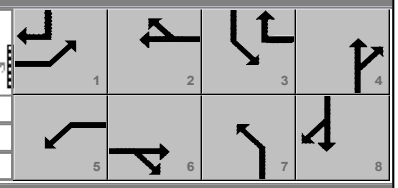


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	3.7	26.3
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	4	1	15	2	2	4	13	2	0
Ped / Bike / RTOR, /h	0	0	13	0	0	52	0	0	12	0	0	41
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

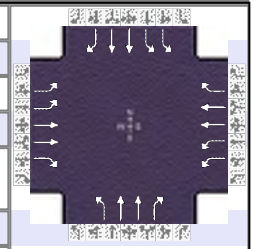
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	58.0	13.0	41.0	29.0	36.0	33.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	4Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				

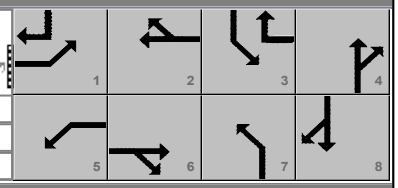


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	3.7	26.3
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	58.0	13.0	41.0	32.3	36.0	33.0	36.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	24.8		7.5		9.4	31.2	27.6	27.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	5.2	0.0	0.0	2.7
Phase Call Probability	1.00		0.99		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.15	1.00	1.00	0.87

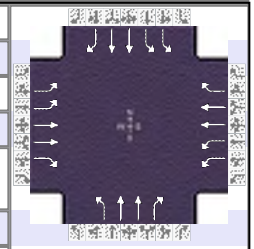
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	576	1282	113	134	811	476	109	747	104	582	491	375
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1795	1610	1702	1795	1422	1781	1781	1560	1579	1781	1610
Queue Service Time (g_s), s	22.8	48.9	6.7	5.5	30.7	35.0	7.4	29.2	7.9	25.6	17.5	25.9
Cycle Queue Clearance Time (g_c), s	22.8	48.9	6.7	5.5	30.7	35.0	7.4	29.2	7.9	25.6	17.5	25.9
Green Ratio (*g/C*)	0.17	0.37	0.37	0.05	0.25	0.44	0.19	0.21	0.21	0.19	0.22	0.39
Capacity (*c*), veh/h	602	1333	598	170	897	630	335	763	334	609	780	629
Volume-to-Capacity Ratio (*X*)	0.957	0.962	0.190	0.787	0.904	0.756	0.326	0.979	0.311	0.956	0.629	0.597
Back of Queue (*Q*), ft/ln (95 th percentile)	448.7	819.9	120.8	132.2	550.9	281.8	151.1	566.5	144.3	494.7	316.5	387.3
Back of Queue (*Q*), veh/ln (95 th percentile)	17.9	32.5	4.8	5.1	21.9	10.1	5.9	22.3	5.6	17.9	12.5	15.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.60	0.00	0.00	0.62	0.00	1.13	0.42	0.00	0.60	2.25	0.00	2.98
Uniform Delay (d_1), s/veh	57.5	43.0	29.1	65.8	50.9	6.8	49.1	54.7	46.3	55.9	49.5	33.9
Incremental Delay (d_2), s/veh	26.1	17.1	0.7	20.7	14.2	8.3	0.2	27.5	0.7	25.8	1.6	1.7
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	83.6	60.1	29.8	86.5	65.1	15.0	49.4	82.2	47.1	81.7	51.1	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	65.2	E		50.3	D		74.6	E		59.4	E	
Intersection Delay, s/veh / LOS	61.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.66	C	2.68	C	2.62	C
Bicycle LOS Score / LOS	2.11	B	1.66	B	1.28	A	1.68	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	4Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				

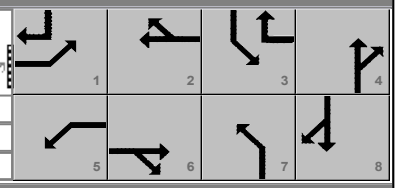


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	3.7	26.3
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	0.969	0.992	0.883	0.984	0.984	0.969	0.899	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3589	1610	3404	3589	1422	1781	3561	1560	3158	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.37	0.37	0.05	0.25	0.25	0.19	0.21	0.21	0.19	0.22	0.22
Incremental Delay Factor (k)	0.46	0.50	0.50	0.32	0.50	0.50	0.04	0.49	0.15	0.46	0.20	0.20

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.37	0.05	0.25	0.19	0.21	0.19	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1422		0		1610
Protected Right Effective Green Time (g_R), s		0.0		27.0		0.0		24.0

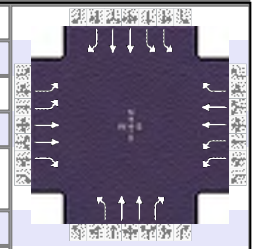
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.058	1.852	0.074	1.852	0.018
Pedestrian F_s / F_{delay}	0.000	0.133	0.000	0.155	0.000	0.151	0.000	0.154
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	742.86	27.66	342.86	48.06	428.57	43.21	376.41	46.13

Bicycle F_w / F_v	-3.64	1.63	-3.64	1.17	-3.64	0.79	-3.64	1.19

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	4Judge Perez at Paris 2043 Build PM (optimized,…		
Project Description	23-018				

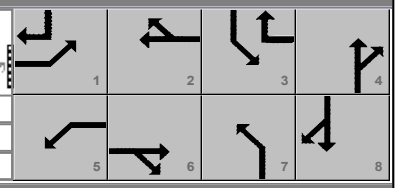


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	559	1244	123	130	787	514	106	725	113	565	476	405

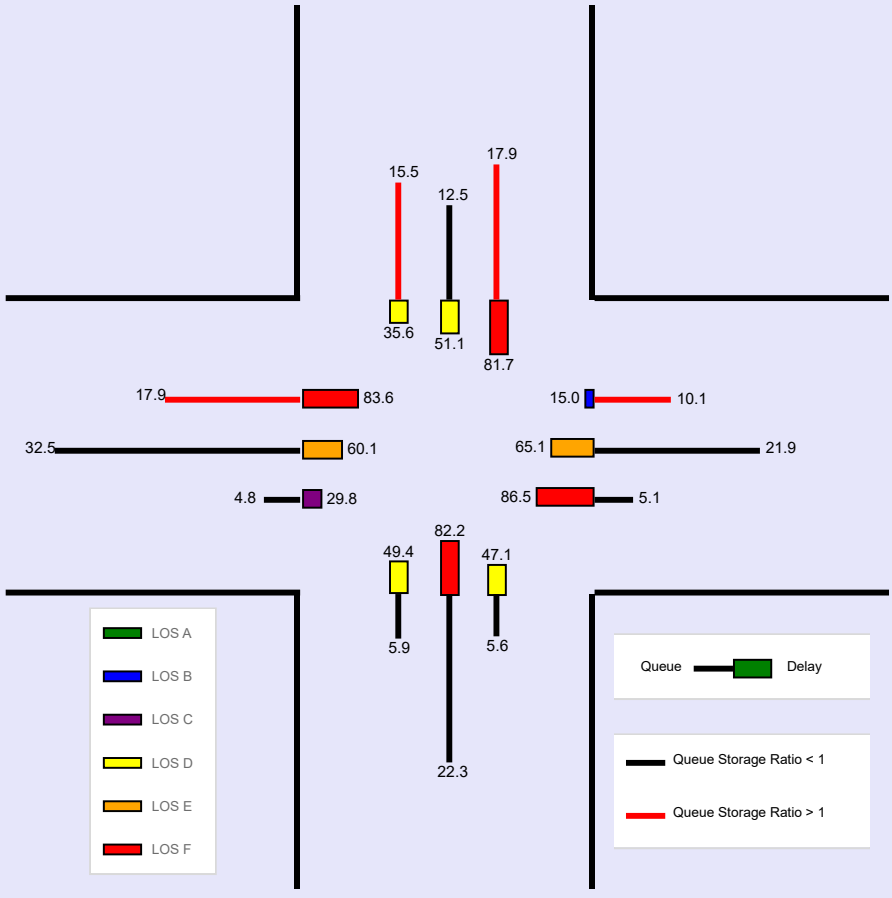
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	3.7	26.3
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	448.7	819.9	120.8	132.2	550.9	281.8	151.1	566.5	144.3	494.7	316.5	387.3
Back of Queue (*Q*), veh/ln (95 th percentile)	17.9	32.5	4.8	5.1	21.9	10.1	5.9	22.3	5.6	17.9	12.5	15.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.60	0.00	0.00	0.62	0.00	1.13	0.42	0.00	0.60	2.25	0.00	2.98
Control Delay (*d*), s/veh	83.6	60.1	29.8	86.5	65.1	15.0	49.4	82.2	47.1	81.7	51.1	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	65.2	E		50.3	D		74.6	E		59.4	E	
Intersection Delay, s/veh / LOS	61.7						E					



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--- Messages ---

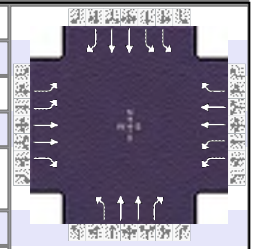
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	204 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	5Judge Perez at Paris 2045 Build PM (opt, WBL,…		
Project Description	23-018				

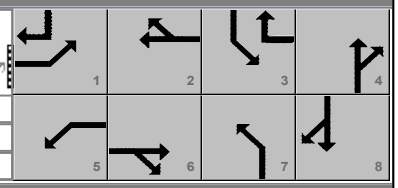


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	1	4	1	15	2	2	5	13	2	0
Ped / Bike / RTOR, /h	0	0	13	0	0	53	0	0	12	0	0	42
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

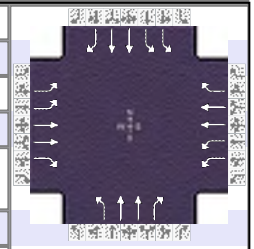
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	58.0	13.0	41.0	29.0	36.0	33.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	5Judge Perez at Paris 2045 Build PM (opt, WBL,…		
Project Description	23-018				

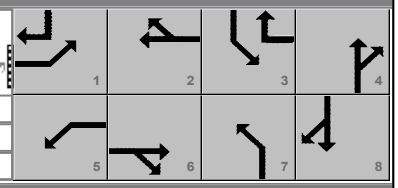


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	58.0	13.0	41.0	31.7	36.0	33.0	37.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	25.3		7.8		9.7	32.0	28.5	28.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	5.2	0.0	0.0	2.5
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.18	1.00	1.00	1.00

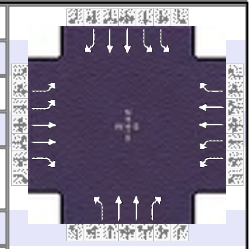
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	589	1311	121	142	831	491	112	763	108	600	502	388
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1795	1598	1702	1795	1422	1781	1781	1547	1579	1781	1610
Queue Service Time (g_s), s	23.3	50.7	7.2	5.8	31.6	35.0	7.7	30.0	8.3	26.5	17.8	26.9
Cycle Queue Clearance Time (g_c), s	23.3	50.7	7.2	5.8	31.6	35.0	7.7	30.0	8.3	26.5	17.8	26.9
Green Ratio (*g/C*)	0.17	0.37	0.37	0.05	0.25	0.44	0.18	0.21	0.21	0.19	0.22	0.40
Capacity (*c*), veh/h	602	1333	593	170	897	630	327	763	332	609	796	636
Volume-to-Capacity Ratio (*X*)	0.977	0.984	0.203	0.836	0.926	0.779	0.344	1.000	0.326	0.985	0.630	0.609
Back of Queue (*Q*), ft/ln (95 th percentile)	468.5	864	130.2	147.6	573.4	293.4	156.8	593.1	151.7	526.3	321.7	399.1
Back of Queue (*Q*), veh/ln (95 th percentile)	18.7	34.3	5.2	5.7	22.8	10.5	6.2	23.4	5.8	19.1	12.7	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.67	0.00	0.00	0.69	0.00	1.17	0.44	0.00	0.63	2.39	0.00	3.07
Uniform Delay (d_1), s/veh	57.7	43.6	29.2	65.9	51.2	6.9	49.8	55.0	46.5	56.3	49.1	33.7
Incremental Delay (d_2), s/veh	30.8	21.0	0.8	28.2	16.7	9.2	0.2	32.5	0.8	32.5	1.6	1.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	88.5	64.6	30.0	94.1	67.9	16.1	50.0	87.5	47.3	88.8	50.7	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	69.5	E		53.1	D		78.8	E		62.1	E	
Intersection Delay, s/veh / LOS	65.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.68	C	2.62	C
Bicycle LOS Score / LOS	2.15	B	1.70	B	1.30	A	1.72	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	5Judge Perez at Paris 2045 Build PM (opt, WBL,…		
Project Description	23-018				

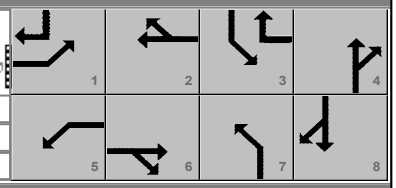


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.992	0.969	0.992	0.883	0.984	0.984	0.961	0.899	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3589	1598	3404	3589	1422	1781	3561	1547	3158	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.37	0.37	0.05	0.25	0.25	0.18	0.21	0.21	0.19	0.22	0.22
Incremental Delay Factor (k)	0.48	0.50	0.50	0.36	0.50	0.50	0.04	0.50	0.15	0.49	0.21	0.21

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.37	0.05	0.25	0.18	0.21	0.19	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1422		0		1610
Protected Right Effective Green Time (g_R), s		0.0		27.0		0.0		24.0

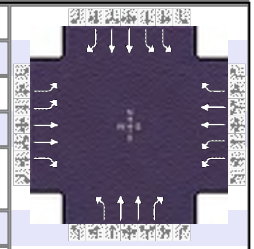
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.060	1.852	0.075	1.852	0.018
Pedestrian F_s / F_{delay}	0.000	0.133	0.000	0.155	0.000	0.151	0.000	0.154
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	742.86	27.66	342.86	48.06	428.57	43.21	367.04	46.66

Bicycle F_w / F_v	-3.64	1.67	-3.64	1.21	-3.64	0.81	-3.64	1.23

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2043 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	5Judge Perez at Paris 2045 Build PM (opt, WBL,…		
Project Description	23-018				

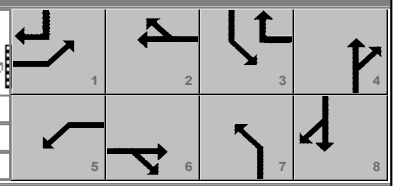


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

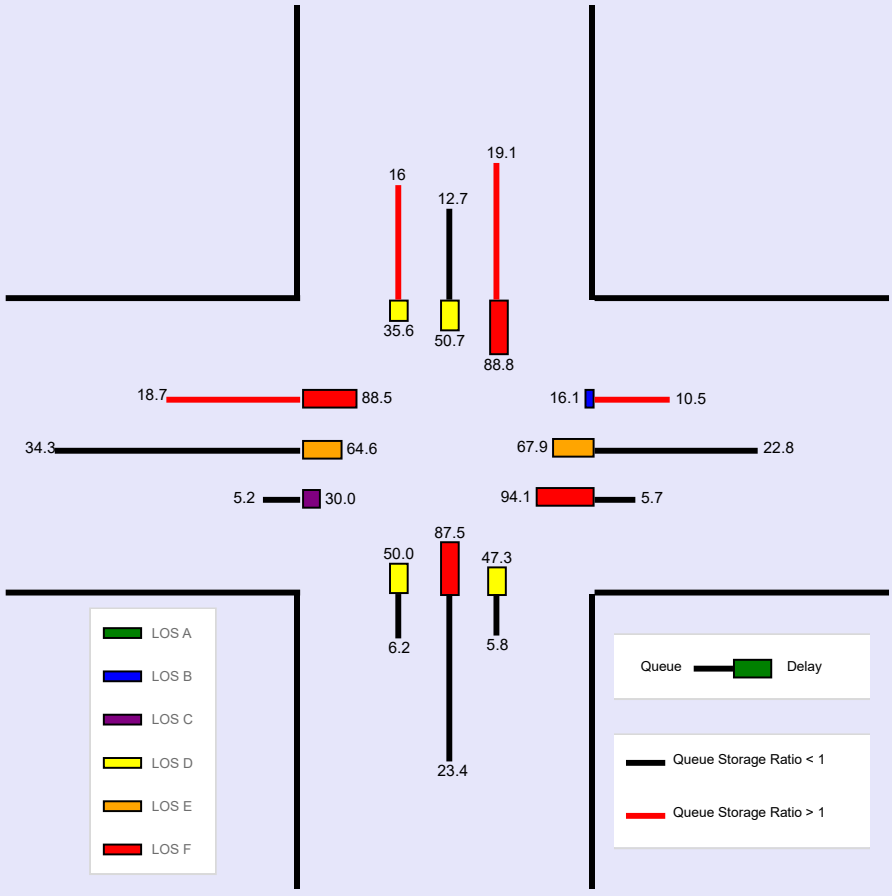
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7						
Yellow	5.0	5.0	5.0	5.0	0.0	5.0						
Red	1.0	1.0	1.0	1.0	0.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	468.5	864	130.2	147.6	573.4	293.4	156.8	593.1	151.7	526.3	321.7	399.1
Back of Queue (*Q*), veh/ln (95 th percentile)	18.7	34.3	5.2	5.7	22.8	10.5	6.2	23.4	5.8	19.1	12.7	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.67	0.00	0.00	0.69	0.00	1.17	0.44	0.00	0.63	2.39	0.00	3.07
Control Delay (*d*), s/veh	88.5	64.6	30.0	94.1	67.9	16.1	50.0	87.5	47.3	88.8	50.7	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	69.5	E		53.1	D		78.8	E		62.1	E	
Intersection Delay, s/veh / LOS	65.2						E					



--- Messages ---

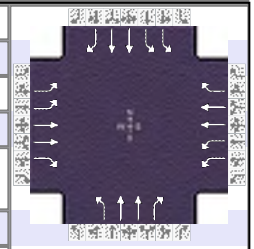
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2046 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	6Judge Perez at Paris 2046 Build PM (opt, EBR,…		
Project Description	23-018				

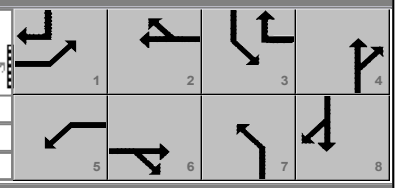


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	578	1288	126	134	815	538	109	750	117	592	493	420

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.4	25.6
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	578	1288	126	134	815	538	109	750	117	592	493	420
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	1	5	1	16	2	2	5	14	2	0
Ped / Bike / RTOR, /h	0	0	13	0	0	54	0	0	12	0	0	42
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

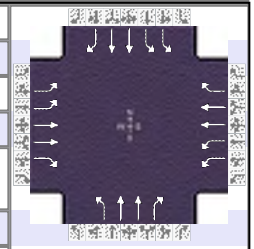
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	58.0	13.0	41.0	29.0	36.0	33.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2046 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	6Judge Perez at Paris 2046 Build PM (opt, EBR,…		
Project Description	23-018				

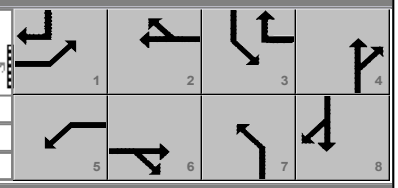


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	578	1288	126	134	815	538	109	750	117	592	493	420

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.4	25.6
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	58.0	13.0	41.0	31.6	36.0	33.0	37.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	25.7		7.7		9.7	32.0	29.0	29.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	5.3	0.0	0.0	2.4
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.19	1.00	1.00	1.00

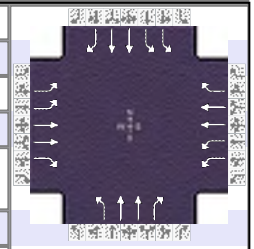
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	596	1328	116	138	840	499	112	773	108	610	508	390
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1795	1598	1689	1795	1409	1781	1781	1547	1565	1781	1610
Queue Service Time (g_s), s	23.7	51.7	6.9	5.7	32.1	35.0	7.7	30.0	8.3	27.0	18.1	27.0
Cycle Queue Clearance Time (g_c), s	23.7	51.7	6.9	5.7	32.1	35.0	7.7	30.0	8.3	27.0	18.1	27.0
Green Ratio (*g/C*)	0.17	0.37	0.37	0.05	0.25	0.44	0.18	0.21	0.21	0.19	0.22	0.40
Capacity (*c*), veh/h	602	1333	593	169	897	624	325	763	332	604	799	637
Volume-to-Capacity Ratio (*X*)	0.989	0.996	0.196	0.818	0.936	0.800	0.345	1.013	0.326	1.011	0.636	0.611
Back of Queue (*Q*), ft/ln (95 th percentile)	480.9	890.9	125.5	141.8	584.8	304.9	157.1	608.5	151.7	555.7	325.4	401
Back of Queue (*Q*), veh/ln (95 th percentile)	19.2	35.4	5.0	5.5	23.2	10.8	6.2	24.0	5.8	20.0	12.8	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.72	0.00	0.00	0.66	0.00	1.22	0.44	0.00	0.63	2.53	0.00	3.08
Uniform Delay (d_1), s/veh	57.9	43.9	29.2	65.9	51.4	7.0	49.9	55.0	46.5	56.5	49.1	33.7
Incremental Delay (d_2), s/veh	33.8	23.7	0.7	25.4	18.1	10.3	0.2	35.9	0.8	39.4	1.7	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	91.6	67.6	29.9	91.3	69.5	17.3	50.1	90.9	47.3	95.9	50.8	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	72.5	E		53.9	D		81.5	F		65.1	E	
Intersection Delay, s/veh / LOS	67.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.68	C	2.62	C
Bicycle LOS Score / LOS	2.17	B	1.71	B	1.31	A	1.73	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2046 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	6Judge Perez at Paris 2046 Build PM (opt, EBR,…		
Project Description	23-018				

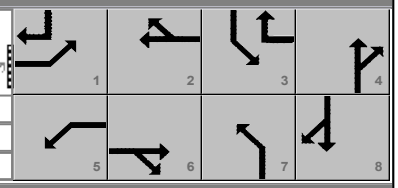


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	578	1288	126	134	815	538	109	750	117	592	493	420

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.4	25.6
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.992	0.961	0.992	0.875	0.984	0.984	0.961	0.891	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3589	1598	3377	3589	1409	1781	3561	1547	3130	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.37	0.37	0.05	0.25	0.25	0.18	0.21	0.21	0.19	0.22	0.22
Incremental Delay Factor (k)	0.49	0.50	0.50	0.35	0.50	0.50	0.04	0.50	0.15	0.50	0.21	0.21

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.37	0.05	0.25	0.18	0.21	0.19	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1409		0		1610
Protected Right Effective Green Time (g_R), s		0.0		27.0		0.0		24.0

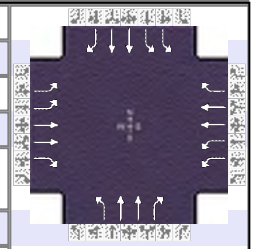
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.060	1.852	0.077	1.852	0.018
Pedestrian F_s / F_{delay}	0.000	0.133	0.000	0.155	0.000	0.151	0.000	0.154
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	742.86	27.66	342.86	48.06	428.57	43.21	365.41	46.76

Bicycle F_w / F_v	-3.64	1.68	-3.64	1.22	-3.64	0.82	-3.64	1.24

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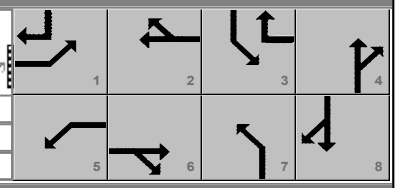
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2046 (Dual WBL, EBR)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	6Judge Perez at Paris 2046 Build PM (opt, EBR,…		
Project Description	23-018				

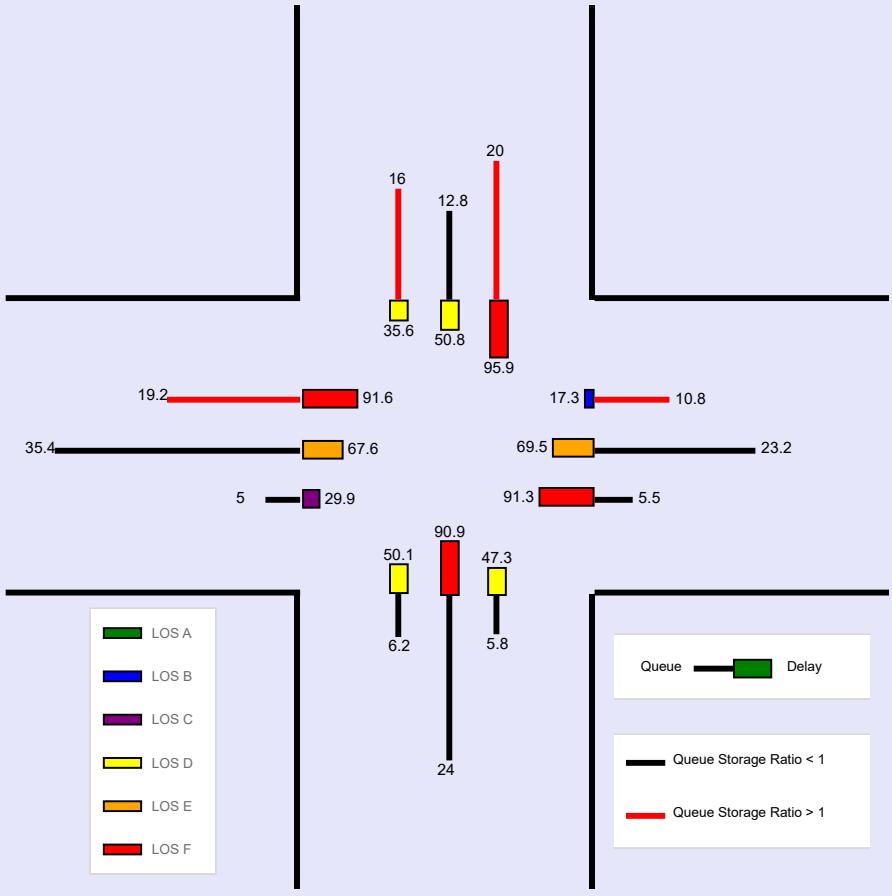


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	578	1288	126	134	815	538	109	750	117	592	493	420

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	132	Reference Point	End	Green	7.0	22.0	24.0	27.0	4.4	25.6		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	5.0	0.0	5.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	1.0	0.0	1.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	480.9	890.9	125.5	141.8	584.8	304.9	157.1	608.5	151.7	555.7	325.4	401
Back of Queue (*Q*), veh/ln (95 th percentile)	19.2	35.4	5.0	5.5	23.2	10.8	6.2	24.0	5.8	20.0	12.8	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.72	0.00	0.00	0.66	0.00	1.22	0.44	0.00	0.63	2.53	0.00	3.08
Control Delay (*d*), s/veh	91.6	67.6	29.9	91.3	69.5	17.3	50.1	90.9	47.3	95.9	50.8	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	72.5	E		53.9	D		81.5	F		65.1	E	
Intersection Delay, s/veh / LOS	67.6						E					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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Appendix H
2045 No Build and Build Conditions

Appendix H.1 2045 No Build Conditions Capacity Analysis..... H-2
Appendix H.2 2045 Project Truck Trip Figure.....H-201
Appendix H.3 2045 Build Conditions Capacity Analysis.....H-203
Appendix H.4 2045 Build Conditions with Improvements Capacity Analysis.....H-407

URBAN SYSTEMS inc.

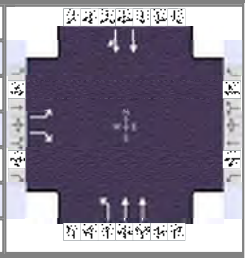
Appendix H
2045 No Build and Build Conditions

Appendix H.1 2045 No Build Conditions Capacity Analysis

URBAN SYSTEMS inc.

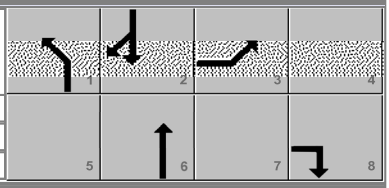
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		22				32	930			1014	5

Signal Information					EB			WB			NB			SB		
Cycle, s	89.6	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	2.9	65.0		3.2	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.5	0.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		22				32	930			1014	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	1			4	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

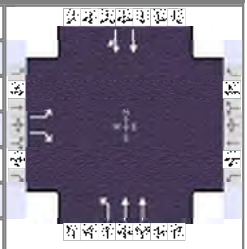
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

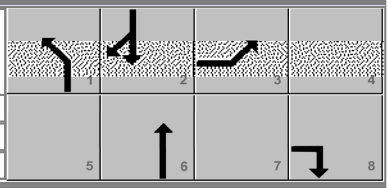
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		22				32	930			1014	5

Signal Information			
Cycle, s	89.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.9	65.0	3.2	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		9.7			8.9	79.9		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		5.2			3.7	8.2		29.3
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.40			0.58	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

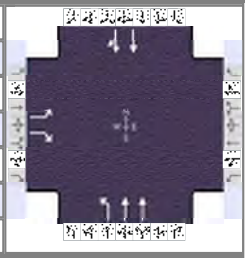
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		21				35	1011			554	553
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1795			1841	1838
Queue Service Time (g_s), s	3.2		1.1				1.7	6.2			27.3	10.6
Cycle Queue Clearance Time (g_c), s	3.2		1.1				1.7	6.2			27.3	10.6
Green Ratio (*g/C*)	0.04		0.04				0.03	0.82			0.73	0.73
Capacity (*c*), veh/h	0		58				59	2960			1335	1333
Volume-to-Capacity Ratio (*X*)	0.000		0.356				0.594	0.342			0.415	0.415
Back of Queue (*Q*), ft/ln (95 th percentile)	0		21.3				35.7	38.4			145	140.3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.9				1.4	1.5			5.6	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.24	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.2				42.8	1.9			4.8	4.8
Incremental Delay (d_2), s/veh	0.0		1.4				3.5	0.3			1.0	1.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.6				46.3	2.2			5.8	5.8
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.7		A	5.8		A
Intersection Delay, s/veh / LOS	5.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.35	A	1.40	A

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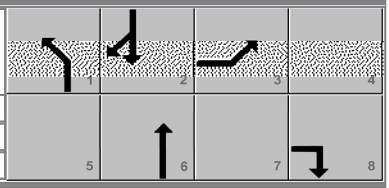
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		22				32	930			1014	5

Signal Information										
Cycle, s	89.6	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On	Green	2.9	65.0	3.2	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0
				Red	1.0	1.0	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.992	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3680	0	0	3664	14
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.04	0.00	0.00	0.00	0.03	0.82	0.00	0.00	0.73	0.73
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

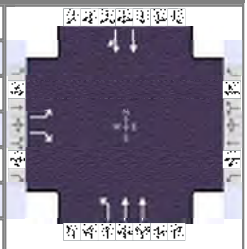
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.04			0.03	0.82		0.73
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		566
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.152	0.000	0.152	0.000	0.013	0.000	0.049
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.62		49.95	1649.15	1.38	1450.59	3.38
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.86	-3.64	0.91

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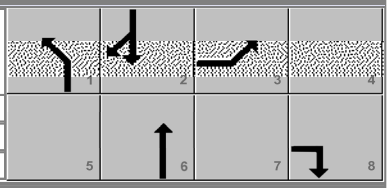
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG AM.xus		
Project Description	23-018				

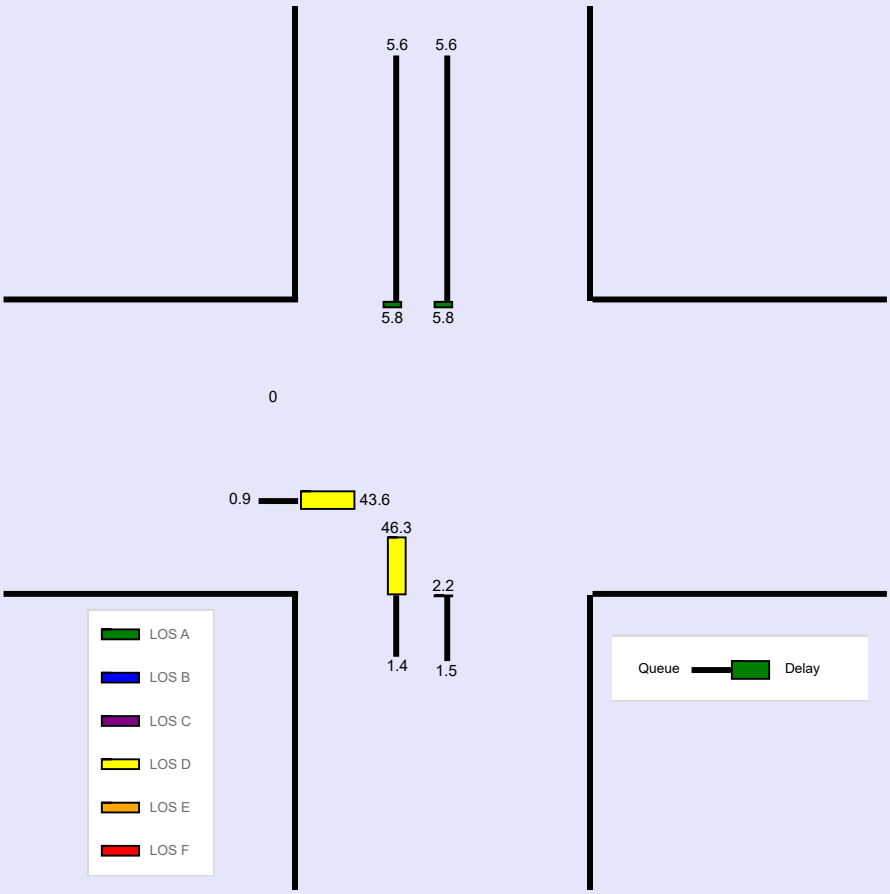


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		22				32	930			1014	5

Signal Information										
Cycle, s	89.6	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	2.9	65.0	3.2	0.0	0.0	0.0
				Yellow	5.0	5.0	5.0	0.0	0.0	0.0
				Red	1.0	1.0	1.5	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		21.3				35.7	38.4			145	140.3
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.9				1.4	1.5			5.6	5.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.24	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.6				46.3	2.2			5.8	5.8
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			3.7		A	5.8		A
Intersection Delay, s/veh / LOS	5.1						A					



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--- Messages ---

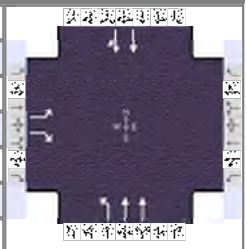
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

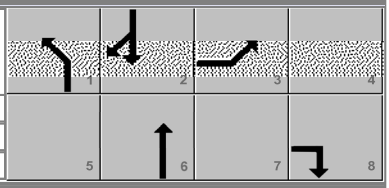
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		27				72	1003			972	9

Signal Information			
Cycle, s	93.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	65.0	4.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		27				72	1003			972	9
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	4			3	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

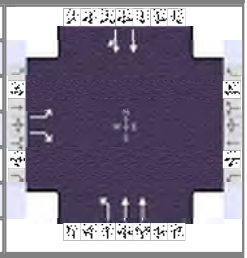
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

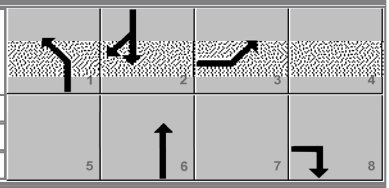
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		27				72	1003			972	9

Signal Information			
Cycle, s	93.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	65.0	4.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		11.0			11.1	82.1		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.5			2.6	1.0		1.0
Queue Clearance Time (g_s), s		3.4			5.8	9.3		26.5
Green Extension Time (g_e), s		0.0			0.1	0.2		0.2
Phase Call Probability		0.56			0.86	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

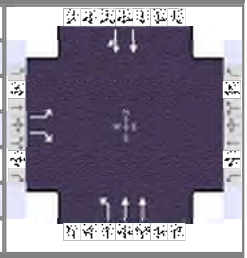
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		25				76	1056			517	515
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1752			1856	1850
Queue Service Time (g_s), s	0.3		1.4				3.8	7.3			24.5	10.8
Cycle Queue Clearance Time (g_c), s	0.3		1.4				3.8	7.3			24.5	10.8
Green Ratio (*g/C*)	0.05		0.05				0.05	0.82			0.70	0.70
Capacity (*c*), veh/h	87		77				99	2866			1296	1293
Volume-to-Capacity Ratio (*X*)	0.073		0.327				0.769	0.368			0.398	0.398
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		26.5				80.8	54.4			162	157.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.1				3.2	2.1			6.3	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.54	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.3		42.8				43.4	2.2			5.9	5.9
Incremental Delay (d_2), s/veh	0.1		0.9				4.7	0.4			0.9	0.9
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	42.4		43.7				48.1	2.6			6.8	6.8
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.5	D		0.0			5.6	A		6.8	A	
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.63	A	1.86	B
Bicycle LOS Score / LOS		F	0.00	A	1.42	A	1.34	A

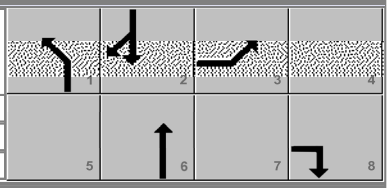
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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		27				72	1003			972	9

Signal Information										
Cycle, s	93.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	5.1	65.0	4.5	0.0	0.0	0.0
				Yellow	5.0	5.0	5.0	0.0	0.0	0.0
				Red	1.0	1.0	1.5	0.0	0.0	0.0

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.969	1.000	1.000	0.977	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.997	0.997
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3593	0	0	3675	30
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.00	0.00	0.00	0.05	0.82	0.00	0.00	0.70	0.70
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

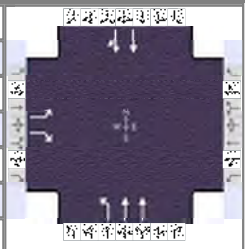
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.05			0.05	0.82		0.70
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		543
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.154	0.000	0.154	0.000	0.017	0.000	0.058
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		54.32		51.65	1635.28	1.55	1397.40	4.22
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	0.93	-3.64	0.85

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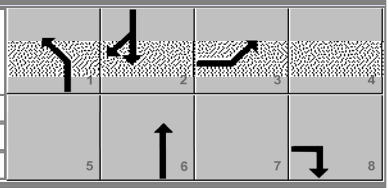
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG Mid.xus		
Project Description	23-018				

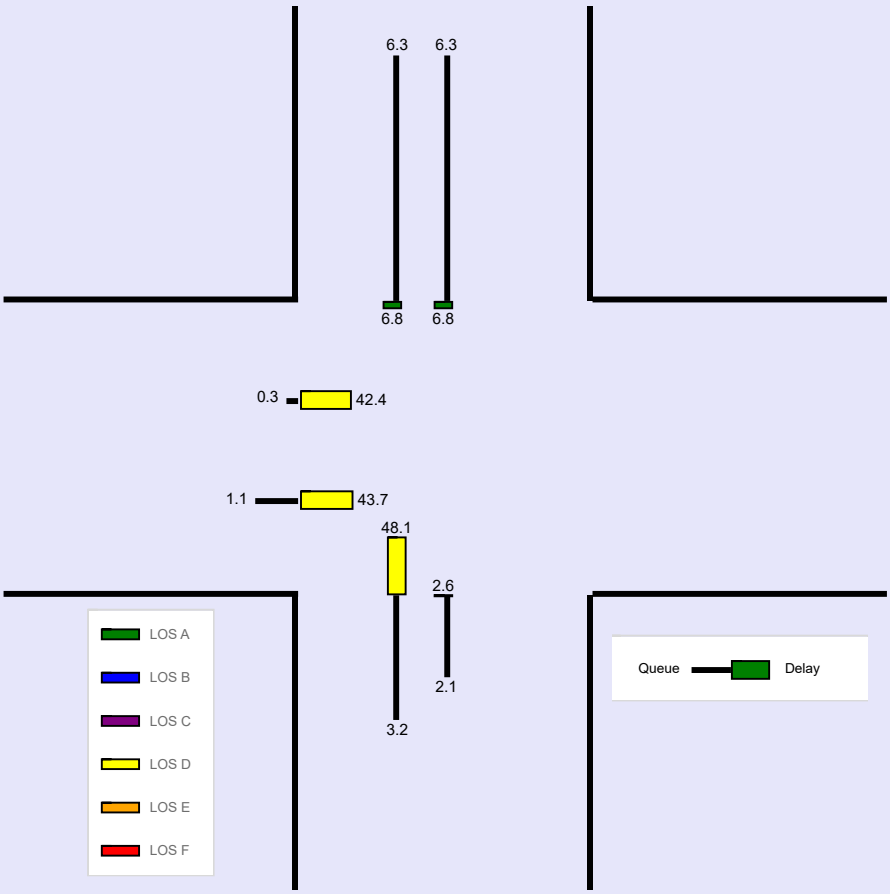


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		27				72	1003			972	9

Signal Information										
Cycle, s	93.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On	Green	5.1	65.0	4.5	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0
				Red	1.0	1.0	1.5	0.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		26.5				80.8	54.4			162	157.8
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.1				3.2	2.1			6.3	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.54	0.00			0.00	0.00
Control Delay (*d*), s/veh	42.4		43.7				48.1	2.6			6.8	6.8
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.5		D	0.0			5.6		A	6.8		A
Intersection Delay, s/veh / LOS	6.7						A					



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--- Messages ---

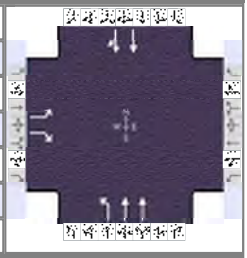
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

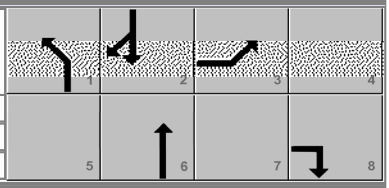
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1403			1171	4

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1403			1171	4
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	1			1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

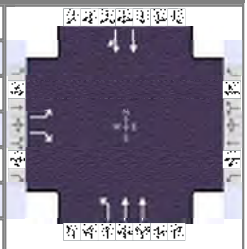
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

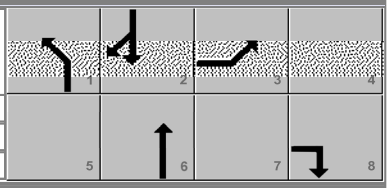
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1403			1171	4

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.0			7.9	78.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.9	12.0		33.5
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.19			0.37	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

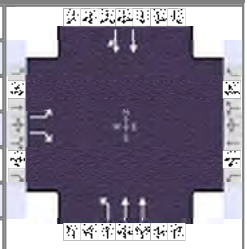
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		2				19	1493			625	624
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1795			1885	1883
Queue Service Time (g_s), s	0.3		0.1				0.9	10.0			31.5	10.8
Cycle Queue Clearance Time (g_c), s	0.3		0.1				0.9	10.0			31.5	10.8
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	31		28				39	3011			1411	1410
Volume-to-Capacity Ratio (*X*)	0.206		0.077				0.496	0.496			0.443	0.443
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				19.4	42.1			133.7	132.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.8	1.7			5.3	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.13	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.1		42.0				42.0	1.9			4.1	4.1
Incremental Delay (d_2), s/veh	1.2		0.4				3.6	0.6			1.0	1.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.3		42.4				45.7	2.5			5.1	5.1
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.1		D	0.0			3.1		A	5.1		A
Intersection Delay, s/veh / LOS	4.1						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.73	B	1.52	B

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HCS Signalized Intersection Intermediate Values

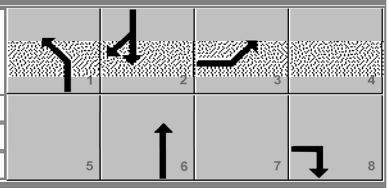
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1403			1171	4

Signal Information			
Cycle, s	86.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.992	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3680	0	0	3759	10
Proportion of Vehicles Arriving on Green (P)	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.84	0.00	0.00	0.75	0.75
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

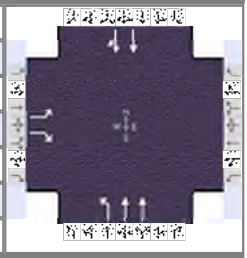
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		358
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.005	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.24		48.56	1677.86	1.13	1497.07	2.75
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.24	-3.64	1.03

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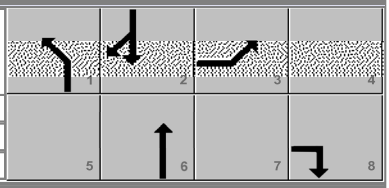
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 BG PM.xus		
Project Description	23-018				

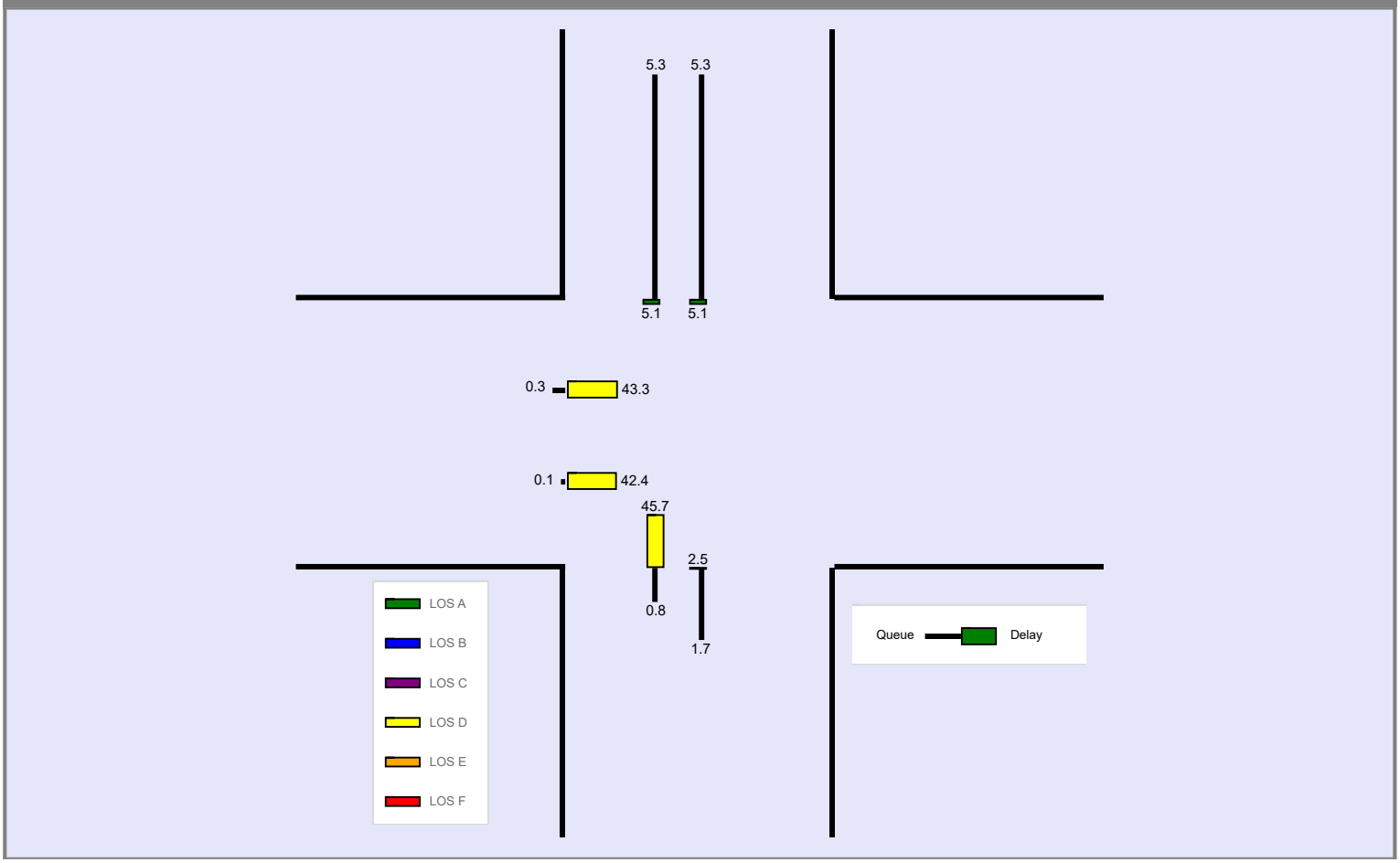


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		5				18	1403			1171	4

Signal Information											
Cycle, s	86.8	Reference Phase	2								
Offset, s	0	Reference Point	End								
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.9	65.0	1.5	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
				Red	1.0	1.0	1.5	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.6		2.2				19.4	42.1			133.7	132.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.8	1.7			5.3	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.13	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.3		42.4				45.7	2.5			5.1	5.1
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.1		D	0.0			3.1		A	5.1		A
Intersection Delay, s/veh / LOS	4.1						A					



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--- Messages ---

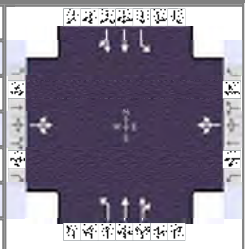
No errors or warnings exist.

--- Comments ---

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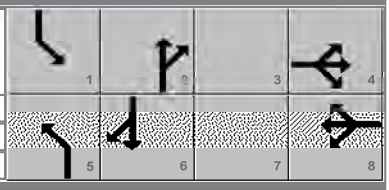
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	11	10	0	0	0	954	24	0	979	18

Signal Information					EB			WB			NB			SB		
Cycle, s	120.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	107.8	3.2		0.0	0.0	0.0		0.0			0.0	
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.0	3.0		0.0	0.0	0.0		0.0			0.0	
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		0.0	0.0	0.0		0.0			0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	11	10	0	0	0	954	24	0	979	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	4	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

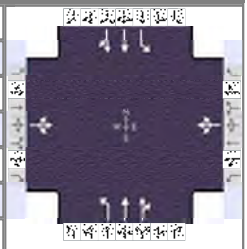
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

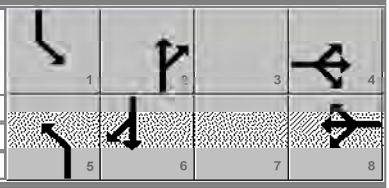
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	11	10	0	0	0	954	24	0	979	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.8	3.2	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		7.2		7.2	0.0	112.8	0.0	112.8
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s		4.6		2.9				
Green Extension Time (g_e), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.67		0.30				
Max Out Probability		0.00		0.00				

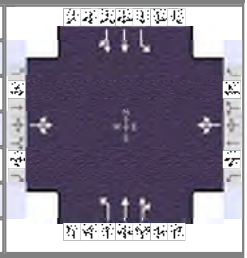
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		33			11		0	526	522	0	536	533
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1515			1426		1810	1870	1856	1810	1841	1830
Queue Service Time (g_s), s		1.7			0.0		0.0	4.8	4.8	0.0	5.0	5.0
Cycle Queue Clearance Time (g_c), s		2.6			0.9		0.0	4.8	4.8	0.0	5.0	5.0
Green Ratio (*g/C*)		0.03			0.03			0.90	0.90		0.90	0.90
Capacity (*c*), veh/h		91			98		2	1680	1667	2	1653	1644
Volume-to-Capacity Ratio (*X*)		0.366			0.109		0.000	0.313	0.313	0.000	0.325	0.325
Back of Queue (*Q*), ft/ln (95 th percentile)		50			15.5		0	13.1	12.9	0	13.2	13.5
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			0.6		0.0	0.5	0.5	0.0	0.5	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		58.1			57.2		0.0	0.9	0.9	0.0	0.9	0.9
Incremental Delay (d_2), s/veh		3.5			0.7		0.0	0.5	0.5	0.0	0.5	0.5
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.6			57.9		0.0	1.4	1.4	0.0	1.4	1.4
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6	E		57.9	E		1.4	A		1.4	A	
Intersection Delay, s/veh / LOS	2.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.54	A	0.51	A	1.35	A	1.37	A

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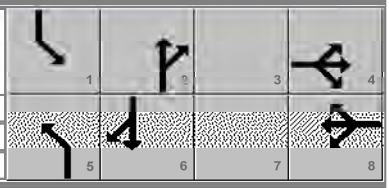
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	11	10	0	0	0	954	24	0	979	18

Signal Information										
Cycle, s	120.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	No	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	107.8	3.2	0.0	0.0	0.0	0.0
				Yellow	4.0	3.0	0.0	0.0	0.0	0.0
				Red	1.0	1.0	0.0	0.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.984	1.000	1.000	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.822	0.797		0.751	0.751		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.797		0.000	0.751		0.992	0.992		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1026	49	440	1426	0	0	1810	3646	80	1810	3612	59
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.90	0.90	0.00	0.90	0.90
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

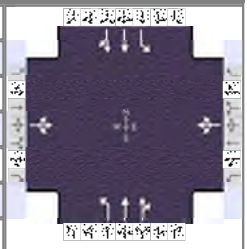
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.90	0.00	0.90
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1426	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1562		1426				
Permitted Effective Green Time (g_p), s		3.2		3.2	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		2.3		0.6	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		1.7		0.0				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	53.75	56.82	53.75	56.82	-83.33	65.10	1796.24	0.62
Bicycle F_w / F_v	-3.64	0.06	-3.64	0.02	-3.64	0.86	-3.64	0.88

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HCS Signalized Intersection Results Graphical Summary

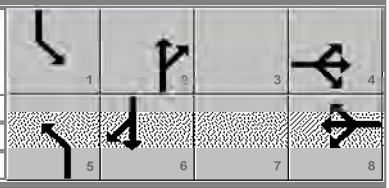
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG AM.xus		
Project Description	23-018				



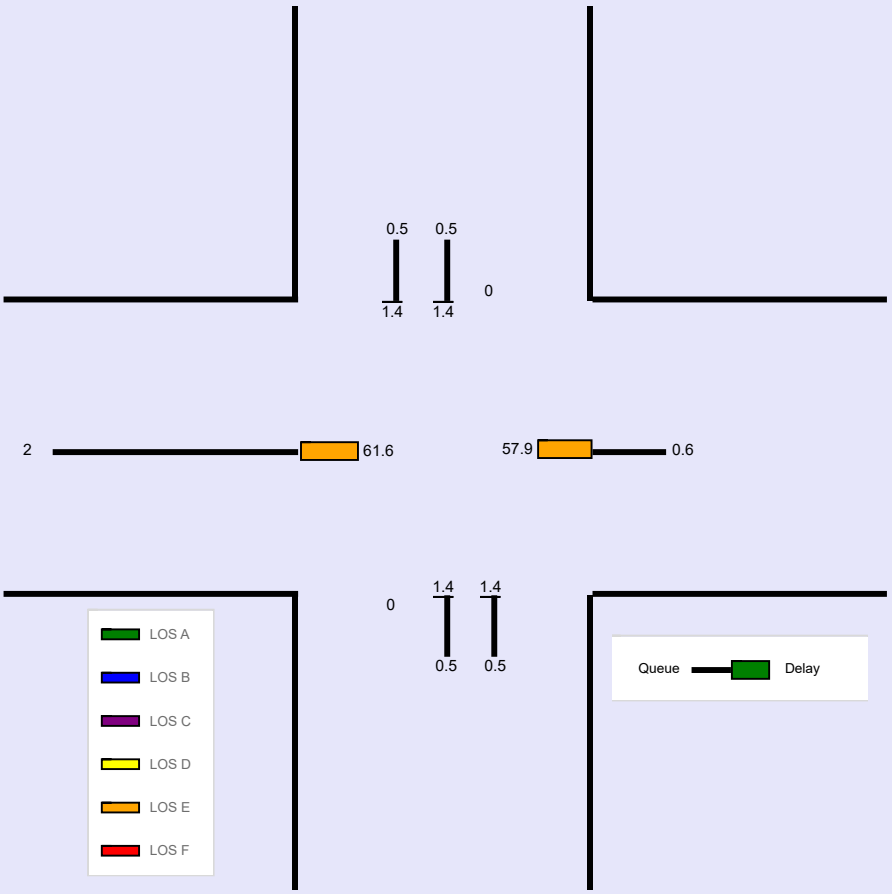
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	21	1	11	10	0	0	0	954	24	0	979	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.8	3.2	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		50			15.5		0	13.1	12.9	0	13.2	13.5
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			0.6		0.0	0.5	0.5	0.0	0.5	0.5
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.6			57.9		0.0	1.4	1.4	0.0	1.4	1.4
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.6		E	57.9		E	1.4		A	1.4		A
Intersection Delay, s/veh / LOS	2.6						A					



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--- Messages ---

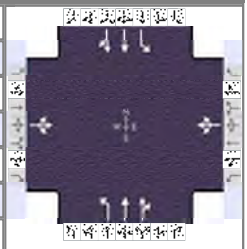
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

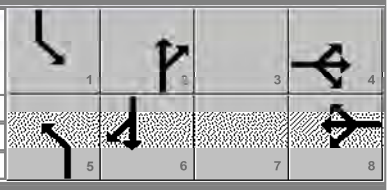
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	1	19	21	0	3	3	1083	7	8	1081	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	93.7	1.0	5.9	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	1	19	21	0	3	3	1083	7	8	1081	19
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		33	4		13	2	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	1	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

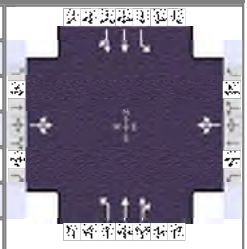
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

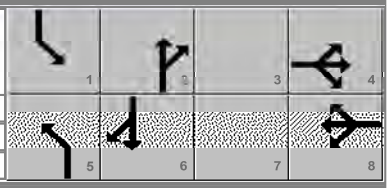
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	1	19	21	0	3	3	1083	7	8	1081	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	93.7	1.0	5.9	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.9		9.9	5.4	104.1	6.0	104.7
Change Period, ($Y+R_c$), s		4.0		4.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.5		3.9	2.3		2.6	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.6	0.0
Phase Call Probability		0.86		0.56	0.10		0.25	
Max Out Probability		0.00		0.00	0.00		0.26	

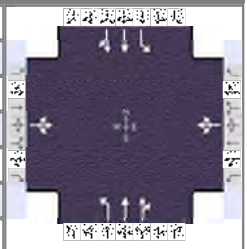
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		59			24		3	580	579	9	586	582
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1520			1457		1344	1841	1837	1626	1870	1860
Queue Service Time (g_s), s		2.6			0.0		0.3	9.6	9.6	0.6	9.2	9.2
Cycle Queue Clearance Time (g_c), s		4.5			1.9		0.3	9.6	9.6	0.6	9.2	9.2
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.83	0.83
Capacity (*c*), veh/h		125			129		5	1521	1518	13	1554	1546
Volume-to-Capacity Ratio (*X*)		0.469			0.190		0.705	0.381	0.381	0.635	0.377	0.377
Back of Queue (*Q*), ft/ln (95 th percentile)		86.1			34.4		9.3	110	107.1	15.8	102.3	100.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.4			1.4		0.3	4.3	4.3	0.6	4.0	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.23	0.00	0.00
Uniform Delay (d_1), s/veh		56.4			55.1		59.7	2.6	2.6	59.3	2.5	2.5
Incremental Delay (d_2), s/veh		3.9			1.0		54.1	0.7	0.7	17.0	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		60.3			56.2		113.8	3.4	3.4	76.3	3.2	3.2
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.3	E		56.2	E		3.7	A		3.7	A	
Intersection Delay, s/veh / LOS	5.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.60	B
Bicycle LOS Score / LOS	0.58	A	0.53	A	1.45	A	1.46	A

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HCS Signalized Intersection Intermediate Values

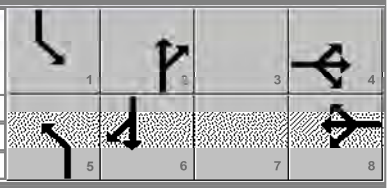
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	1	19	21	0	3	3	1083	7	8	1081	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	93.7	1.0	5.9	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.743	0.969	1.000	0.899	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.826	0.800		0.770	0.767		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.800		0.000	0.767		0.998	0.998		0.994	0.994
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1023	28	470	1331	0	127	1344	3658	20	1626	3673	58
Proportion of Vehicles Arriving on Green (P)	0.05	0.05	0.05	0.05	0.00	0.05	0.00	0.83	0.83	0.01	0.83	0.83
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

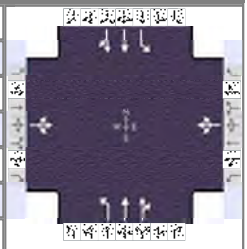
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	5.0	5.0	5.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.83
Permitted Saturation Flow Rate (s_p), veh/h/ln		1437		1415	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1562		1447				
Permitted Effective Green Time (g_p), s		5.9		5.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		4.0		1.3	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.6		0.0				
Time to First Blockage (g_f), s		0.1		0.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.1		0.2				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.022
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	98.02	54.26	98.02	54.26	16.47	59.02	1661.91	1.71
Bicycle F_w / F_v	-3.64	0.10	-3.64	0.04	-3.64	0.96	-3.64	0.97

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HCS Signalized Intersection Results Graphical Summary

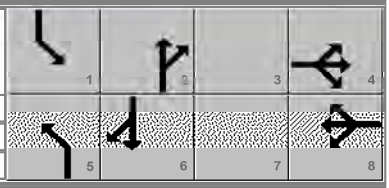
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG Mid.xus		
Project Description	23-018				



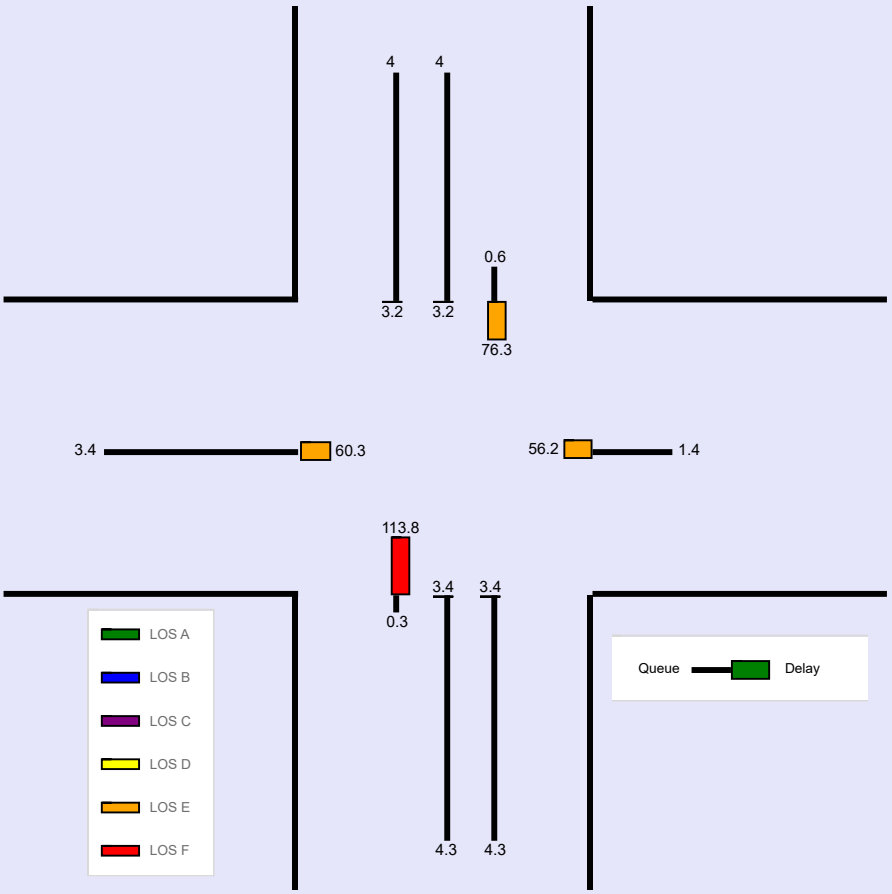
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	37	1	19	21	0	3	3	1083	7	8	1081	19

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.4	93.7	1.0	5.9	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		86.1			34.4		9.3	110	107.1	15.8	102.3	100.9
Back of Queue (*Q*), veh/ln (95 th percentile)		3.4			1.4		0.3	4.3	4.3	0.6	4.0	4.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.23	0.00	0.00
Control Delay (*d*), s/veh		60.3			56.2		113.8	3.4	3.4	76.3	3.2	3.2
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.3		E	56.2		E	3.7		A	3.7		A
Intersection Delay, s/veh / LOS	5.6						A					



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--- Messages ---

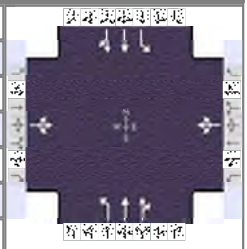
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

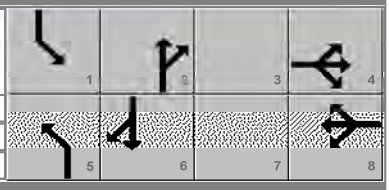
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	17	42	3	9	2	1404	16	6	1177	16

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.0	1.8	5.9	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	17	42	3	9	2	1404	16	6	1177	16
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	1		20	1	
Ped / Bike / RTOR, /h	0	0	2	0	0	1	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

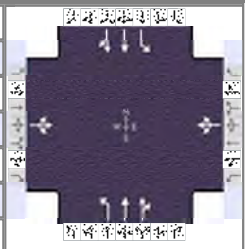
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

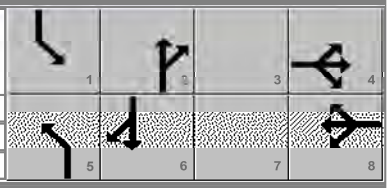
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	17	42	3	9	2	1404	16	6	1177	16

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.0	1.8	5.9	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		9.9		9.9	4.3	104.3	5.8	105.8
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.2		6.6	2.1		2.5	
Green Extension Time (g_e), s		0.4		0.4	0.0	0.0	0.7	0.0
Phase Call Probability		0.66		0.85	0.07		0.20	
Max Out Probability		0.00		0.00	0.00		0.28	

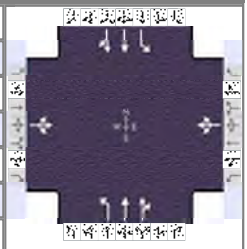
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		33			58		2	772	770	7	649	646
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1627			1478		1810	1885	1878	1527	1885	1877
Queue Service Time (g_s), s		0.0			2.4		0.1	14.4	14.4	0.5	10.1	10.1
Cycle Queue Clearance Time (g_c), s		2.2			4.6		0.1	14.4	14.4	0.5	10.1	10.1
Green Ratio (*g/C*)		0.05			0.05		0.00	0.83	0.83	0.01	0.84	0.84
Capacity (*c*), veh/h		126			127		4	1560	1554	10	1583	1576
Volume-to-Capacity Ratio (*X*)		0.259			0.453		0.515	0.495	0.495	0.655	0.410	0.410
Back of Queue (*Q*), ft/ln (95 th percentile)		46.2			84.5		4.6	166	165.3	13.6	106.4	105.2
Back of Queue (*Q*), veh/ln (95 th percentile)		1.8			3.4		0.2	6.6	6.6	0.5	4.2	4.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.19	0.00	0.00
Uniform Delay (d_1), s/veh		55.2			56.4		59.8	3.0	3.0	59.5	2.3	2.3
Incremental Delay (d_2), s/veh		1.5			3.6		31.6	1.1	1.1	23.8	0.8	0.8
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.8			59.9		91.4	4.2	4.2	83.3	3.1	3.1
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	56.8	E		59.9	E		4.3	A		3.5	A	
Intersection Delay, s/veh / LOS	5.6						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.59	B
Bicycle LOS Score / LOS	0.54	A	0.58	A	1.76	B	1.56	B

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HCS Signalized Intersection Intermediate Values

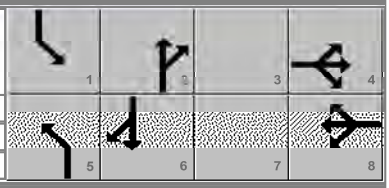
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	17	42	3	9	2	1404	16	6	1177	16

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.0	1.8	5.9	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000	0.844	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.888	0.856		0.788	0.778		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.856		0.000	0.778		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	814	0	814	1171	84	223	1810	3727	37	1527	3718	44
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.05	0.05	0.05	0.00	0.83	0.83	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

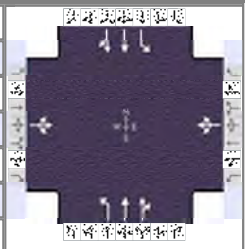
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.83	0.01	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1425		1419	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1628		1498				
Permitted Effective Green Time (g_p), s		5.9		5.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.3		3.7	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.4				
Time to First Blockage (g_f), s		1.3		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.8		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.001	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.017
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	99.14	54.20	99.14	54.20	13.03	59.22	1679.53	1.54
Bicycle F_w / F_v	-3.64	0.05	-3.64	0.10	-3.64	1.27	-3.64	1.07

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HCS Signalized Intersection Results Graphical Summary

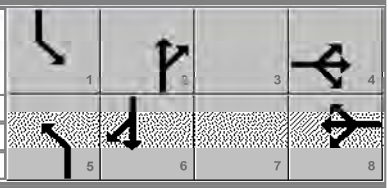
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 BG PM.xus		
Project Description	23-018				



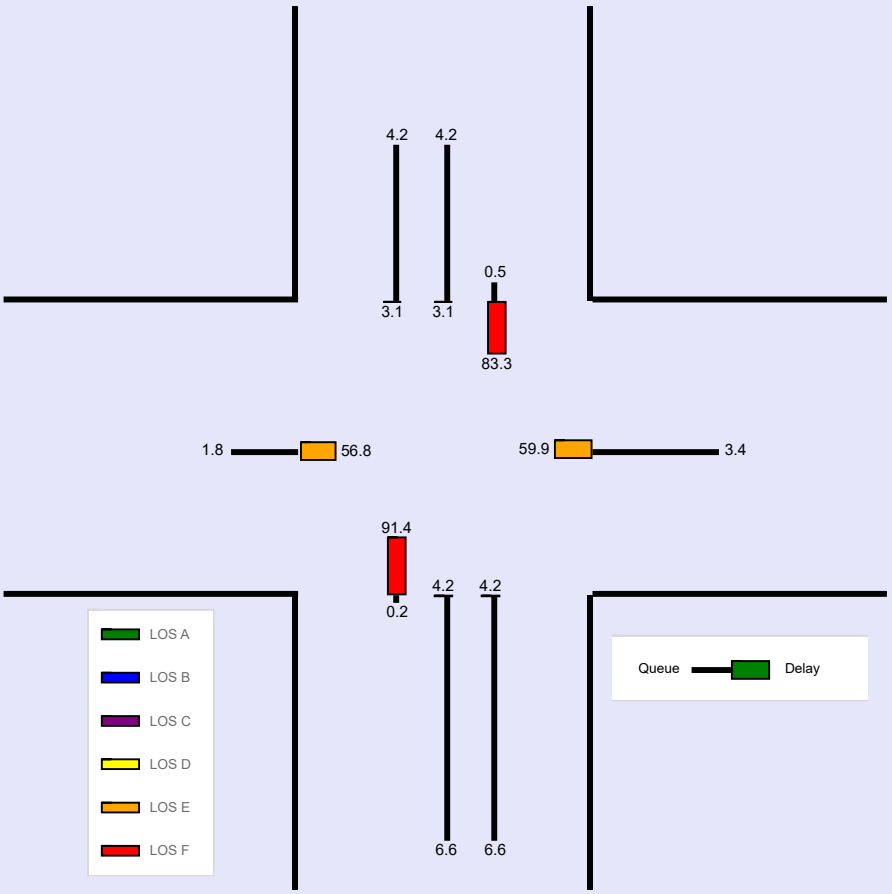
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	15	0	17	42	3	9	2	1404	16	6	1177	16

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	95.0	1.8	5.9	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		46.2			84.5		4.6	166	165.3	13.6	106.4	105.2
Back of Queue (*Q*), veh/ln (95 th percentile)		1.8			3.4		0.2	6.6	6.6	0.5	4.2	4.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.19	0.00	0.00
Control Delay (*d*), s/veh		56.8			59.9		91.4	4.2	4.2	83.3	3.1	3.1
Level of Service (LOS)		E			E		F	A	A	F	A	A
Approach Delay, s/veh / LOS	56.8		E	59.9		E	4.3		A	3.5		A
Intersection Delay, s/veh / LOS	5.6						A					



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--- Messages ---

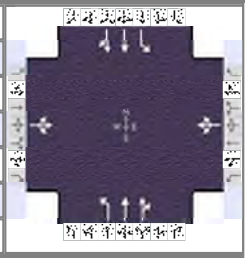
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

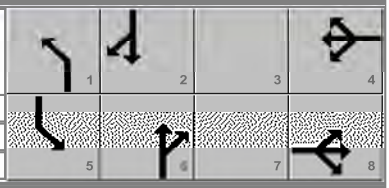
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	36	29	76	48	75	27	819	33	19	903	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	19.6	55.5	18.5	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	36	29	76	48	75	27	819	33	19	903	26
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	2		0	5	
Ped / Bike / RTOR, /h	0	0	3	0	0	8	0	0	4	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

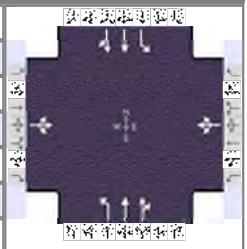
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

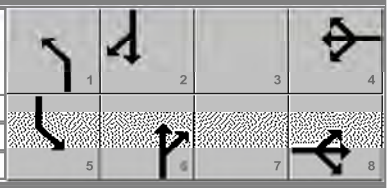
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	36	29	76	48	75	27	819	33	19	903	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	19.6	55.5	18.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		23.5		23.5	34.5	88.0	8.4	62.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		11.4		16.7	3.5		3.4	
Green Extension Time (*g e*), s		2.0		1.9	0.0	0.0	0.0	0.0
Phase Call Probability		0.98		1.00	1.00		0.48	
Max Out Probability		0.00		0.01	0.00		0.00	

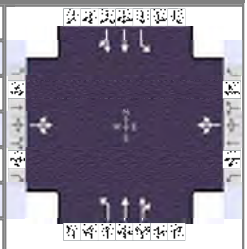
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		120			199		28	444	439	20	484	480
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1391			1572		1787	1847	1824	1669	1679	1664
Queue Service Time (*g s*), s		0.0			5.2		1.5	12.2	12.2	1.4	26.2	26.2
Cycle Queue Clearance Time (*g c*), s		9.4			14.7		1.5	12.2	12.2	1.4	26.2	26.2
Green Ratio (*g/C*)		0.15			0.15		0.23	0.68	0.68	0.02	0.46	0.46
Capacity (*c*), veh/h		258			284		417	1255	1240	27	776	769
Volume-to-Capacity Ratio (*X*)		0.463			0.699		0.067	0.354	0.354	0.736	0.624	0.624
Back of Queue (*Q*), ft/ln (95 th percentile)		157.3			257.3		30.1	205.1	200.1	31	419.1	400.6
Back of Queue (*Q*), veh/ln (95 th percentile)		6.3			10.3		1.2	8.1	8.0	1.2	16.1	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.14	0.00	0.00	0.16	0.00	0.00
Uniform Delay (*d 1*), s/veh		46.6			49.0		35.8	8.1	8.1	58.8	24.4	24.4
Incremental Delay (*d 2*), s/veh		1.8			4.4		0.3	0.8	0.8	13.4	3.8	3.8
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		48.4			53.4		36.1	8.9	8.9	72.2	28.2	28.2
Level of Service (LOS)		D			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	48.4	D		53.4	D		9.7	A		29.1	C	
Intersection Delay, s/veh / LOS	24.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.66	B	1.69	B
Bicycle LOS Score / LOS	0.69	A	0.82	A	1.24	A	1.30	A

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HCS Signalized Intersection Intermediate Values

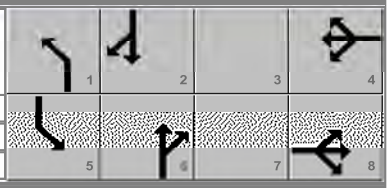
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	36	29	76	48	75	27	819	33	19	903	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	19.6	55.5	18.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.972	0.988	0.923	0.884	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.743	0.732		0.855	0.827		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.732		0.000	0.827		0.988	0.988		0.991	0.991
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	641	436	315	625	395	551	1787	3545	126	1669	3259	83
Proportion of Vehicles Arriving on Green (P)	0.15	0.15	0.15	0.15	0.15	0.15	0.23	0.68	0.68	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

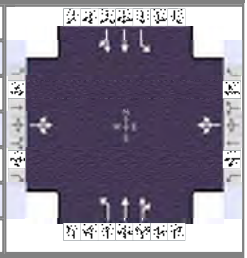
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.15		0.15	0.23	0.68	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1292		1358	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1272		1541				
Permitted Effective Green Time (g_p), s		18.5		18.5	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		3.9		9.1	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		5.2				
Time to First Blockage (g_f), s		2.3		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.3		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.557	0.004	0.972	0.011	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.073	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	308.64	42.91	308.64	42.91	1359.15	6.16	924.74	17.34
Bicycle F_w / F_v	-3.64	0.20	-3.64	0.33	-3.64	0.75	-3.64	0.81

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HCS Signalized Intersection Results Graphical Summary

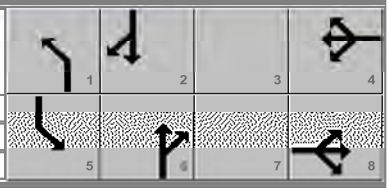
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG AM.xus		
Project Description	23-018				



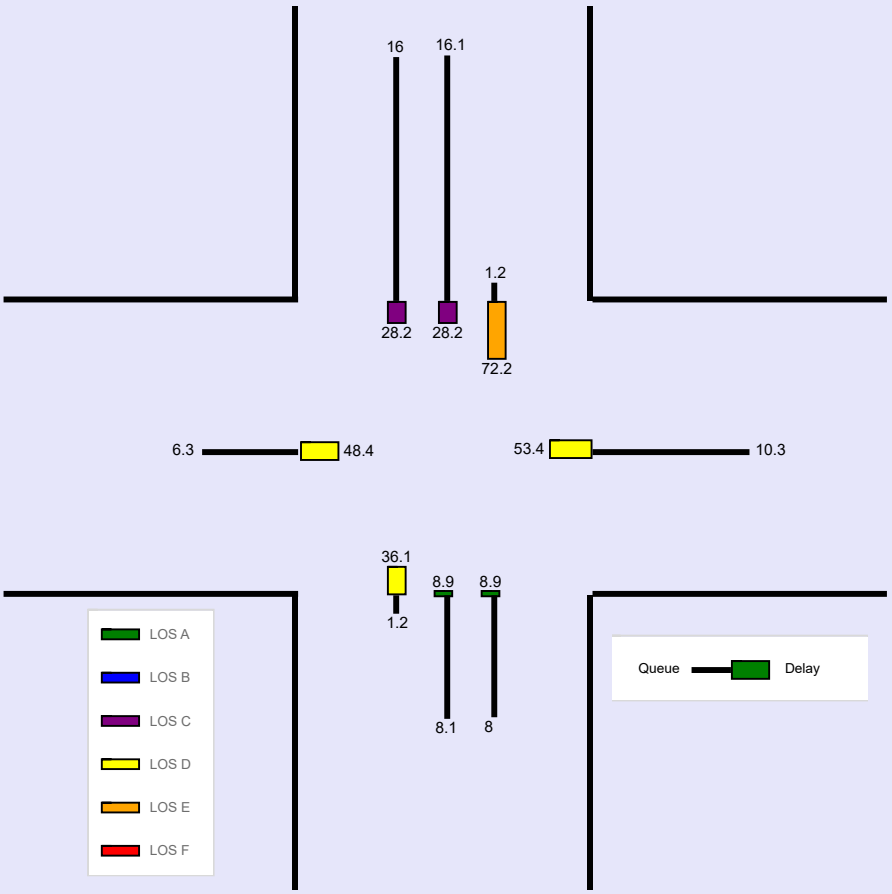
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	53	36	29	76	48	75	27	819	33	19	903	26

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	19.6	55.5	18.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		157.3			257.3		30.1	205.1	200.1	31	419.1	400.6
Back of Queue (*Q*), veh/ln (95 th percentile)		6.3			10.3		1.2	8.1	8.0	1.2	16.1	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.14	0.00	0.00	0.16	0.00	0.00
Control Delay (*d*), s/veh		48.4			53.4		36.1	8.9	8.9	72.2	28.2	28.2
Level of Service (LOS)		D			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	48.4	D		53.4	D		9.7	A		29.1	C	
Intersection Delay, s/veh / LOS	24.3						C					



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--- Messages ---

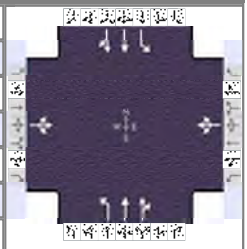
No errors or warnings exist.

--- Comments ---

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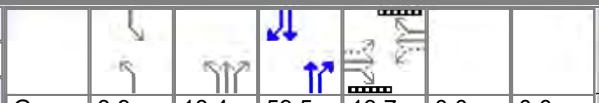
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG Mid.xus		
Project Description	23-018				

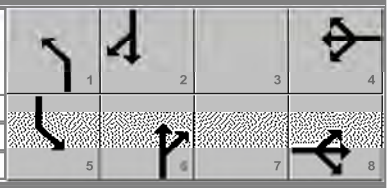


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	54	53	38	26	45	45	914	46	40	1000	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.9	18.4	59.5	13.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	54	53	38	26	45	45	914	46	40	1000	43
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	5		0	3	
Ped / Bike / RTOR, /h	0	0	6	0	0	5	0	0	5	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

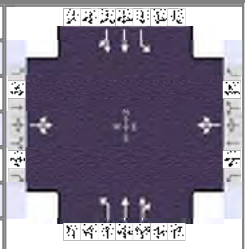
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

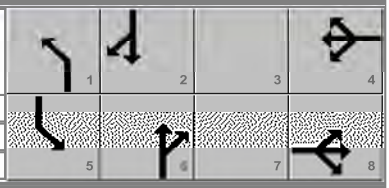
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	54	53	38	26	45	45	914	46	40	1000	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	18.4	59.5	13.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		18.7		18.7	35.3	90.9	10.4	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		12.4		10.2	4.6		5.1	
Green Extension Time (*g e*), s		1.4		1.5	0.0	0.0	0.0	0.0
Phase Call Probability		0.99		1.00	1.00		0.77	
Max Out Probability		0.01		0.00	0.00		0.00	

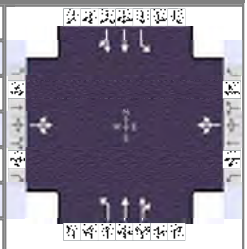
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		152			113		49	523	515	43	568	561
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1688			1551		1787	1802	1775	1669	1708	1686
Queue Service Time (*g s*), s		2.2			0.0		2.6	14.6	14.6	3.1	30.1	30.1
Cycle Queue Clearance Time (*g c*), s		10.4			8.2		2.6	14.6	14.6	3.1	30.1	30.1
Green Ratio (*g/C*)		0.11			0.11		0.24	0.70	0.70	0.03	0.50	0.50
Capacity (*c*), veh/h		231			218		429	1268	1248	55	847	836
Volume-to-Capacity Ratio (*X*)		0.659			0.519		0.114	0.413	0.413	0.797	0.670	0.670
Back of Queue (*Q*), ft/ln (95 th percentile)		210.2			155.9		52.7	232	220.6	64.5	466.5	451
Back of Queue (*Q*), veh/ln (95 th percentile)		8.4			6.2		2.1	8.9	8.8	2.6	18.2	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.24	0.00	0.00	0.32	0.00	0.00
Uniform Delay (*d 1*), s/veh		51.6			50.6		35.6	7.4	7.4	57.6	22.8	22.8
Incremental Delay (*d 2*), s/veh		4.5			2.7		0.5	1.0	1.0	9.4	4.2	4.3
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.1			53.3		36.2	8.4	8.5	67.1	27.0	27.1
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.1	E		53.3	D		9.7	A		28.5	C	
Intersection Delay, s/veh / LOS	23.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.74	A	0.67	A	1.38	A	1.45	A

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HCS Signalized Intersection Intermediate Values

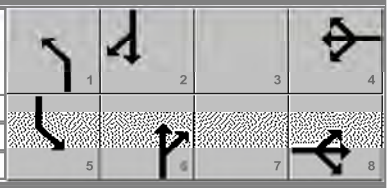
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	54	53	38	26	45	45	914	46	40	1000	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	18.4	59.5	13.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.949	0.988	0.923	0.899	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.918	0.888		0.841	0.816		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.888		0.000	0.816		0.985	0.985		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	470	651	567	567	388	597	1787	3423	154	1669	3270	124
Proportion of Vehicles Arriving on Green (P)	0.11	0.11	0.11	0.11	0.11	0.11	0.24	0.70	0.70	0.03	0.50	0.50
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

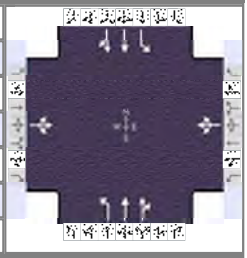
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.11		0.11	0.24	0.70	0.03	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1350		1304	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1706		1475				
Permitted Effective Green Time (g_p), s		13.7		13.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		5.5		3.3	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.2		0.0				
Time to First Blockage (g_f), s		2.7		2.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.7		2.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.007	1.557	0.007	0.972	0.007	0.972	0.009
Pedestrian F_s / F_{delay}	0.000	0.154	0.000	0.154	0.000	0.067	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	228.07	47.10	228.07	47.10	1406.59	5.28	991.84	15.25
Bicycle F_w / F_v	-3.64	0.25	-3.64	0.19	-3.64	0.90	-3.64	0.97

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HCS Signalized Intersection Results Graphical Summary

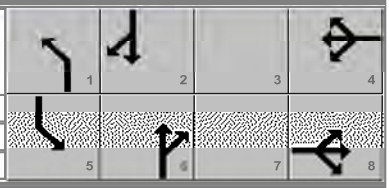
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG Mid.xus		
Project Description	23-018				



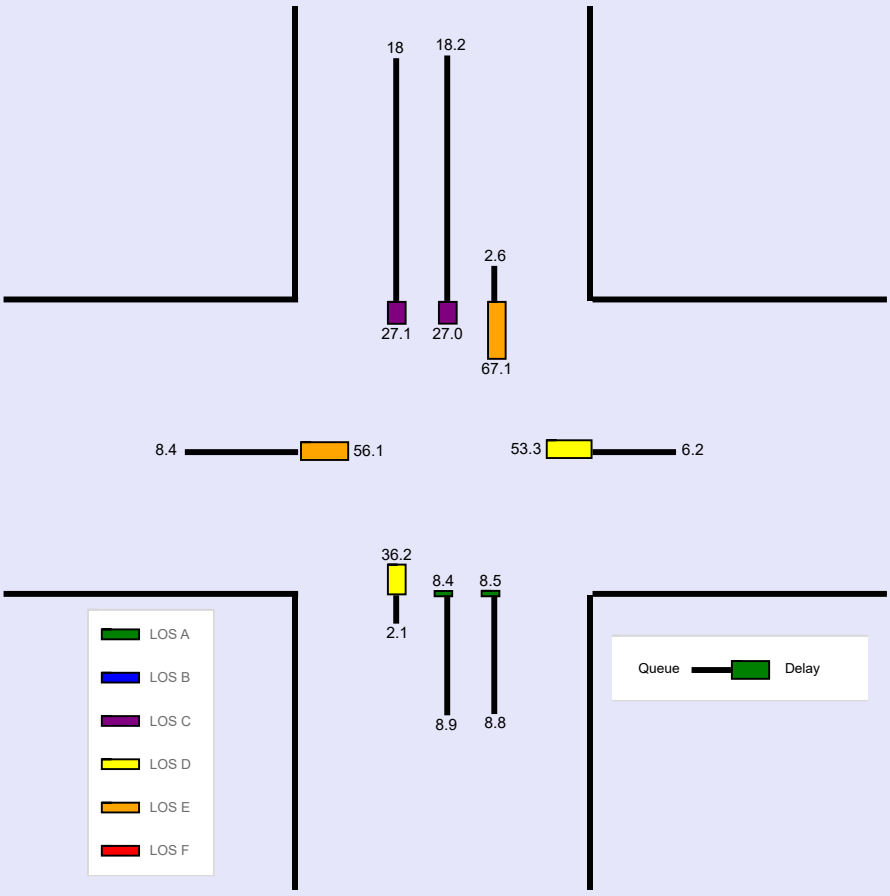
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	54	53	38	26	45	45	914	46	40	1000	43

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.9	18.4	59.5	13.7	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		210.2			155.9		52.7	232	220.6	64.5	466.5	451
Back of Queue (*Q*), veh/ln (95 th percentile)		8.4			6.2		2.1	8.9	8.8	2.6	18.2	18.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.24	0.00	0.00	0.32	0.00	0.00
Control Delay (*d*), s/veh		56.1			53.3		36.2	8.4	8.5	67.1	27.0	27.1
Level of Service (LOS)		E			D		D	A	A	E	C	C
Approach Delay, s/veh / LOS	56.1		E	53.3		D	9.7		A	28.5		C
Intersection Delay, s/veh / LOS	23.2						C					



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--- Messages ---

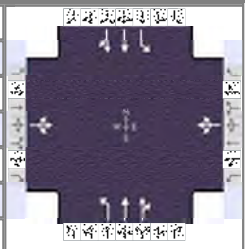
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

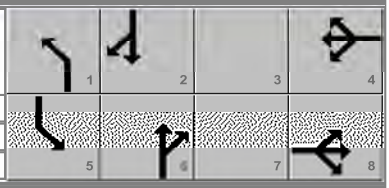
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	100	66	59	38	59	32	1241	70	58	1005	61

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	6.2	59.5	24.4	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	100	66	59	38	59	32	1241	70	58	1005	61
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	1		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	7	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

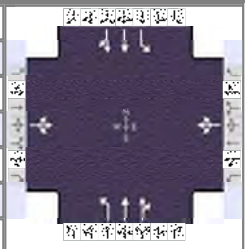
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

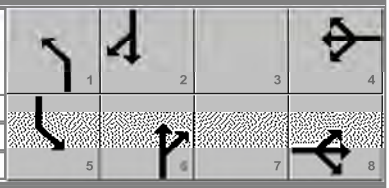
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	100	66	59	38	59	32	1241	70	58	1005	61

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	6.2	59.5	24.4	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		29.4		29.4	24.6	78.7	11.9	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		23.0		15.3	4.0		6.1	
Green Extension Time (*g e*), s		1.4		2.3	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.88	
Max Out Probability		0.86		0.10	0.00		0.00	

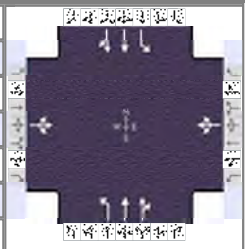
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		271			163		35	714	704	63	581	570
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1513			1316		1810	1885	1853	1810	1885	1851
Queue Service Time (*g s*), s		7.8			0.0		2.0	29.1	29.3	4.1	26.9	27.0
Cycle Queue Clearance Time (*g c*), s		21.0			13.3		2.0	29.1	29.3	4.1	26.9	27.0
Green Ratio (*g/C*)		0.20			0.20		0.15	0.60	0.60	0.05	0.50	0.50
Capacity (*c*), veh/h		348			309		273	1135	1115	81	935	918
Volume-to-Capacity Ratio (*X*)		0.777			0.527		0.127	0.629	0.631	0.774	0.621	0.622
Back of Queue (*Q*), ft/ln (95 th percentile)		342.6			204.5		43.1	453.4	445.8	89.5	449.1	439.9
Back of Queue (*Q*), veh/ln (95 th percentile)		13.7			8.2		1.7	18.0	17.8	3.6	17.8	17.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.20	0.00	0.00	0.45	0.00	0.00
Uniform Delay (*d 1*), s/veh		46.5			42.9		44.1	15.3	15.3	56.7	22.0	22.0
Incremental Delay (*d 2*), s/veh		8.8			2.0		1.0	2.6	2.7	5.7	3.1	3.2
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		55.4			44.9		45.0	18.0	18.1	62.4	25.1	25.2
Level of Service (LOS)		E			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	55.4	E		44.9	D		18.7	B		27.1	C	
Intersection Delay, s/veh / LOS	26.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.67	B	1.69	B
Bicycle LOS Score / LOS	0.93	A	0.76	A	1.69	B	1.49	A

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HCS Signalized Intersection Intermediate Values

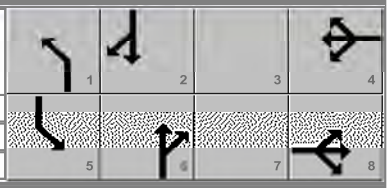
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	100	66	59	38	59	32	1241	70	58	1005	61

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.4	6.2	59.5	24.4	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.813	0.796		0.706	0.693		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.796		0.000	0.693		0.983	0.983		0.982	0.982
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	547	607	358	518	333	465	1810	3558	180	1810	3546	190
Proportion of Vehicles Arriving on Green (P)	0.20	0.20	0.20	0.20	0.20	0.20	0.15	0.60	0.60	0.05	0.50	0.50
Incremental Delay Factor (k)		0.27			0.15		0.50	0.50	0.50	0.04	0.50	0.50

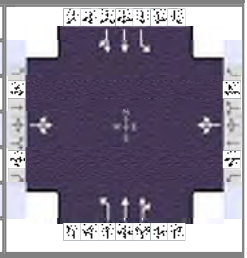
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.20		0.20	0.15	0.60	0.05	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1317		1231	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1391		1203				
Permitted Effective Green Time (g_p), s		24.4		24.4	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		11.1		3.4	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		7.8		0.0				
Time to First Blockage (g_f), s		2.0		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.0		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.010	0.972	0.009	0.972	0.010
Pedestrian F_s / F_{delay}	0.000	0.146	0.000	0.146	0.000	0.090	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	406.29	38.10	406.29	38.10	1203.64	9.51	991.64	15.25
Bicycle F_w / F_v	-3.64	0.45	-3.64	0.27	-3.64	1.20	-3.64	1.00

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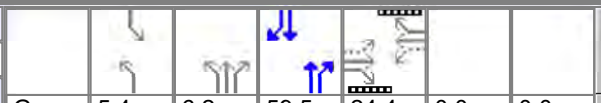
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 BG PM.xus		
Project Description	23-018				

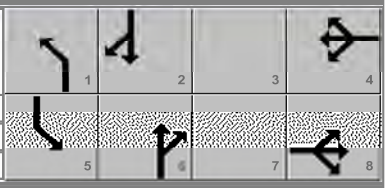


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	90	100	66	59	38	59	32	1241	70	58	1005	61

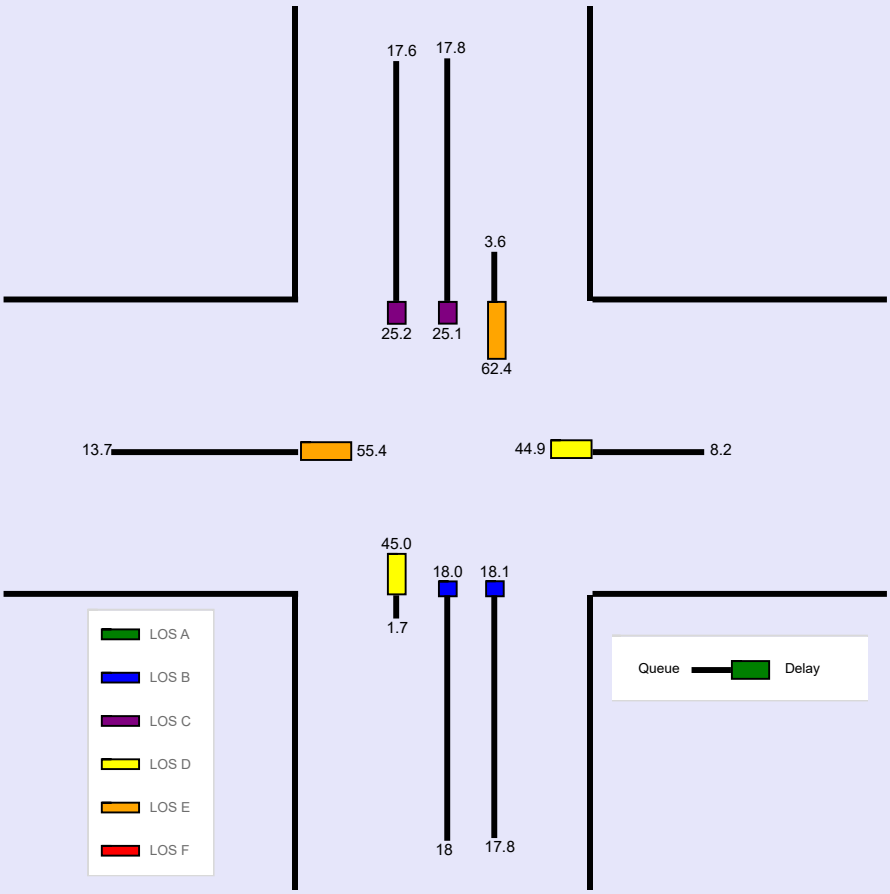
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.4	6.2	59.5	24.4	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		342.6			204.5		43.1	453.4	445.8	89.5	449.1	439.9
Back of Queue (*Q*), veh/ln (95 th percentile)		13.7			8.2		1.7	18.0	17.8	3.6	17.8	17.6
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.20	0.00	0.00	0.45	0.00	0.00
Control Delay (*d*), s/veh		55.4			44.9		45.0	18.0	18.1	62.4	25.1	25.2
Level of Service (LOS)		E			D		D	B	B	E	C	C
Approach Delay, s/veh / LOS	55.4	E		44.9	D		18.7	B		27.1	C	
Intersection Delay, s/veh / LOS	26.6						C					



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--- Messages ---

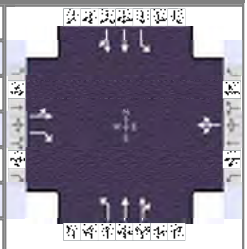
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

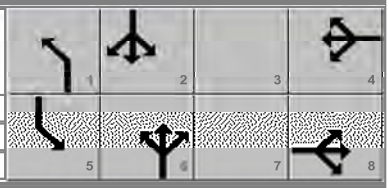
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	24	932	23	9	1052	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.3	4.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	24	932	23	9	1052	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	1		11	4	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

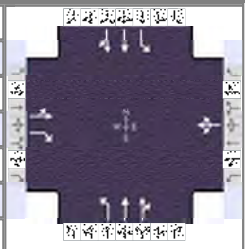
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

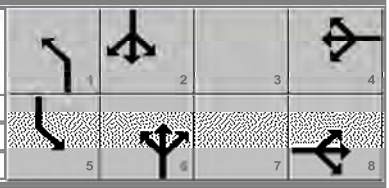
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	24	932	23	9	1052	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.3	4.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.5		8.5	6.3	106.5	5.1	105.3
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		4.6		4.0	2.2		2.1	
Green Extension Time (*g e*), s		0.3		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.91		0.91	0.57		0.27	
Max Out Probability		0.00		0.00	0.00		0.00	

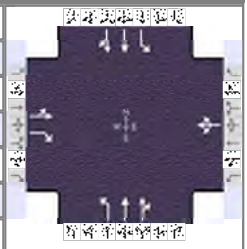
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		11	36		26		25	503	499	9	564	561
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1550	1610		1500		1810	1885	1871	1654	1841	1831
Queue Service Time (*g s*), s		0.0	2.6		1.3		0.2	6.7	6.7	0.1	8.7	8.7
Cycle Queue Clearance Time (*g c*), s		0.7	2.6		2.0		0.2	6.7	6.7	0.1	8.7	8.7
Green Ratio (*g/C*)		0.04	0.04		0.04		0.85	0.85	0.85	0.84	0.84	0.84
Capacity (*c*), veh/h		111	60		110		483	1594	1582	478	1538	1530
Volume-to-Capacity Ratio (*X*)		0.094	0.599		0.240		0.052	0.316	0.316	0.020	0.366	0.366
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	58.5		37.9		1.8	67.5	66.5	0.9	94.8	91.5
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.3		1.5		0.1	2.7	2.7	0.0	3.7	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Uniform Delay (*d 1*), s/veh		55.9	56.9		56.6		1.6	2.0	2.0	1.7	2.3	2.3
Incremental Delay (*d 2*), s/veh		0.5	12.9		1.6		0.0	0.5	0.5	0.0	0.7	0.7
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.5	69.8		58.2		1.6	2.5	2.5	1.7	3.0	3.0
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	66.8	E		58.2	E		2.5	A		3.0	A	
Intersection Delay, s/veh / LOS	4.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.56	A	0.53	A	1.34	A	1.42	A

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HCS Signalized Intersection Intermediate Values

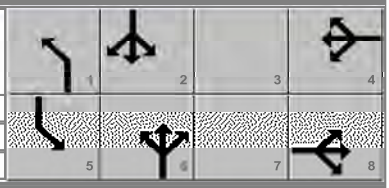
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	24	932	23	9	1052	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.3	4.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000	0.914	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.816	0.816		0.806	0.789		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.789		0.992	0.992		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1240	310	1610	1200	60	240	1810	3677	79	1654	3617	55
Proportion of Vehicles Arriving on Green (P)	0.04	0.04	0.04	0.04	0.04	0.04	0.02	0.85	0.85	0.01	0.84	0.84
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

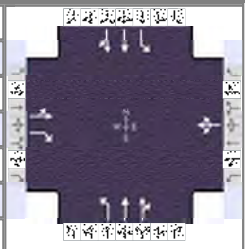
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.04		0.04	0.85	0.85	0.84	0.84
Permitted Saturation Flow Rate (s_p), veh/h/ln		1433		1437	509	0	522	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1507		1511				
Permitted Effective Green Time (g_p), s		4.5		4.5	100.3	0.0	100.3	0.0
Permitted Service Time (g_u), s		2.4		3.8	91.5	0.0	92.7	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.3	0.5		0.1	
Time to First Blockage (g_f), s		0.5		0.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.5		0.2				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.014	0.000	0.019
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	74.18	55.63	74.18	55.63	1691.10	1.43	1671.20	1.62
Bicycle F_w / F_v	-3.64	0.08	-3.64	0.04	-3.64	0.85	-3.64	0.94

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HCS Signalized Intersection Results Graphical Summary

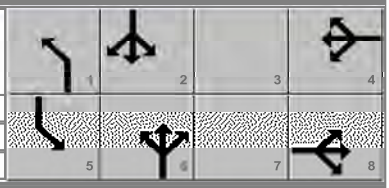
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG AM.xus		
Project Description	23-018				



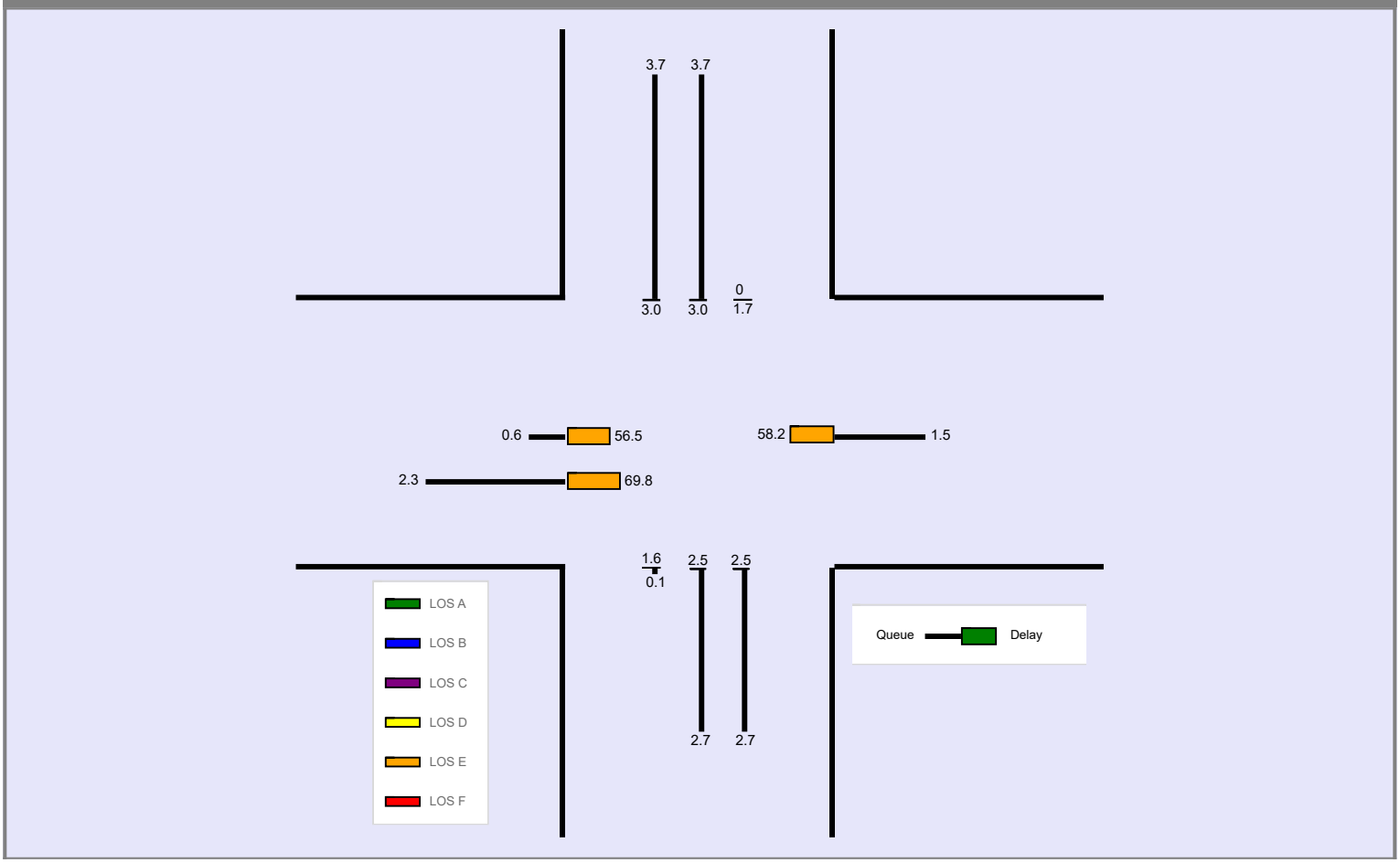
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	2	38	20	1	5	24	932	23	9	1052	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.1	1.2	100.3	4.5	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		14.9	58.5		37.9		1.8	67.5	66.5	0.9	94.8	91.5
Back of Queue (*Q*), veh/ln (95 th percentile)		0.6	2.3		1.5		0.1	2.7	2.7	0.0	3.7	3.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		56.5	69.8		58.2		1.6	2.5	2.5	1.7	3.0	3.0
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	66.8	E		58.2	E		2.5	A		3.0	A	
Intersection Delay, s/veh / LOS	4.7						A					



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--- Messages ---

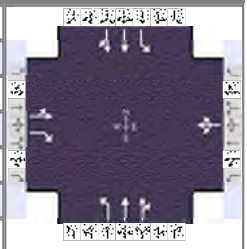
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

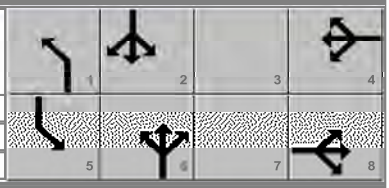
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	14	86	43	6	9	86	966	22	16	1051	49

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.1	94.5	8.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	14	86	43	6	9	86	966	22	16	1051	49
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		1	4		0	2	
Ped / Bike / RTOR, /h	0	0	9	0	0	1	0	0	3	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

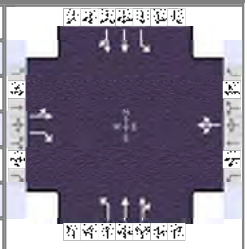
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

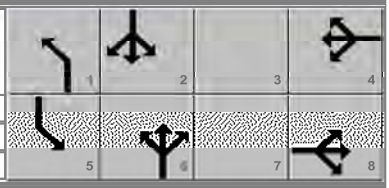
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	14	86	43	6	9	86	966	22	16	1051	49

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.1	94.5	8.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		12.7		12.7	7.8	101.6	5.7	99.5
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		7.9		6.4	3.1		2.2	
Green Extension Time (g_e), s		0.8		0.9	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.95		0.43	
Max Out Probability		0.11		0.06	0.00		0.00	

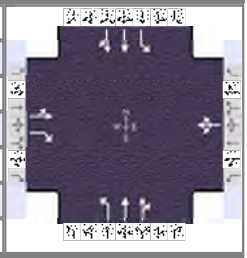
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		74	81		60		91	520	517	17	580	572
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1500	1610		1530		1795	1841	1828	1810	1870	1844
Queue Service Time (g_s), s		1.3	5.9		0.0		1.1	9.2	9.2	0.2	11.5	11.5
Cycle Queue Clearance Time (g_c), s		5.7	5.9		4.4		1.1	9.2	9.2	0.2	11.5	11.5
Green Ratio (*g/C*)		0.07	0.07		0.07		0.82	0.80	0.80	0.80	0.79	0.79
Capacity (*c*), veh/h		163	117		163		457	1482	1471	479	1473	1452
Volume-to-Capacity Ratio (*X*)		0.453	0.695		0.367		0.198	0.351	0.351	0.035	0.394	0.394
Back of Queue (*Q*), ft/ln (95 th percentile)		105.1	124		83.9		11.9	119.9	115.5	2.5	157.8	154.1
Back of Queue (*Q*), veh/ln (95 th percentile)		4.2	5.0		3.4		0.5	4.6	4.6	0.1	6.2	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh		54.3	54.4		53.6		2.7	3.2	3.2	2.7	3.9	3.9
Incremental Delay (d_2), s/veh		2.8	10.1		2.0		0.1	0.7	0.7	0.0	0.8	0.8
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.1	64.5		55.6		2.8	3.8	3.8	2.7	4.7	4.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.9	E		55.6	E		3.8	A		4.7	A	
Intersection Delay, s/veh / LOS	9.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.74	A	0.59	A	1.42	A	1.45	A

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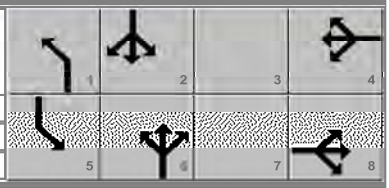
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	14	86	43	6	9	86	966	22	16	1051	49

Signal Information												
Cycle, s	120.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	1.7	2.1	94.5	8.7	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	3.0	0.0	4.0	3.0	0.0	0.0		
				Red	1.0	0.0	1.0	1.0	0.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.992	0.969	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.789	0.789		0.812	0.805		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.805		0.993	0.993		0.986	0.986
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1200	300	1610	1154	161	215	1795	3598	71	1810	3565	149
Proportion of Vehicles Arriving on Green (P)	0.07	0.07	0.07	0.07	0.07	0.07	0.03	0.80	0.80	0.01	0.79	0.79
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

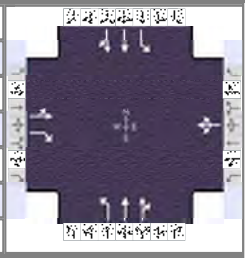
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.07		0.07	0.82	0.80	0.80	0.79
Permitted Saturation Flow Rate (s_p), veh/h/ln		1421		1421	491	0	553	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1496		1515				
Permitted Effective Green Time (g_p), s		8.7		8.7	94.6	0.0	94.5	0.0
Permitted Service Time (g_u), s		4.3		3.0	83.0	0.0	85.4	0.0
Permitted Queue Service Time (g_{ps}), s		1.3		0.0	2.6		0.3	
Time to First Blockage (g_f), s		0.1		0.6	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.1		0.6				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.007	0.972	0.001	1.198	0.013
Pedestrian F_s / F_{delay}	0.000	0.158	0.000	0.158	0.000	0.033	0.000	0.040
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	144.82	51.63	144.82	51.63	1609.86	2.28	1575.10	2.71
Bicycle F_w / F_v	-3.64	0.26	-3.64	0.10	-3.64	0.93	-3.64	0.96

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HCS Signalized Intersection Results Graphical Summary

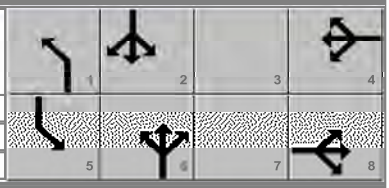
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG Mid.xus		
Project Description	23-018				



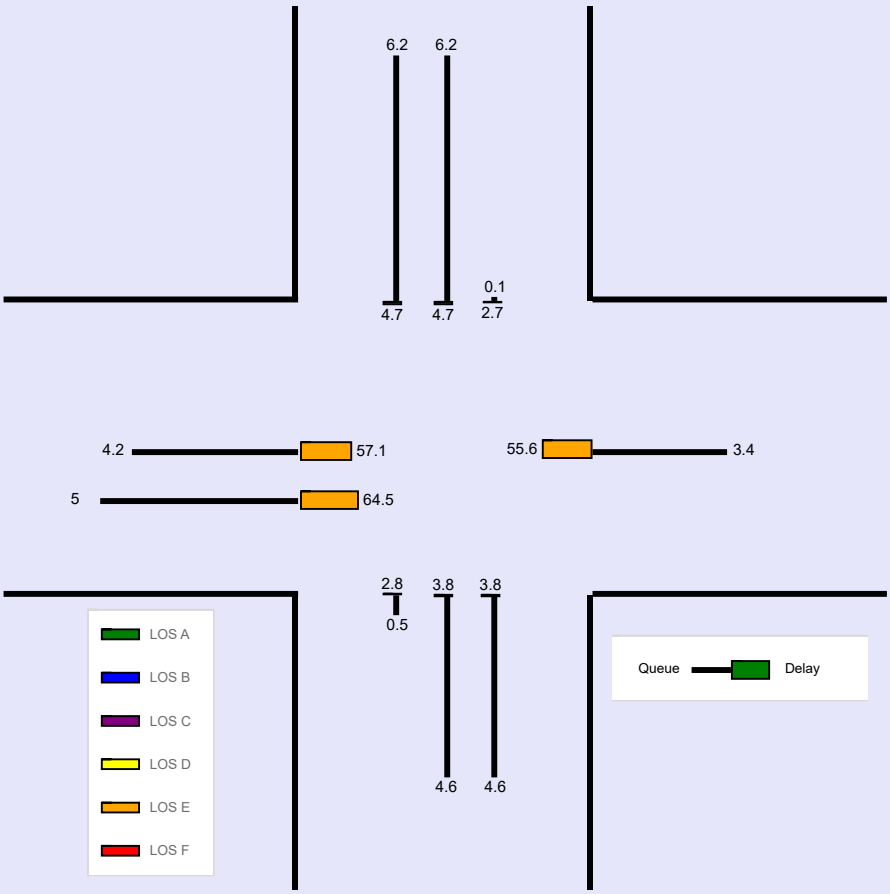
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	56	14	86	43	6	9	86	966	22	16	1051	49

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.7	2.1	94.5	8.7	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		105.1	124		83.9		11.9	119.9	115.5	2.5	157.8	154.1
Back of Queue (*Q*), veh/ln (95 th percentile)		4.2	5.0		3.4		0.5	4.6	4.6	0.1	6.2	6.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.05	0.00	0.00	0.01	0.00	0.00
Control Delay (*d*), s/veh		57.1	64.5		55.6		2.8	3.8	3.8	2.7	4.7	4.7
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	60.9	E		55.6	E		3.8	A		4.7	A	
Intersection Delay, s/veh / LOS	9.0						A					



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--- Messages ---

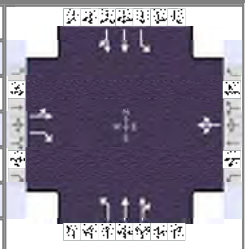
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

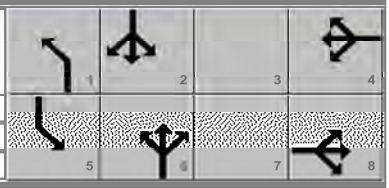
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	26	70	58	15	25	90	1387	62	23	1142	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	92.9	10.3	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	26	70	58	15	25	90	1387	62	23	1142	48
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	1		0	1	
Ped / Bike / RTOR, /h	0	0	7	0	0	3	0	0	7	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

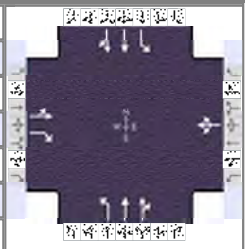
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

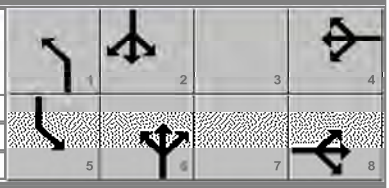
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	26	70	58	15	25	90	1387	62	23	1142	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	92.9	10.3	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		14.3		14.3	7.8	99.5	6.2	97.9
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		7.0		9.5	3.3		2.3	
Green Extension Time (g_e), s		1.0		0.8	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.96		0.55	
Max Out Probability		0.09		0.25	0.00		0.00	

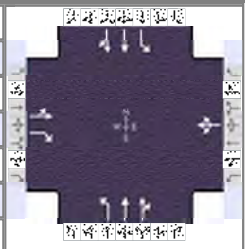
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		72	66		100		95	763	755	24	627	620
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1590	1610		1554		1810	1885	1860	1810	1885	1861
Queue Service Time (g_s), s		0.0	4.7		2.4		1.3	17.3	17.4	0.3	13.5	13.5
Cycle Queue Clearance Time (g_c), s		5.0	4.7		7.5		1.3	17.3	17.4	0.3	13.5	13.5
Green Ratio (*g/C*)		0.09	0.09		0.09		0.81	0.79	0.79	0.79	0.77	0.77
Capacity (*c*), veh/h		185	138		181		417	1485	1465	312	1459	1440
Volume-to-Capacity Ratio (*X*)		0.388	0.481		0.551		0.227	0.514	0.516	0.078	0.430	0.430
Back of Queue (*Q*), ft/ln (95 th percentile)		98.8	93.5		143.1		14.5	228.4	226.6	4.1	195.2	192
Back of Queue (*Q*), veh/ln (95 th percentile)		4.0	3.7		5.7		0.6	9.1	9.1	0.2	7.7	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Uniform Delay (d_1), s/veh		52.4	52.3		53.5		3.3	4.5	4.6	4.0	4.6	4.6
Incremental Delay (d_2), s/veh		1.9	3.7		3.7		0.1	1.3	1.3	0.0	0.9	0.9
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		54.3	56.0		57.2		3.5	5.8	5.9	4.1	5.5	5.5
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.1	E		57.2	E		5.7	A		5.5	A	
Intersection Delay, s/veh / LOS	9.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.62	B	1.85	B
Bicycle LOS Score / LOS	0.72	A	0.65	A	1.82	B	1.54	B

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HCS Signalized Intersection Intermediate Values

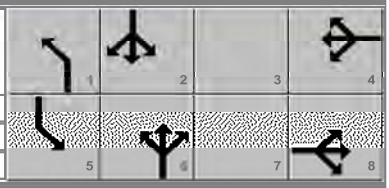
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	26	70	58	15	25	90	1387	62	23	1142	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	92.9	10.3	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.837	0.837		0.835	0.818		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.818		0.986	0.986		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	982	608	1610	949	245	360	1810	3602	143	1810	3610	136
Proportion of Vehicles Arriving on Green (P)	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.79	0.79	0.02	0.77	0.77
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

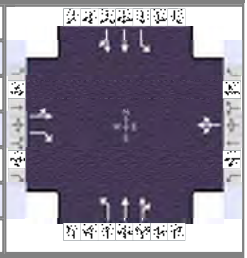
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.09		0.09	0.81	0.79	0.79	0.77
Permitted Saturation Flow Rate (s_p), veh/h/ln		1390		1405	453	0	349	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1549		1564				
Permitted Effective Green Time (g_p), s		10.3		10.3	92.9	0.0	92.9	0.0
Permitted Service Time (g_u), s		2.8		5.2	79.3	0.0	75.1	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.4	3.6		1.3	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.010	1.557	0.007	0.972	0.004	1.198	0.010
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.157	0.000	0.040	0.000	0.045
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	171.20	50.17	171.20	50.17	1575.21	2.71	1548.29	3.06
Bicycle F_w / F_v	-3.64	0.23	-3.64	0.17	-3.64	1.33	-3.64	1.05

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HCS Signalized Intersection Results Graphical Summary

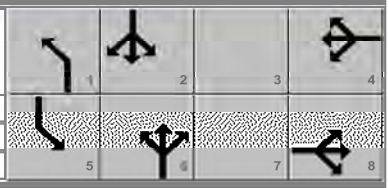
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 BG PM.xus		
Project Description	23-018				



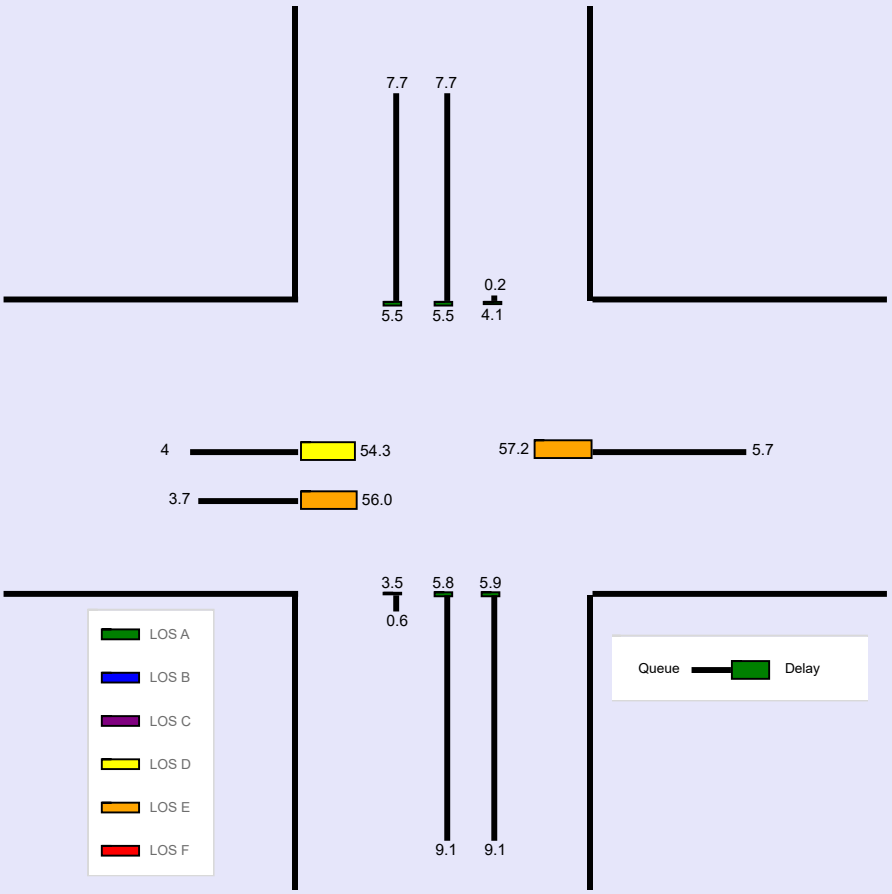
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	26	70	58	15	25	90	1387	62	23	1142	48

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.2	1.6	92.9	10.3	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		98.8	93.5		143.1		14.5	228.4	226.6	4.1	195.2	192
Back of Queue (*Q*), veh/ln (95 th percentile)		4.0	3.7		5.7		0.6	9.1	9.1	0.2	7.7	7.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.06	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		54.3	56.0		57.2		3.5	5.8	5.9	4.1	5.5	5.5
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	55.1	E		57.2	E		5.7	A		5.5	A	
Intersection Delay, s/veh / LOS	9.4						A					



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--- Messages ---

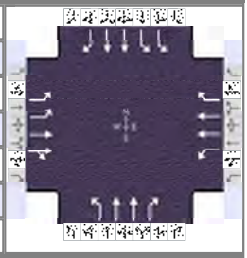
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

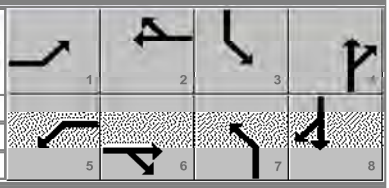
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Background	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	519	71	169	1025	356	78	372	85	301	493	389

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.4	2.9	54.3	8.3	5.5	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	519	71	169	1025	356	78	372	85	301	493	389
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	1		0	0	1	1	3	0	3	6	1
Ped / Bike / RTOR, /h	0	0	8	0	0	36	0	0	9	0	0	39
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

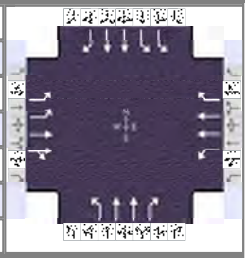
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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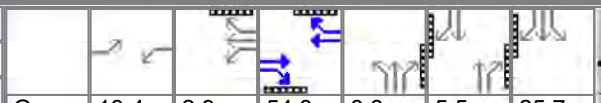
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Background	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG AM.xus		
Project Description	23-018				

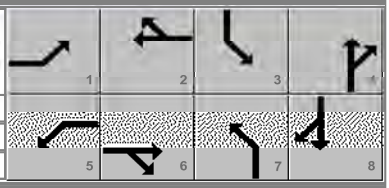


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	519	71	169	1025	356	78	372	85	301	493	389

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	13.4	2.9	54.3	8.3	5.5	25.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	19.4	60.3	22.3	63.2	14.3	25.8	31.7	43.2
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.6	4.6
Queue Clearance Time (g_s), s	12.8		16.0		8.5	17.5	14.0	34.1
Green Extension Time (g_e), s	0.6	0.0	0.3	0.0	0.0	2.2	5.7	3.1
Phase Call Probability	1.00		1.00		0.96	1.00	1.00	1.00
Max Out Probability	0.02		0.00		0.03	0.14	0.31	0.88

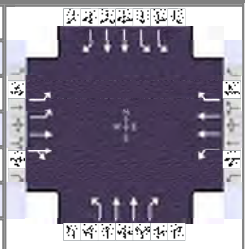
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	274	322	311	184	1114	348	85	404	83	327	536	380
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1885	1813	1810	1809	1598	1795	1766	1610	1716	1724	1598
Queue Service Time (g_s), s	10.8	17.6	17.7	14.0	36.9	23.1	6.5	15.5	6.5	12.0	18.9	32.1
Cycle Queue Clearance Time (g_c), s	10.8	17.6	17.7	14.0	36.9	23.1	6.5	15.5	6.5	12.0	18.9	32.1
Green Ratio (*g/C*)	0.10	0.39	0.39	0.12	0.41	0.41	0.06	0.14	0.14	0.18	0.27	0.27
Capacity (*c*), veh/h	333	731	703	210	1477	652	106	499	227	630	916	425
Volume-to-Capacity Ratio (*X*)	0.823	0.440	0.442	0.873	0.754	0.533	0.801	0.810	0.363	0.519	0.585	0.896
Back of Queue (*Q*), ft/ln (95 th percentile)	217.2	332.2	321.3	284.4	587.3	352.6	141.1	298.3	117.7	227.5	335.3	536
Back of Queue (*Q*), veh/ln (95 th percentile)	8.6	13.2	12.9	11.4	23.5	14.0	5.6	11.7	4.7	8.9	12.8	21.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.00	0.00	1.32	0.00	1.41	0.39	0.00	0.49	1.03	0.00	4.12
Uniform Delay (d_1), s/veh	62.2	31.7	31.7	60.8	35.4	29.2	65.1	58.3	9.4	51.6	44.7	49.5
Incremental Delay (d_2), s/veh	4.3	1.9	2.0	10.9	3.6	3.1	5.2	5.5	1.4	0.2	1.0	19.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	66.4	33.6	33.7	71.7	39.0	32.3	70.2	63.8	10.8	51.8	45.7	69.4
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	43.6	D		41.3	D		57.1	E		54.6	D	
Intersection Delay, s/veh / LOS	47.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.63	C	2.52	C	2.47	B
Bicycle LOS Score / LOS	1.24	A	1.85	B	0.96	A	1.51	B

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HCS Signalized Intersection Intermediate Values

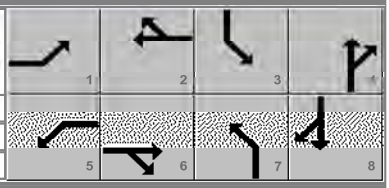
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Background	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	519	71	169	1025	356	78	372	85	301	493	389

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.4	2.9	54.3	8.3	5.5	25.7	
Yellow	5.0	0.0	5.0	5.0	5.0	5.0	
Red	1.0	0.0	1.0	1.0	1.0	1.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.992	1.000	1.000	1.000	0.992	0.992	0.977	1.000	0.977	0.953	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.962	0.962		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3299	399	1810	3618	1598	1795	3533	1610	3432	3448	1598
Proportion of Vehicles Arriving on Green (P)	0.10	0.39	0.39	0.12	0.41	0.41	0.06	0.14	0.14	0.18	0.27	0.27
Incremental Delay Factor (k)	0.09	0.50	0.50	0.11	0.50	0.50	0.04	0.19	0.15	0.04	0.19	0.39

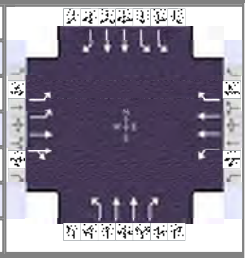
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.10	0.39	0.12	0.41	0.06	0.14	0.18	0.27
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.013	1.852	0.055	1.710	0.051	1.710	0.011
Pedestrian F_s / F_{delay}	0.000	0.131	0.000	0.128	0.000	0.154	0.000	0.146
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	775.06	26.26	816.80	24.50	367.05	46.66	531.52	37.74
Bicycle F_w / F_v	-3.64	0.75	-3.64	1.36	-3.64	0.47	-3.64	1.03

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HCS Signalized Intersection Results Graphical Summary

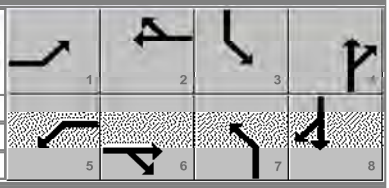
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Background	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG AM.xus		
Project Description	23-018				



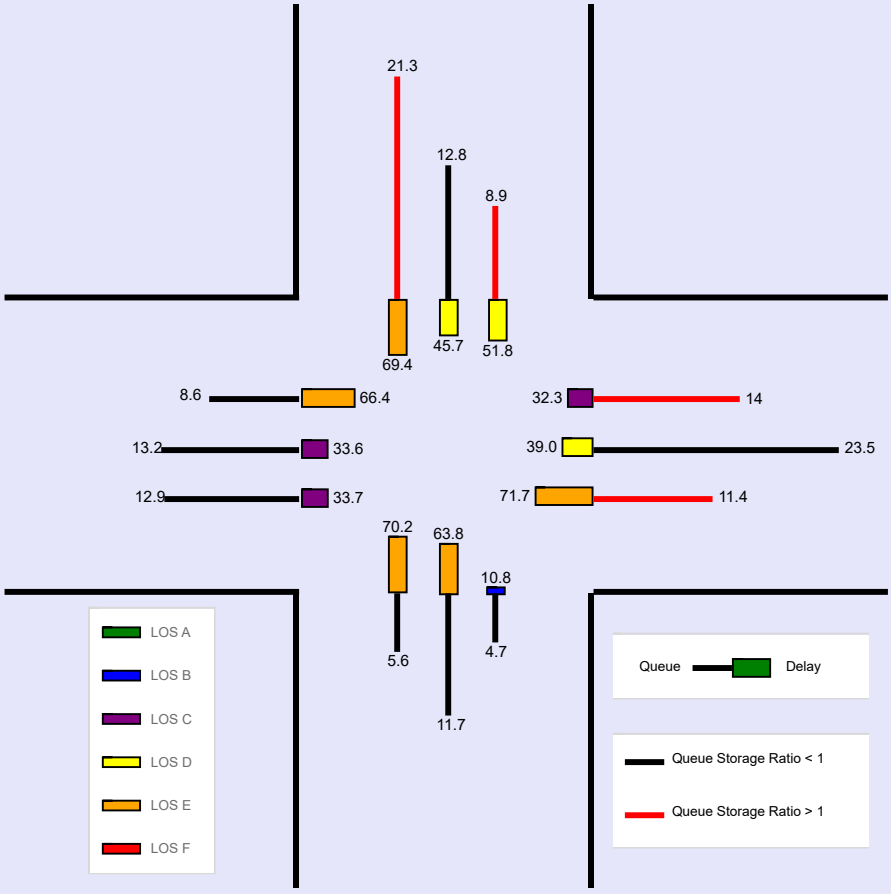
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	252	519	71	169	1025	356	78	372	85	301	493	389

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	13.4	2.9	54.3	8.3	5.5	25.7	
Yellow	5.0	0.0	5.0	5.0	5.0	5.0	
Red	1.0	0.0	1.0	1.0	1.0	1.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	217.2	332.2	321.3	284.4	587.3	352.6	141.1	298.3	117.7	227.5	335.3	536
Back of Queue (*Q*), veh/ln (95 th percentile)	8.6	13.2	12.9	11.4	23.5	14.0	5.6	11.7	4.7	8.9	12.8	21.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.78	0.00	0.00	1.32	0.00	1.41	0.39	0.00	0.49	1.03	0.00	4.12
Control Delay (*d*), s/veh	66.4	33.6	33.7	71.7	39.0	32.3	70.2	63.8	10.8	51.8	45.7	69.4
Level of Service (LOS)	E	C	C	E	D	C	E	E	B	D	D	E
Approach Delay, s/veh / LOS	43.6		D	41.3		D	57.1		E	54.6		D
Intersection Delay, s/veh / LOS	47.6						D					



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--- Messages ---

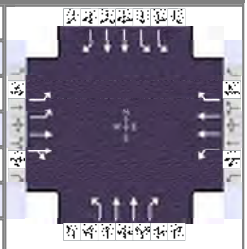
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

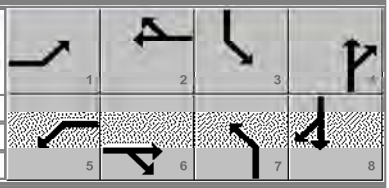
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	776	114	107	719	315	120	458	78	382	409	409

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.4	1.0	51.6	11.4	5.2	24.3	
Yellow	5.0	5.0	5.0	5.0	5.0	5.0	
Red	1.0	1.0	1.0	1.0	1.0	1.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	776	114	107	719	315	120	458	78	382	409	409
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0		1	1	2	2	7	0	2	5	1
Ped / Bike / RTOR, /h	0	0	12	0	0	32	0	0	8	0	0	41
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

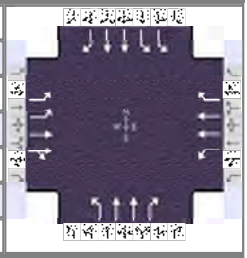
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	50.0	30.0	55.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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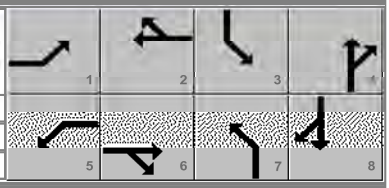
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	776	114	107	719	315	120	458	78	382	409	409

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	132	Reference Point	End	Green	10.4	1.0		51.6	11.4	5.2	24.3					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	1.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	23.4	64.6	16.4	57.6	17.4	28.7	30.3	41.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.5	4.5
Queue Clearance Time (g_s), s	17.0		10.4		11.5	20.6	16.7	34.1
Green Extension Time (g_e), s	0.4	0.0	0.2	0.0	0.0	2.1	3.9	1.4
Phase Call Probability	1.00		0.99		0.99	1.00	1.00	1.00
Max Out Probability	1.00		0.00		1.00	0.39	0.55	1.00

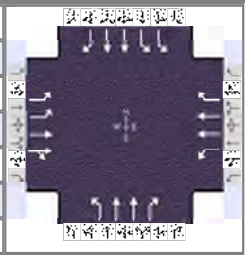
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	380	457	439	109	734	289	122	467	71	390	417	376
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1900	1822	1795	1795	1585	1781	1710	1610	1730	1738	1598
Queue Service Time (g_s), s	15.0	25.8	25.8	8.4	22.7	19.7	9.5	18.6	5.4	14.7	14.3	32.1
Cycle Queue Clearance Time (g_c), s	15.0	25.8	25.8	8.4	22.7	19.7	9.5	18.6	5.4	14.7	14.3	32.1
Green Ratio (*g/C*)	0.12	0.42	0.42	0.07	0.37	0.37	0.08	0.16	0.16	0.17	0.25	0.25
Capacity (*c*), veh/h	433	795	763	134	1324	585	145	554	261	601	882	406
Volume-to-Capacity Ratio (*X*)	0.877	0.575	0.575	0.817	0.554	0.494	0.842	0.844	0.274	0.649	0.473	0.926
Back of Queue (*Q*), ft/ln (95 th percentile)	300.3	454.4	439.7	188	388.8	295.6	224.5	352.4	98.1	270.1	266	556.5
Back of Queue (*Q*), veh/ln (95 th percentile)	11.9	18.2	17.6	7.5	15.4	11.6	8.8	13.3	3.9	10.6	10.2	22.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.07	0.00	0.00	0.87	0.00	1.18	0.62	0.00	0.41	1.23	0.00	4.28
Uniform Delay (d_1), s/veh	60.3	31.2	31.2	63.8	35.0	27.9	63.4	57.0	9.3	53.9	44.3	50.9
Incremental Delay (d_2), s/veh	14.1	3.0	3.1	8.7	1.7	3.0	21.5	8.3	0.8	1.7	0.6	26.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	74.4	34.2	34.3	72.5	36.7	30.9	84.9	65.3	10.1	55.6	44.9	77.6
Level of Service (LOS)	E	C	C	E	D	C	F	E	B	E	D	E
Approach Delay, s/veh / LOS	46.2	D		38.7	D		63.0	E		58.8	E	
Intersection Delay, s/veh / LOS	50.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.64	C	2.51	C	2.47	B
Bicycle LOS Score / LOS	1.54	B	1.42	A	1.03	A	1.46	A

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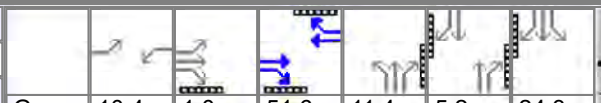
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG Mid.xus		
Project Description	23-018				

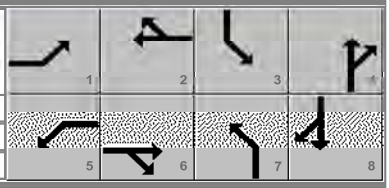


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	776	114	107	719	315	120	458	78	382	409	409

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.4	1.0	51.6	11.4	5.2	24.3
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	0.992	0.992	0.984	0.984	0.945	1.000	0.984	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.959	0.959		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3290	432	1795	3589	1585	1781	3420	1610	3459	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.12	0.42	0.42	0.07	0.37	0.37	0.08	0.16	0.16	0.17	0.25	0.25
Incremental Delay Factor (k)	0.30	0.50	0.50	0.08	0.50	0.50	0.21	0.26	0.15	0.15	0.15	0.43

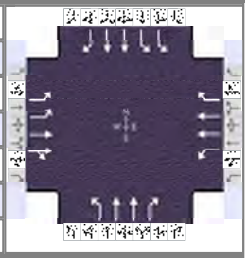
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.12	0.42	0.07	0.37	0.08	0.16	0.17	0.25
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.011	1.852	0.058	1.710	0.046	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.127	0.000	0.133	0.000	0.155	0.000	0.147
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	837.22	23.66	737.81	27.88	347.24	47.80	507.66	38.97
Bicycle F_w / F_v	-3.64	1.05	-3.64	0.93	-3.64	0.55	-3.64	0.98

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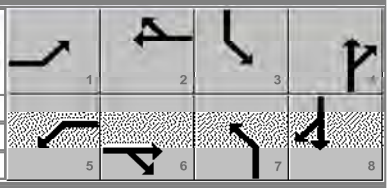
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG Mid.xus		
Project Description	23-018				

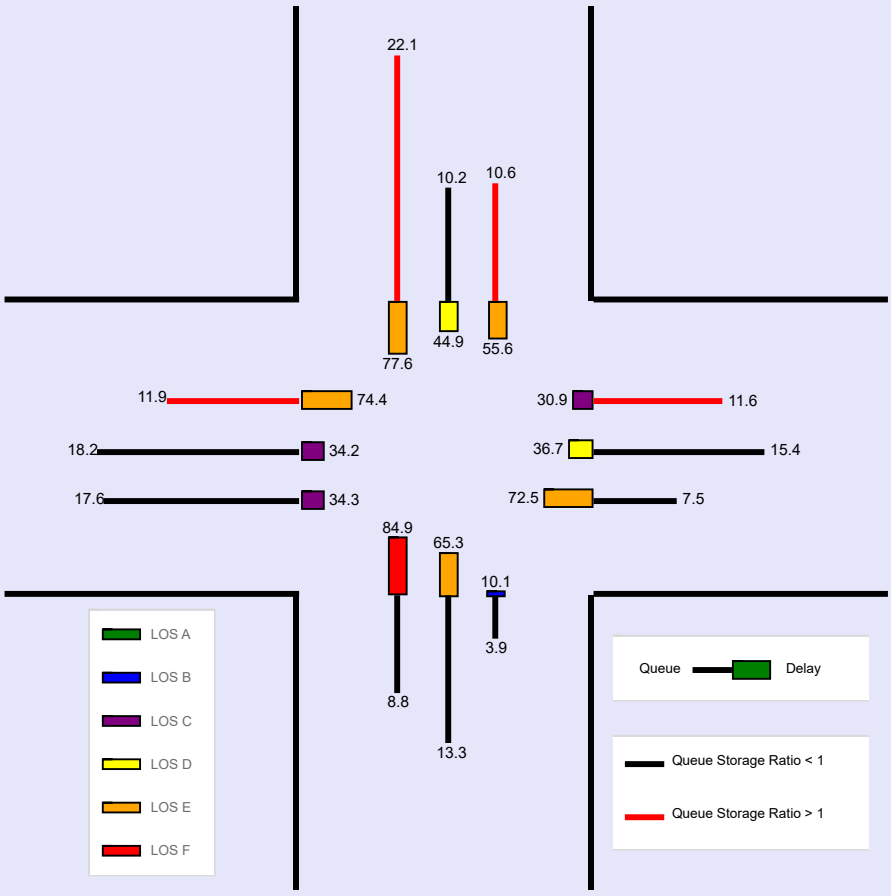


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	372	776	114	107	719	315	120	458	78	382	409	409

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	132	Reference Point	End	Green	10.4	1.0		51.6	11.4	5.2	24.3					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	1.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	300.3	454.4	439.7	188	388.8	295.6	224.5	352.4	98.1	270.1	266	556.5
Back of Queue (*Q*), veh/ln (95 th percentile)	11.9	18.2	17.6	7.5	15.4	11.6	8.8	13.3	3.9	10.6	10.2	22.1
Queue Storage Ratio (*RQ*) (95 th percentile)	1.07	0.00	0.00	0.87	0.00	1.18	0.62	0.00	0.41	1.23	0.00	4.28
Control Delay (*d*), s/veh	74.4	34.2	34.3	72.5	36.7	30.9	84.9	65.3	10.1	55.6	44.9	77.6
Level of Service (LOS)	E	C	C	E	D	C	F	E	B	E	D	E
Approach Delay, s/veh / LOS	46.2	D		38.7	D		63.0	E		58.8	E	
Intersection Delay, s/veh / LOS	50.3						D					



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--- Messages ---

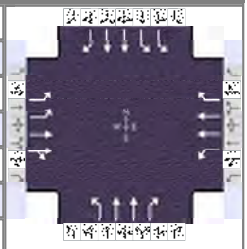
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG PM.xus		
Project Description	23-018				

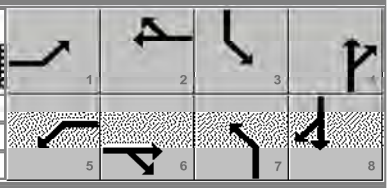


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	519	1143	118	121	720	411	100	672	101	459	441	377

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.1	28.0	23.7	19.3	7.6	15.3
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	519	1143	118	121	720	411	100	672	101	459	441	377
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0	1	2	2	0	0	2	0
Ped / Bike / RTOR, /h	0	0	12	0	0	42	0	0	11	0	0	38
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0		215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

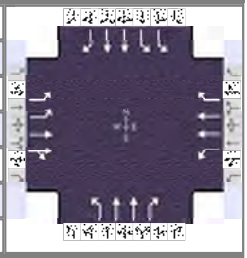
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	64.0	16.0	50.0	20.0	35.0	25.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG PM.xus		
Project Description	23-018				

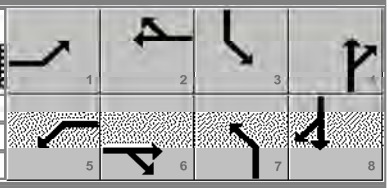


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	519	1143	118	121	720	411	100	672	101	459	441	377

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.1	28.0	23.7	19.3	7.6	15.3
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	29.7	63.7	16.1	50.1	21.3	34.9	25.3	39.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	22.9		11.6		9.7	28.8	20.8	31.7
Green Extension Time (g_e), s	0.8	0.0	0.0	0.0	2.5	0.1	0.0	1.3
Phase Call Probability	1.00		0.99		0.98	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.85	1.00	1.00	1.00

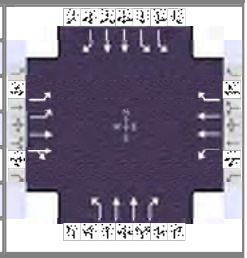
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	535	653	635	125	742	380	103	693	93	473	455	349
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1900	1843	1810	1809	1598	1781	1781	1610	1757	1781	1610
Queue Service Time (g_s), s	20.9	43.1	43.3	9.6	24.8	30.0	7.7	26.8	6.8	18.8	15.7	29.7
Cycle Queue Clearance Time (g_c), s	20.9	43.1	43.3	9.6	24.8	30.0	7.7	26.8	6.8	18.8	15.7	29.7
Green Ratio (*g/C*)	0.17	0.41	0.41	0.07	0.31	0.31	0.11	0.21	0.21	0.14	0.24	0.24
Capacity (*c*), veh/h	594	783	759	130	1139	503	195	736	333	485	838	379
Volume-to-Capacity Ratio (*X*)	0.900	0.834	0.836	0.958	0.652	0.756	0.530	0.942	0.279	0.975	0.542	0.922
Back of Queue (*Q*), ft/ln (95 th percentile)	397.3	738.2	724.4	276.5	425	237.3	159.9	508.5	2.7	397.2	287.4	521.7
Back of Queue (*Q*), veh/ln (95 th percentile)	15.9	29.5	29.0	11.1	17.0	9.4	6.3	20.0	0.1	15.9	11.3	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	1.42	0.00	0.00	1.29	0.00	0.95	0.44	0.00	0.01	1.81	0.00	4.01
Uniform Delay (d_1), s/veh	57.0	36.9	36.9	64.8	41.3	7.9	58.9	54.7	46.8	60.1	46.9	52.3
Incremental Delay (d_2), s/veh	16.3	10.2	10.6	65.5	2.9	10.2	1.3	20.4	0.6	34.3	0.9	26.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	73.3	47.0	47.5	130.3	44.2	18.0	60.3	75.1	47.4	94.4	47.8	79.1
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	F	D	E
Approach Delay, s/veh / LOS	54.9	D		44.9	D		70.5	E		73.6	E	
Intersection Delay, s/veh / LOS	59.7						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.52	C	2.49	B
Bicycle LOS Score / LOS	1.99	B	1.52	B	1.22	A	1.54	B

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HCS Signalized Intersection Intermediate Values

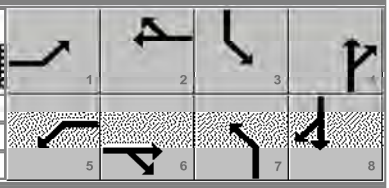
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	519	1143	118	121	720	411	100	672	101	459	441	377

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.1	28.0	23.7	19.3	7.6	15.3						
Yellow	5.0	5.0	5.0	5.0	5.0	5.0						
Red	1.0	1.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	0.992	0.984	0.984	1.000	1.000	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.970	0.970		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3426	317	1810	3618	1598	1781	3561	1610	3514	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.41	0.41	0.07	0.31	0.31	0.11	0.21	0.21	0.14	0.24	0.24
Incremental Delay Factor (k)	0.41	0.50	0.50	0.46	0.50	0.50	0.06	0.46	0.15	0.48	0.17	0.42

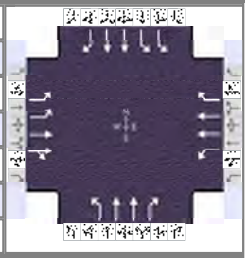
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.41	0.07	0.31	0.11	0.21	0.14	0.24
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln				0		0		0
Protected Right Effective Green Time (g_R), s				0.0		0.0		0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.016	1.852	0.054	1.710	0.060	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.128	0.000	0.156	0.000	0.152	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	823.90	24.21	338.18	48.33	413.20	44.06	218.56	55.54
Bicycle F_w / F_v	-3.64	1.50	-3.64	1.03	-3.64	0.73	-3.64	1.05

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 BG PM.xus		
Project Description	23-018				

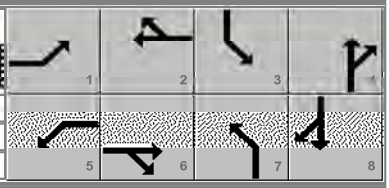


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	519	1143	118	121	720	411	100	672	101	459	441	377

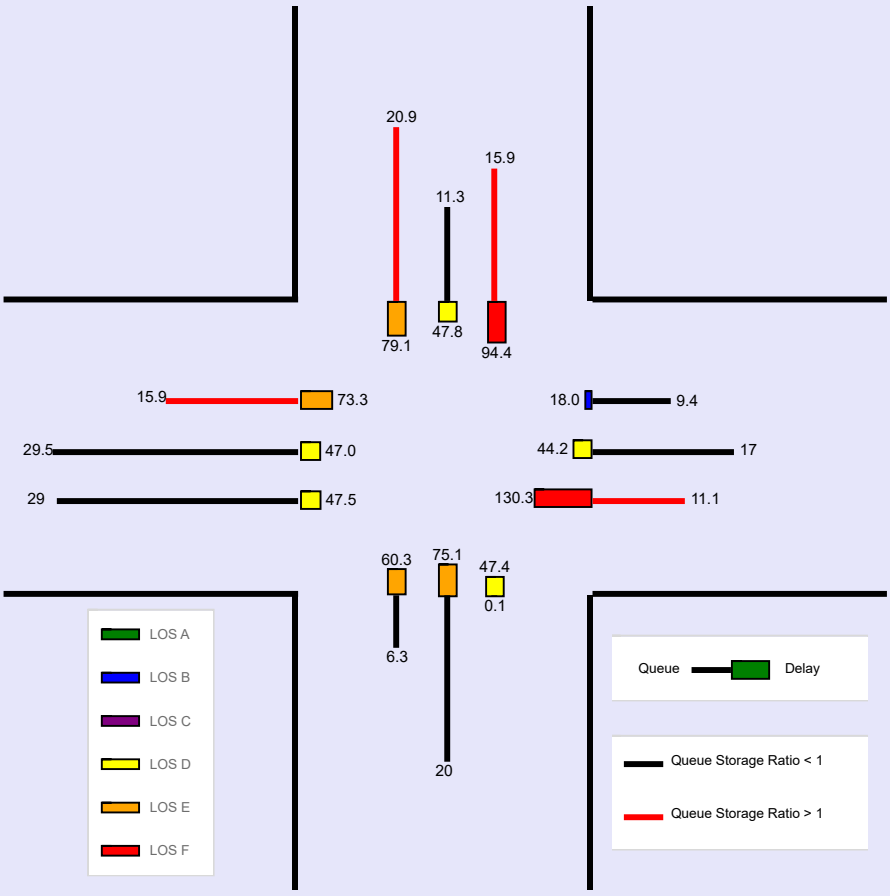
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.1	28.0	23.7	19.3	7.6	15.3
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	397.3	738.2	724.4	276.5	425	237.3	159.9	508.5	2.7	397.2	287.4	521.7
Back of Queue (*Q*), veh/ln (95 th percentile)	15.9	29.5	29.0	11.1	17.0	9.4	6.3	20.0	0.1	15.9	11.3	20.9
Queue Storage Ratio (*RQ*) (95 th percentile)	1.42	0.00	0.00	1.29	0.00	0.95	0.44	0.00	0.01	1.81	0.00	4.01
Control Delay (*d*), s/veh	73.3	47.0	47.5	130.3	44.2	18.0	60.3	75.1	47.4	94.4	47.8	79.1
Level of Service (LOS)	E	D	D	F	D	B	E	E	D	F	D	E
Approach Delay, s/veh / LOS	54.9	D		44.9	D		70.5	E		73.6	E	
Intersection Delay, s/veh / LOS	59.7						E					



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--- Messages ---

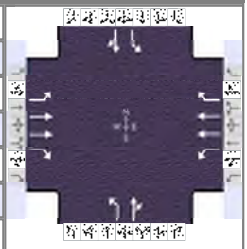
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

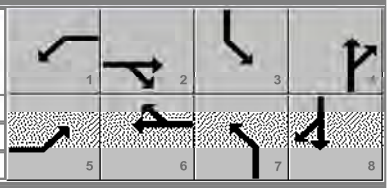
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	675	142	59	1306	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	675	142	59	1306	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	1	0	0	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

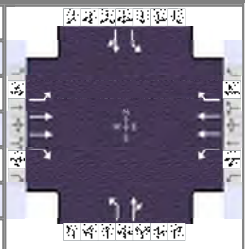
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

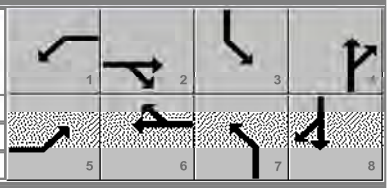
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	675	142	59	1306	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

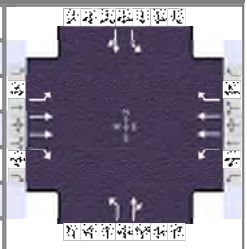
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	813	153	71	1573	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1810	1809	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	13.5	4.9	3.9	36.4	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	13.5	4.9	3.9	36.4	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1941	864	92	1905	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.419	0.177	0.769	0.826	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	227	78.7	83.1	537.2	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	9.0	3.1	3.3	21.5	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	13.6	11.7	46.9	19.8	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	0.7	0.4	4.9	4.3	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	14.3	12.1	51.8	24.1	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.1	B		25.0	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	26.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.36	A	1.87	B	0.91	A	0.85	A

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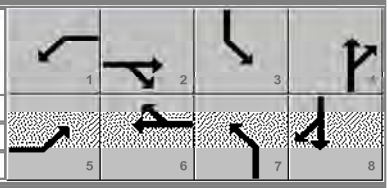
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	675	142	59	1306	29	115	28	77	79	47	63

Signal Information												
Cycle, s	100.0	Reference Phase	2									
Offset, s	51	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	5.1	41.6	6.5	9.1	9.7	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	4.0	4.0	0.0		
				Red	1.0	1.0	1.0	1.0	1.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1598	1810	3618	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

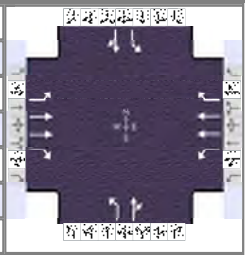
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18
Bicycle F_w / F_v	-3.64	0.87	-3.64	1.38	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

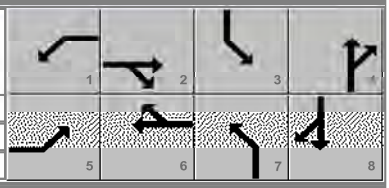
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG AM.xus		
Project Description	23-018				



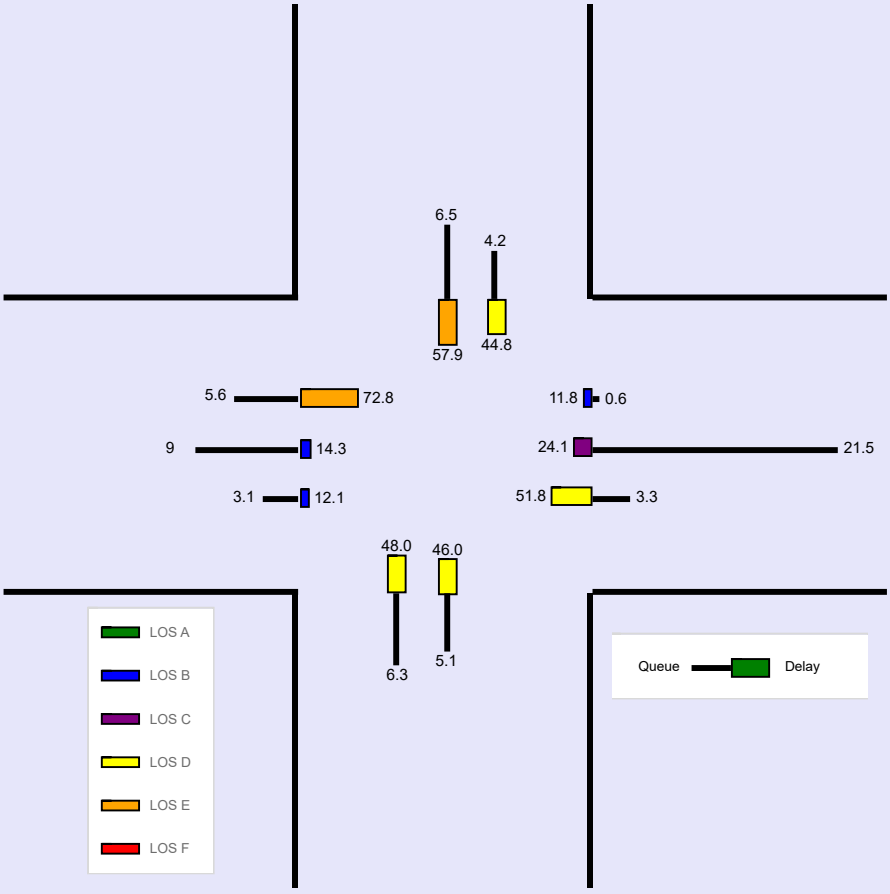
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	675	142	59	1306	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	227	78.7	83.1	537.2	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	9.0	3.1	3.3	21.5	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	14.3	12.1	51.8	24.1	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	C	B	D	D		D	E	
Approach Delay, s/veh / LOS	19.1	B		25.0	C		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	26.7						C					



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--- Messages ---

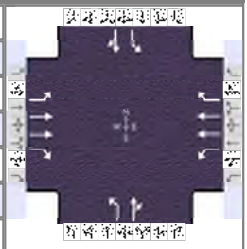
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

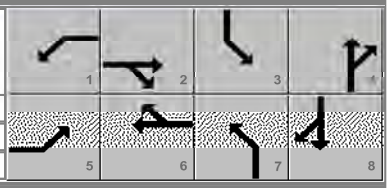
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1007	83	21	886	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1007	83	21	886	45	102	43	77	61	29	73
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	9	0	0	5	0	0	8	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

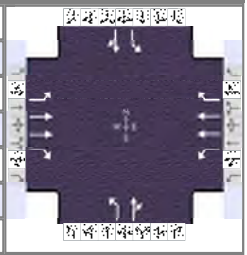
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

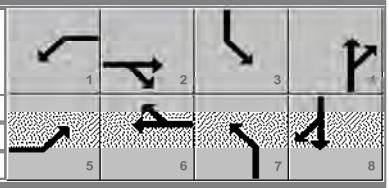
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1007	83	21	886	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	10.3	98.5	9.1	97.3		17.0		15.4
Change Period, (*Y+R c*), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (*g s*), s	5.3		3.7			11.6		10.2
Green Extension Time (*g e*), s	0.0	0.0	1.7	0.0		0.4		0.3
Phase Call Probability	0.81		0.58			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

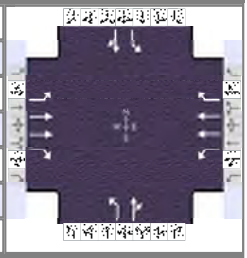
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	1071	79	22	943	43	109	119		65	100	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1710		1810	1690	
Queue Service Time (*g s*), s	3.3	20.2	2.4	1.7	17.3	1.3	8.2	9.6		4.8	8.2	
Cycle Queue Clearance Time (*g c*), s	3.3	20.2	2.4	1.7	17.3	1.3	8.2	9.6		4.8	8.2	
Green Ratio (*g/C*)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09		0.07	0.07	
Capacity (*c*), veh/h	55	2371	1064	40	2341	1050	155	147		135	126	
Volume-to-Capacity Ratio (*X*)	0.767	0.452	0.074	0.555	0.403	0.041	0.700	0.813		0.482	0.795	
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	315.7	39.1	37.7	280.2	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	12.5	1.6	1.5	11.1	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.20	0.17	0.00	0.14	0.86	0.00		0.00	0.00	
Uniform Delay (*d 1*), s/veh	67.4	11.5	6.9	67.8	11.5	8.7	62.3	62.9		62.2	63.7	
Incremental Delay (*d 2*), s/veh	7.9	0.6	0.1	4.4	0.5	0.1	2.1	4.1		1.0	4.3	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	75.3	12.1	7.1	72.1	12.0	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.0	B		13.2	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	21.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.98	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.47	A	1.32	A	0.86	A	0.76	A

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HCS Signalized Intersection Intermediate Values

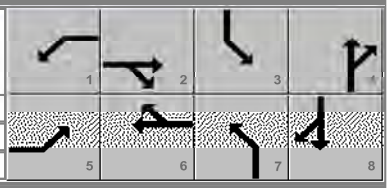
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1007	83	21	886	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.900	0.900		0.889	0.889
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	657	1054	1810	521	1168
Proportion of Vehicles Arriving on Green (P)	0.03	0.66	0.66	0.02	0.65	0.65	0.09	0.09	0.09	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

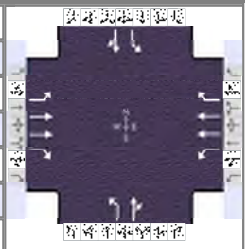
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.66	0.02	0.65		0.09		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.011	1.710	0.007	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.086	0.000	0.163	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	44.50	66.92	1304.17	8.47	171.32	58.52	-85.71	76.13
Bicycle F_w / F_v	-3.64	0.98	-3.64	0.83	-3.64	0.38	-3.64	0.27

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG Mid.xus		
Project Description	23-018				

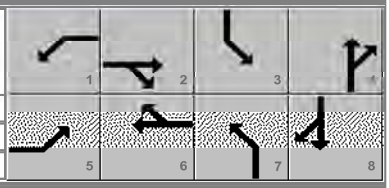


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1007	83	21	886	45	102	43	77	61	29	73

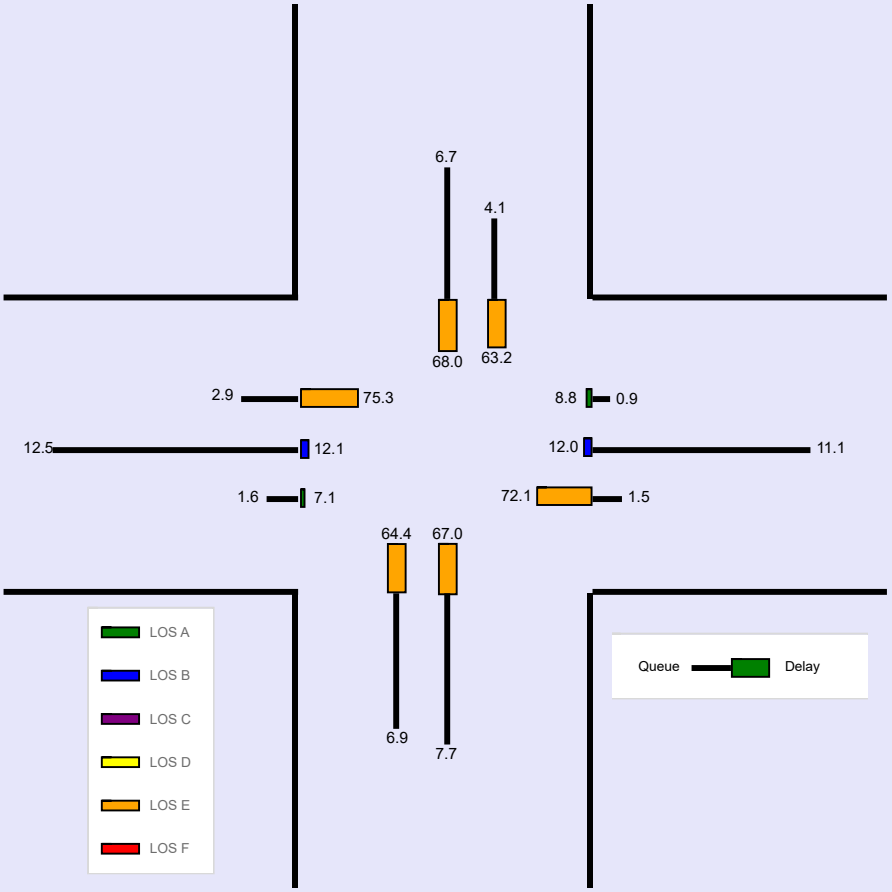
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	82.2	3.1	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	315.7	39.1	37.7	280.2	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	12.5	1.6	1.5	11.1	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.20	0.17	0.00	0.14	0.86	0.00		0.00	0.00	
Control Delay (*d*), s/veh	75.3	12.1	7.1	72.1	12.0	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	14.0	B		13.2	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	21.6						C					



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--- Messages ---

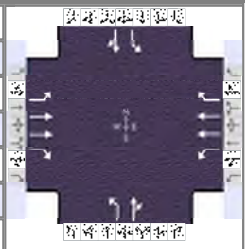
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

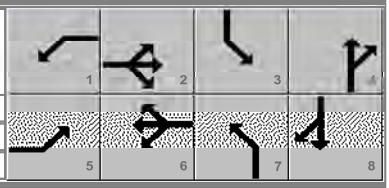
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1519	68	26	1087	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	86.1	2.7	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1519	68	26	1087	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	0	0	1	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

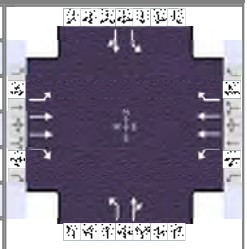
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

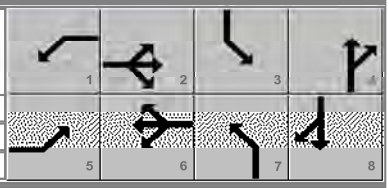
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1519	68	26	1087	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	86.1	2.7	11.0	8.9	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	1.2	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	9.3	101.4	8.7	100.8		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	3.2		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.2	0.0		0.3		0.3
Phase Call Probability	0.82		0.66			1.00		1.00
Max Out Probability	0.00		0.01			0.00		0.00

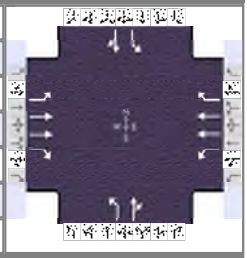
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1599	64	27	1144	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1610	1810	1795	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	1.2	35.8	1.9	0.0	21.1	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	1.2	35.8	1.9	0.0	21.1	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.65	0.68	0.68	0.62	0.68	0.68	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	325	2445	1097	219	2431	1091	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.136	0.654	0.059	0.125	0.471	0.047	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	21.4	503.8	29.3	25.9	323.4	23.7	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	20.0	1.2	1.0	12.8	0.9	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.10	0.00	0.15	0.12	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	10.8	12.8	8.2	24.8	10.7	7.5	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	0.1	1.4	0.1	0.1	0.7	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	10.8	14.2	8.3	24.9	11.4	7.6	62.0	67.7		66.7	68.5	
Level of Service (LOS)	B	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	13.9	B		11.5	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	18.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.90	B	1.50	A	0.76	A	0.75	A

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HCS Signalized Intersection Intermediate Values

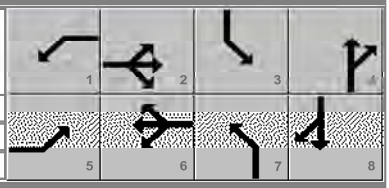
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1519	68	26	1087	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	86.1	2.7	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1610	1810	3589	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.02	0.68	0.68	0.02	0.68	0.68	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

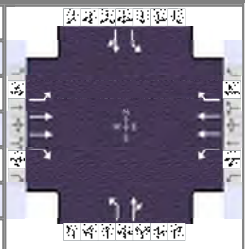
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.65	0.68	0.62	0.68		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	499	0	323	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	88.1	0.0	84.1	0.0		0.0		0.0
Permitted Service Time (g_u), s	64.9	0.0	57.5	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s	2.2		7.4					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.080	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	38.99	67.30	1354.70	7.29	127.35	61.37	-85.71	76.13
Bicycle F_w / F_v	-3.64	1.41	-3.64	1.01	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

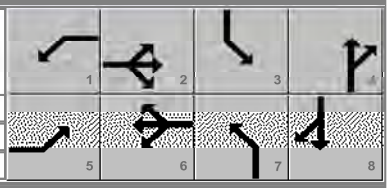
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 BG PM.xus		
Project Description	23-018				



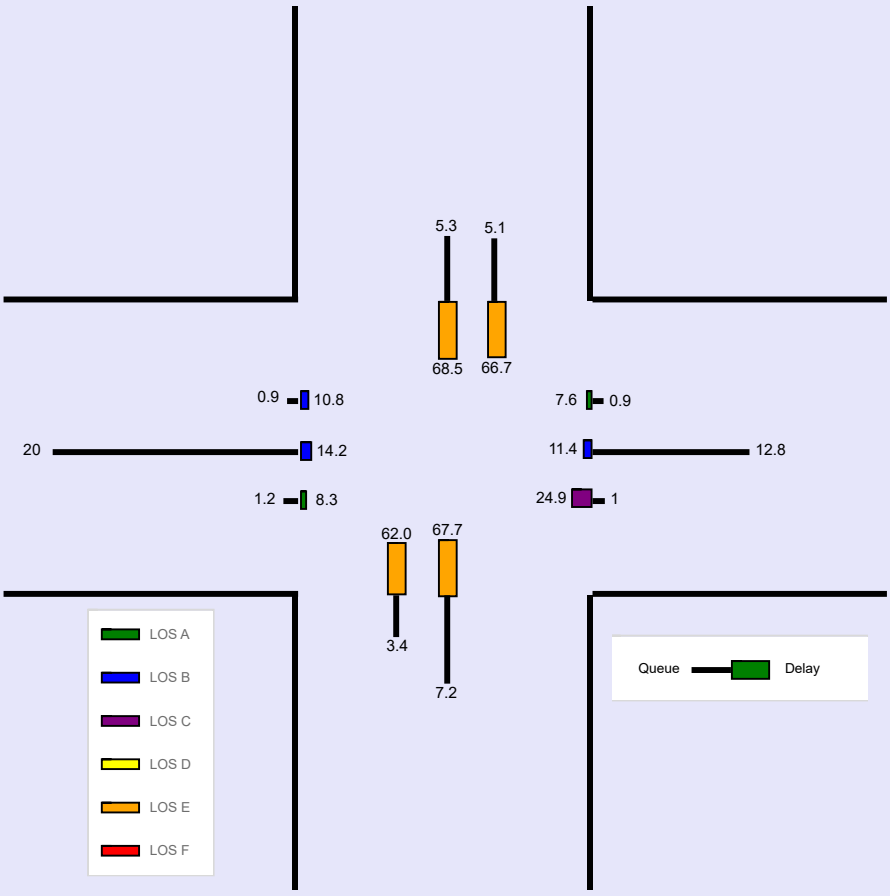
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1519	68	26	1087	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	86.1	2.7	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	21.4	503.8	29.3	25.9	323.4	23.7	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	20.0	1.2	1.0	12.8	0.9	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.10	0.00	0.15	0.12	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	10.8	14.2	8.3	24.9	11.4	7.6	62.0	67.7		66.7	68.5	
Level of Service (LOS)	B	B	A	C	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	13.9	B		11.5	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	18.2						B					



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--- Messages ---

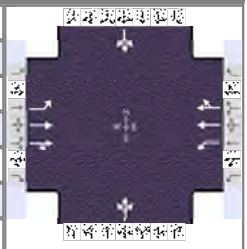
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG AM.xus		
Project Description	23-018				

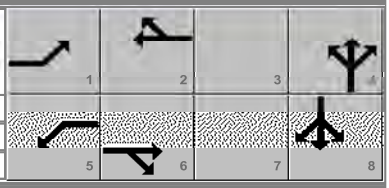


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	781	8	13	1257	17	17	6	3	20	5	49

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	59.3	2.3	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	781	8	13	1257	17	17	6	3	20	5	49
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

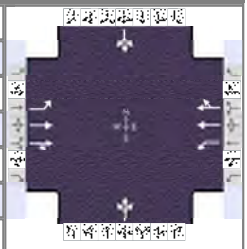
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG AM.xus		
Project Description	23-018				

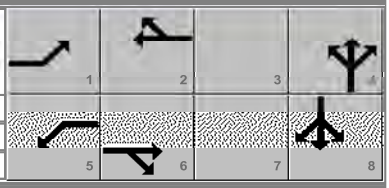


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	781	8	13	1257	17	17	6	3	20	5	49

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	59.3	2.3	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	11.0	76.3	8.3	73.6		15.4		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.4		2.8			3.4		6.3
Green Extension Time (g_e), s	0.1	0.0	2.1	0.0		0.1		0.1
Phase Call Probability	0.71		0.32			0.94		0.94
Max Out Probability	0.00		0.91			0.00		0.00

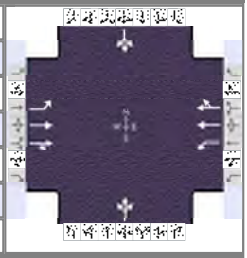
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	45	429	428	14	693	690		27			75	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1885	1879	1810	1900	1892		1533			1613	
Queue Service Time (g_s), s	2.4	8.7	8.7	0.8	18.6	18.6		0.0			1.2	
Cycle Queue Clearance Time (g_c), s	2.4	8.7	8.7	0.8	18.6	18.6		1.4			4.3	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.02	0.68	0.68		0.09			0.09	
Capacity (*c*), veh/h	90	1326	1321	41	1285	1279		205			198	
Volume-to-Capacity Ratio (*X*)	0.495	0.324	0.324	0.344	0.539	0.539		0.133			0.378	
Back of Queue (*Q*), ft/ln (95 th percentile)	51.4	140	138.5	17.3	283	282.3		28.5			81.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	5.6	5.5	0.7	11.3	11.3		1.1			3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.3	5.7	5.7	48.1	8.3	8.3		41.6			42.9	
Incremental Delay (d_2), s/veh	3.1	0.6	0.7	3.6	1.6	1.6		0.1			0.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.4	6.4	6.4	51.8	9.9	9.9		41.8			43.4	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.5	A		10.3	B		41.8	D		43.4	D	
Intersection Delay, s/veh / LOS	11.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.23	A	1.64	B	0.53	A	0.61	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG AM.xus		
Project Description	23-018				

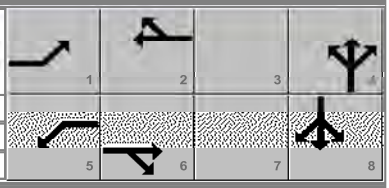


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	781	8	13	1257	17	17	6	3	20	5	49

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	59.3	2.3	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.813	0.807		0.941	0.849	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.996	0.996		0.000	0.807		0.000	0.849
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3731	33	1810	3747	45	1043	368	123	468	117	1029
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.02	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

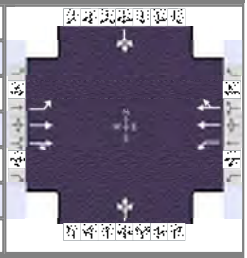
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.02	0.68		0.09		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1372		1429
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1506		1734
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.4		9.4
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.1		8.0
Permitted Queue Service Time (g_{ps}), s						0.0		1.2
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		3.0
Queue Service Time Before Blockage (g_{fs}), s						0.9		3.0
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.007	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.066	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.45	47.75	1352.29	5.24	188.30	41.03	188.30	41.03
Bicycle F_w / F_v	-3.64	0.74	-3.64	1.15	-3.64	0.04	-3.64	0.12

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG AM.xus		
Project Description	23-018				

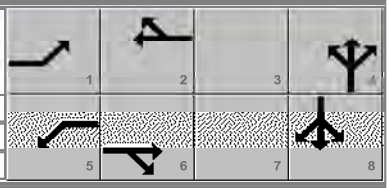


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	781	8	13	1257	17	17	6	3	20	5	49

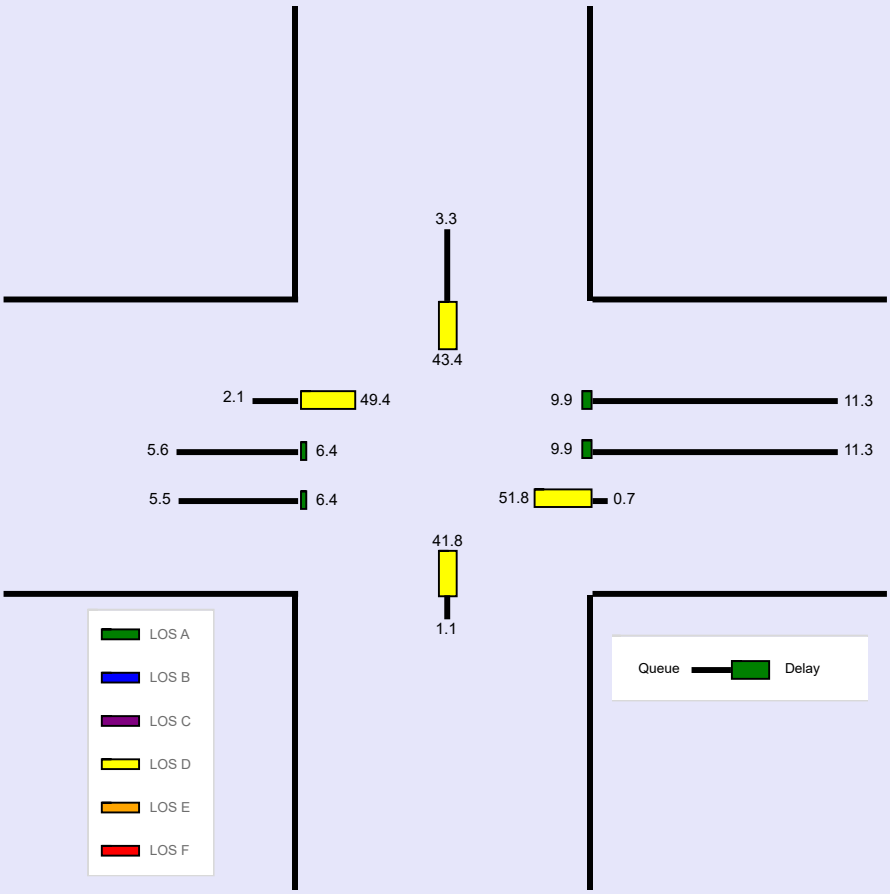
Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.0	59.3	2.3	9.4	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	51.4	140	138.5	17.3	283	282.3		28.5			81.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	5.6	5.5	0.7	11.3	11.3		1.1			3.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.00	0.08	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.4	6.4	6.4	51.8	9.9	9.9		41.8			43.4	
Level of Service (LOS)	D	A	A	D	A	A		D			D	
Approach Delay, s/veh / LOS	8.5	A		10.3	B		41.8	D		43.4	D	
Intersection Delay, s/veh / LOS	11.0						B					



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--- Messages ---

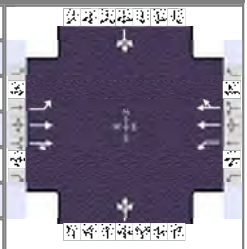
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG Mid.xus		
Project Description	23-018				

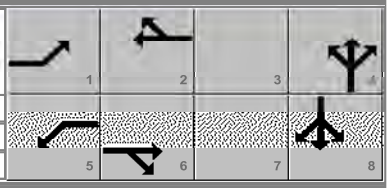


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	1045	29	15	801	12	17	2	9	15	0	38

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	95.3	3.2	9.5	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	1045	29	15	801	12	17	2	9	15	0	38
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	1			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

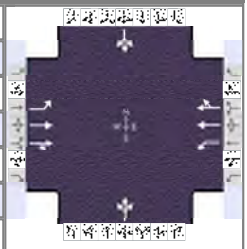
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG Mid.xus		
Project Description	23-018				

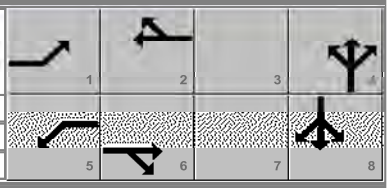


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	1045	29	15	801	12	17	2	9	15	0	38

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	95.3	3.2	9.5	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	14.0	115.3	9.2	110.5		15.5		15.5
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	8.2		3.2			4.2		6.1
Green Extension Time (g_e), s	0.1	0.0	1.1	0.0		0.1		0.1
Phase Call Probability	0.96		0.45			0.95		0.95
Max Out Probability	0.00		0.94			0.00		0.00

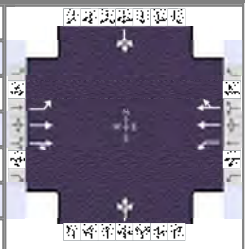
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	81	554	550	15	419	417		28			51	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1883	1810	1885	1877		1542			1595	
Queue Service Time (g_s), s	6.2	12.6	12.6	1.2	10.2	10.2		0.0			1.0	
Cycle Queue Clearance Time (g_c), s	6.2	12.6	12.6	1.2	10.2	10.2		2.2			4.1	
Green Ratio (*g/C*)	0.06	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	103	1483	1471	41	1407	1400		147			142	
Volume-to-Capacity Ratio (*X*)	0.787	0.374	0.374	0.378	0.298	0.298		0.190			0.356	
Back of Queue (*Q*), ft/ln (95 th percentile)	140.8	200.6	199.4	26.7	174.8	172.7		43.5			80.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.0	8.0	1.1	6.9	6.9		1.7			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.2	4.7	4.8	67.4	5.8	5.8		61.8			62.7	
Incremental Delay (d_2), s/veh	9.4	0.7	0.7	4.2	0.5	0.5		0.2			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.5	5.5	5.5	71.7	6.3	6.3		62.0			63.2	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2	B		7.5	A		62.0	E		63.2	E	
Intersection Delay, s/veh / LOS	11.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.47	A	1.19	A	0.53	A	0.57	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG Mid.xus		
Project Description	23-018				

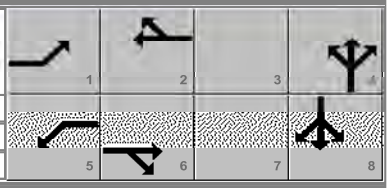


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	1045	29	15	801	12	17	2	9	15	0	38

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	95.3	3.2	9.5	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.837	0.812		0.938	0.839	
Right-Turn Adjustment Factor (f_{RT})		0.991	0.991		0.996	0.996		0.000	0.812		0.000	0.839
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3692	92	1810	3716	46	971	114	457	488	0	1107
Proportion of Vehicles Arriving on Green (P)	0.06	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.00	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

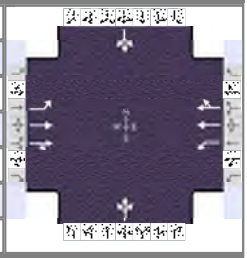
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1395		1427
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1547		1725
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.5		9.5
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.4		7.3
Permitted Queue Service Time (g_{ps}), s						0.0		1.0
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		3.1
Queue Service Time Before Blockage (g_{fs}), s						1.2		3.1
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.006	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.060	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	45.20	66.87	1492.41	4.51	136.07	60.80	136.07	60.80
Bicycle F_w / F_v	-3.64	0.98	-3.64	0.70	-3.64	0.05	-3.64	0.08

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG Mid.xus		
Project Description	23-018				

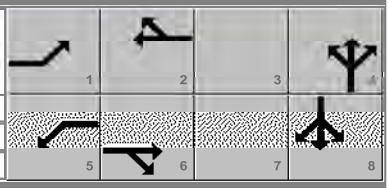


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	79	1045	29	15	801	12	17	2	9	15	0	38

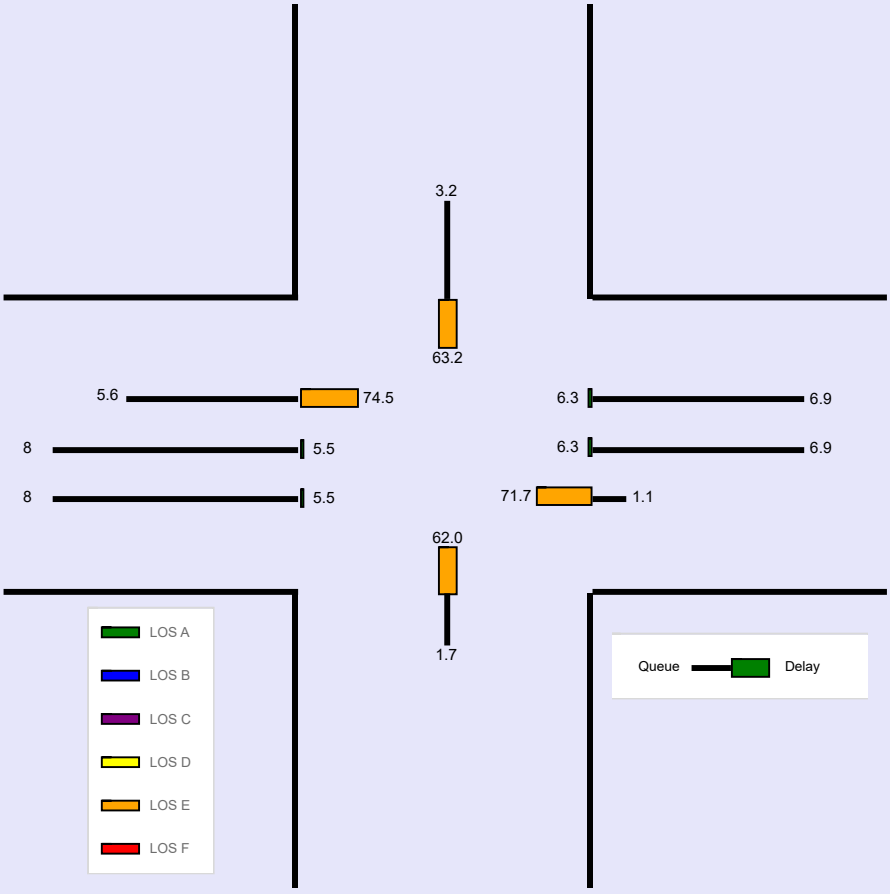
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.0	95.3	3.2	9.5	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140.8	200.6	199.4	26.7	174.8	172.7		43.5			80.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	8.0	8.0	1.1	6.9	6.9		1.7			3.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.67	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.5	5.5	5.5	71.7	6.3	6.3		62.0			63.2	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.2	B		7.5	A		62.0	E		63.2	E	
Intersection Delay, s/veh / LOS	11.1						B					



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--- Messages ---

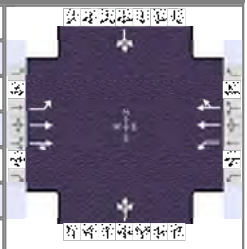
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG PM.xus		
Project Description	23-018				

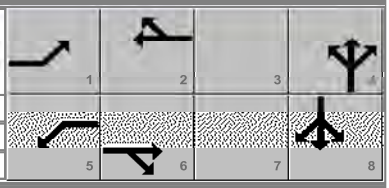


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	1474	21	14	999	14	23	5	10	24	2	29

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.9	95.3	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	1474	21	14	999	14	23	5	10	24	2	29
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0		0	0			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

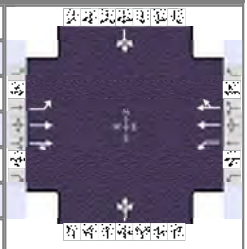
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

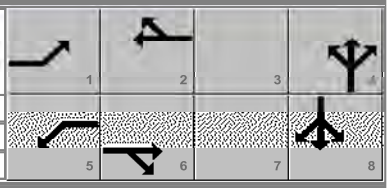
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	1474	21	14	999	14	23	5	10	24	2	29

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.9	95.3	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	13.9	115.2	9.1	110.4		15.7		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	8.1		3.1			5.2		6.5
Green Extension Time (g_e), s	0.1	0.0	1.5	0.0		0.1		0.1
Phase Call Probability	0.96		0.44			0.97		0.97
Max Out Probability	0.00		0.95			0.00		0.00

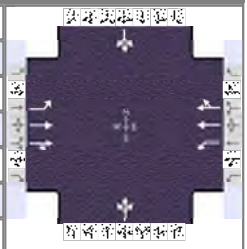
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	80	795	793	15	539	537		39			55	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900	1892	1810	1900	1892		1560			1586	
Queue Service Time (g_s), s	6.1	22.2	22.2	1.1	14.1	14.1		0.0			1.3	
Cycle Queue Clearance Time (g_c), s	6.1	22.2	22.2	1.1	14.1	14.1		3.2			4.5	
Green Ratio (*g/C*)	0.06	0.78	0.78	0.02	0.75	0.75		0.07			0.07	
Capacity (*c*), veh/h	102	1482	1475	40	1417	1411		150			148	
Volume-to-Capacity Ratio (*X*)	0.785	0.536	0.537	0.374	0.380	0.380		0.262			0.374	
Back of Queue (*Q*), ft/ln (95 th percentile)	138.2	317.1	317.3	25.7	231.1	230.4		61.8			87.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	12.7	12.7	1.0	9.2	9.2		2.5			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	65.2	5.8	5.8	67.5	6.3	6.3		62.0			62.6	
Incremental Delay (d_2), s/veh	9.5	1.4	1.4	4.3	0.8	0.8		0.3			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.7	7.2	7.2	71.8	7.1	7.1		62.3			63.2	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.5	B		8.0	A		62.3	E		63.2	E	
Intersection Delay, s/veh / LOS	11.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.86	B	1.39	A	0.55	A	0.58	A

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG PM.xus		
Project Description	23-018				

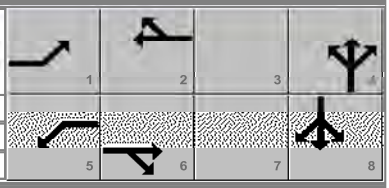


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	1474	21	14	999	14	23	5	10	24	2	29

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.9	95.3	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.841	0.821		0.895	0.835	
Right-Turn Adjustment Factor (f_{RT})		0.996	0.996		0.996	0.996		0.000	0.821		0.000	0.835
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3746	46	1810	3747	45	970	211	379	732	61	793
Proportion of Vehicles Arriving on Green (P)	0.06	0.78	0.78	0.02	0.75	0.75	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

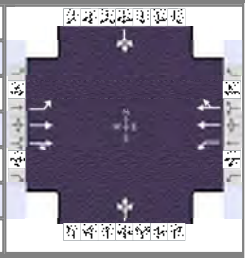
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.78	0.02	0.75		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1402		1421
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1556		1644
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.7		9.7
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.2		6.6
Permitted Queue Service Time (g_{ps}), s						0.0		1.3
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.2		2.1
Queue Service Time Before Blockage (g_{fs}), s						1.2		1.6
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.004	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.169	0.000	0.061	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	43.97	66.96	1491.32	4.53	139.26	60.59	139.26	60.59
Bicycle F_w / F_v	-3.64	1.38	-3.64	0.90	-3.64	0.06	-3.64	0.09

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 BG PM.xus		
Project Description	23-018				

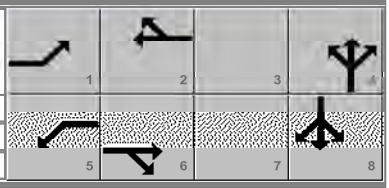


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	75	1474	21	14	999	14	23	5	10	24	2	29

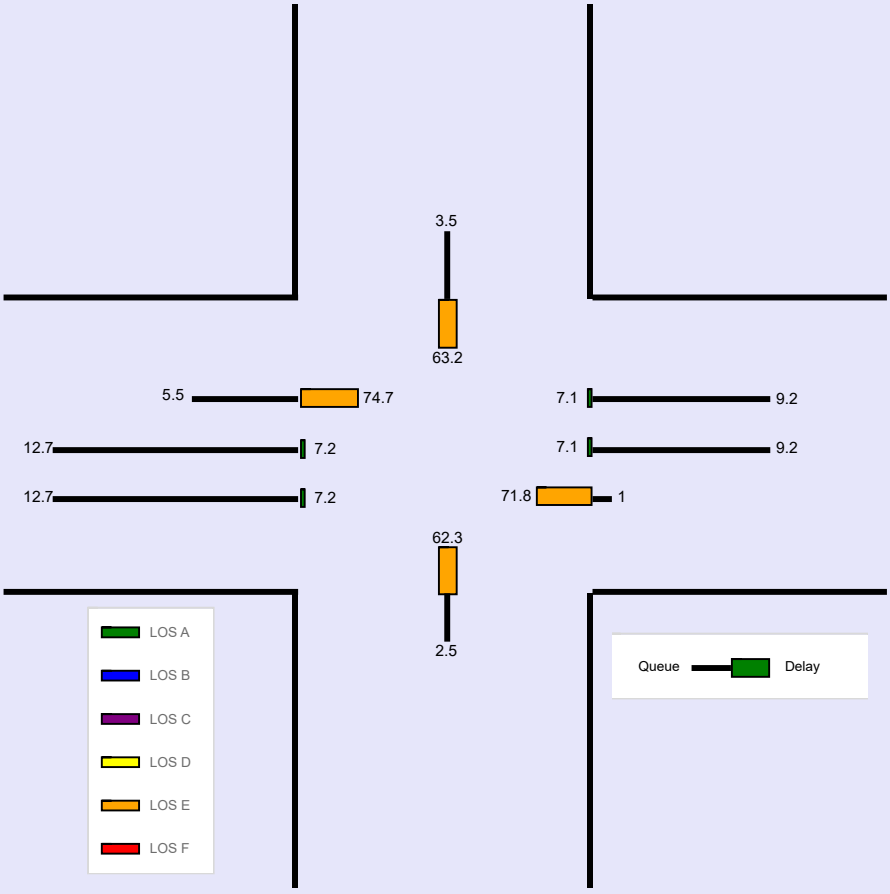
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.9	95.3	3.1	9.7	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	138.2	317.1	317.3	25.7	231.1	230.4		61.8			87.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.5	12.7	12.7	1.0	9.2	9.2		2.5			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.66	0.00	0.00	0.12	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.7	7.2	7.2	71.8	7.1	7.1		62.3			63.2	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	10.5		B	8.0		A	62.3		E	63.2		E
Intersection Delay, s/veh / LOS	11.3						B					



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--- Messages ---

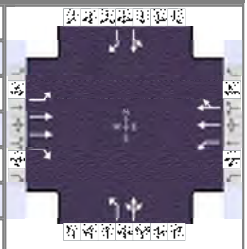
No errors or warnings exist.

--- Comments ---

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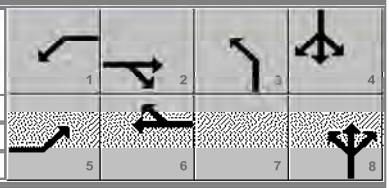
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG AM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	526	111	64	863	4	95	27	62	6	51	155

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	4.1	2.3		76.0	14.1	9.5	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	526	111	64	863	4	95	27	62	6	51	155
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	2	0	0		0	0			0	0
Ped / Bike / RTOR, /h	0	0	12	0	0	1	0	0	7	0	0	16
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

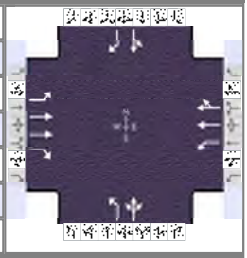
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

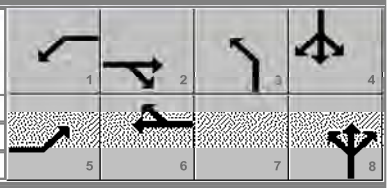
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG AM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	526	111	64	863	4	95	27	62	6	51	155

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.1	2.3	76.0	14.1	9.5	0.0
Yellow	4.5	0.0	4.5	4.0	4.0	0.0
Red	1.5	0.0	1.5	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	10.1	82.0	12.4	84.4		15.5		20.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.2		6.9			9.3		14.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.68		0.92			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.98

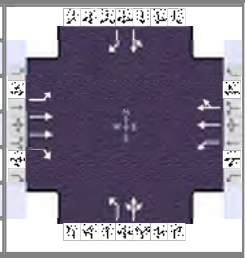
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	32	572	108	70	471	470	103	89			62	151
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1585	1810	1900	1898	1810	1695			1890	1610
Queue Service Time (g_s), s	2.2	10.2	3.9	4.9	17.0	17.0	7.3	6.7			3.9	12.0
Cycle Queue Clearance Time (g_c), s	2.2	10.2	3.9	4.9	17.0	17.0	7.3	6.7			3.9	12.0
Green Ratio (*g/C*)	0.03	0.58	0.58	0.05	0.60	0.60	0.07	0.07			0.11	0.11
Capacity (*c*), veh/h	57	2099	927	89	1145	1144	132	123			205	175
Volume-to-Capacity Ratio (*X*)	0.555	0.272	0.116	0.778	0.411	0.411	0.784	0.722			0.302	0.865
Back of Queue (*Q*), ft/ln (95 th percentile)	47.6	180.7	63.3	106.1	287.1	286.8	157	134.1			86.6	252.9
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	7.2	2.5	4.2	11.5	11.5	6.3	5.4			3.5	10.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.34	0.48	0.00	0.00	0.71	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.1	13.3	12.0	61.1	13.6	13.6	59.3	59.0			53.4	57.0
Incremental Delay (d_2), s/veh	3.1	0.3	0.3	5.3	1.1	1.1	3.8	3.0			0.3	23.0
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.2	13.7	12.3	66.4	14.7	14.7	63.1	61.9			53.7	80.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	F
Approach Delay, s/veh / LOS	15.7	B		18.3	B		62.5	E		72.4	E	
Intersection Delay, s/veh / LOS	26.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.07	A	1.32	A	0.81	A	0.84	A

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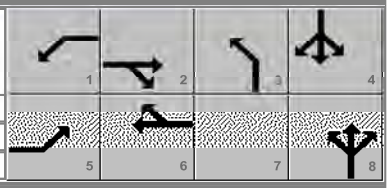
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG AM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	526	111	64	863	4	95	27	62	6	51	155

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	2.3	76.0	14.1	9.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.984	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.995	0.995	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.892	0.892		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1585	1810	3784	13	1810	558	1137	199	1691	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.58	0.58	0.05	0.60	0.60	0.07	0.07	0.07	0.11	0.11	0.11
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.24

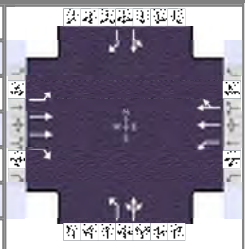
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.58	0.05	0.60		0.07		0.11
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.010	1.198	0.023	1.557	0.001	1.710	0.017
Pedestrian F_s / F_{delay}	0.000	0.097	0.000	0.093	0.000	0.167	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1169.37	11.21	1205.51	10.26		72.19	145.62	55.88
Bicycle F_w / F_v	-3.64	0.59	-3.64	0.83	-3.64	0.32	-3.64	0.35

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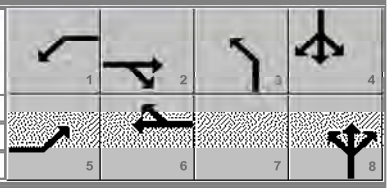
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG AM.…		
Project Description	23-018				

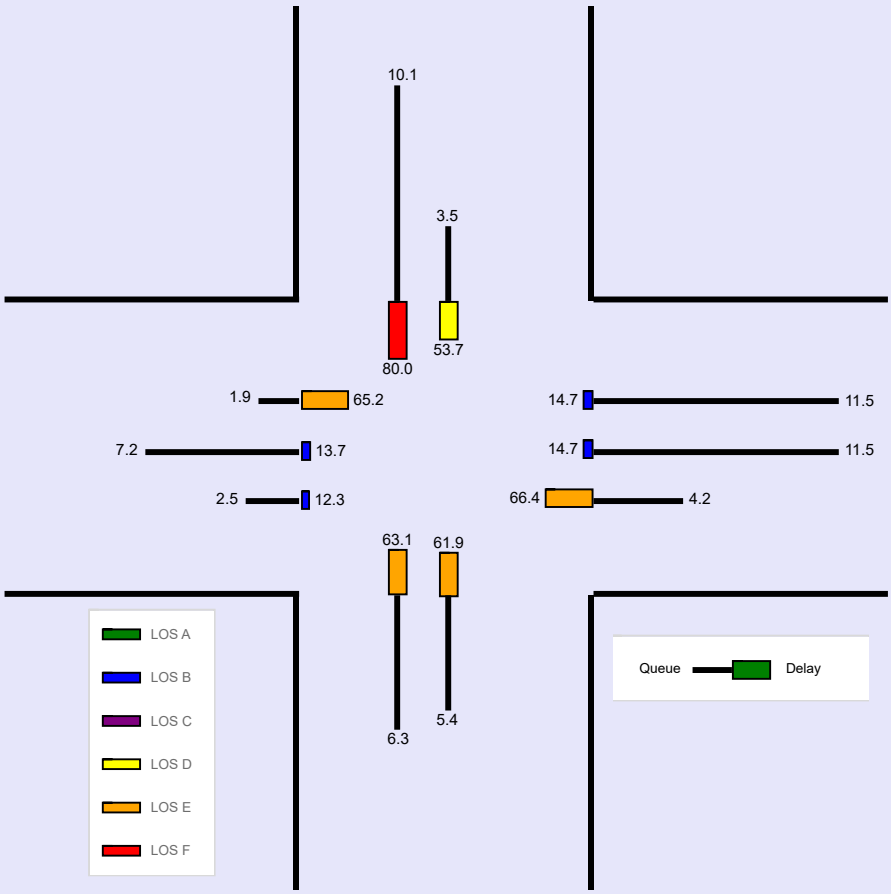


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	29	526	111	64	863	4	95	27	62	6	51	155

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	4.1	2.3	76.0	14.1	9.5	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	47.6	180.7	63.3	106.1	287.1	286.8	157	134.1			86.6	252.9
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	7.2	2.5	4.2	11.5	11.5	6.3	5.4			3.5	10.1
Queue Storage Ratio (*RQ*) (95 th percentile)	0.24	0.00	0.34	0.48	0.00	0.00	0.71	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.2	13.7	12.3	66.4	14.7	14.7	63.1	61.9			53.7	80.0
Level of Service (LOS)	E	B	B	E	B	B	E	E			D	F
Approach Delay, s/veh / LOS	15.7	B		18.3	B		62.5	E		72.4	E	
Intersection Delay, s/veh / LOS	26.9						C					



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--- Messages ---

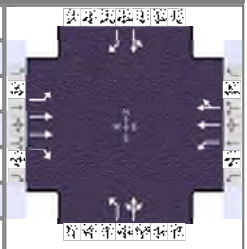
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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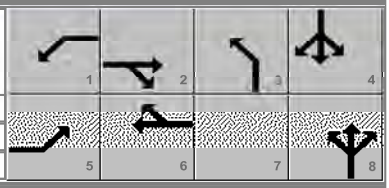
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG Mid.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	684	143	73	517	16	98	45	125	20	32	83

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	7.6	0.7		72.8	8.8	16.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	684	143	73	517	16	98	45	125	20	32	83
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	1	0	1		1	0			0	0
Ped / Bike / RTOR, /h	0	0	15	0	0	2	0	0	13	0	0	9
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

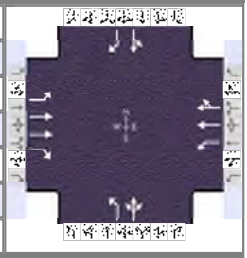
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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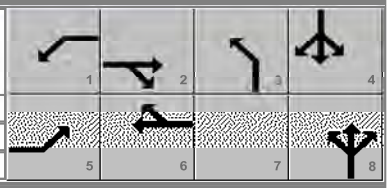
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG Mid.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	684	143	73	517	16	98	45	125	20	32	83

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.6	0.7	72.8	8.8	16.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	14.4	79.6	13.6	78.8		22.0		14.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		2.9
Queue Clearance Time (g_s), s	8.6		8.0			15.7		8.8
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.97		0.95			1.00		0.99
Max Out Probability	0.00		0.00			0.00		0.00

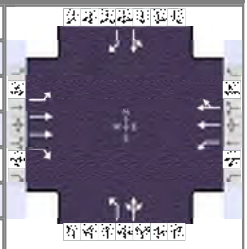
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	93	786	147	84	306	304	113	180			60	85
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1795	1598	1810	1885	1867	1795	1684			1864	1610
Queue Service Time (g_s), s	6.6	15.8	5.7	6.0	11.1	11.1	7.6	13.7			4.0	6.8
Cycle Queue Clearance Time (g_c), s	6.6	15.8	5.7	6.0	11.1	11.1	7.6	13.7			4.0	6.8
Green Ratio (*g/C*)	0.06	0.57	0.57	0.06	0.56	0.56	0.12	0.12			0.07	0.07
Capacity (*c*), veh/h	117	2031	904	106	1056	1046	221	207			127	109
Volume-to-Capacity Ratio (*X*)	0.799	0.387	0.163	0.790	0.290	0.291	0.510	0.872			0.472	0.777
Back of Queue (*Q*), ft/ln (95 th percentile)	140.4	261.2	93.4	127	208.3	205.7	158.9	261.9			88.3	132.1
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.4	3.7	5.1	8.3	8.2	6.3	10.5			3.5	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.72	0.00	0.50	0.58	0.00	0.00	0.72	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	60.0	15.7	13.5	60.4	15.0	15.0	53.3	56.0			58.3	59.6
Incremental Delay (d_2), s/veh	4.7	0.6	0.4	4.9	0.7	0.7	0.7	9.1			1.0	4.4
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.7	16.3	13.9	65.3	15.7	15.7	54.0	65.1			59.3	64.0
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	20.3	C		21.7	C		60.8	E		62.1	E	
Intersection Delay, s/veh / LOS	29.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.91	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.33	A	1.06	A	0.97	A	0.73	A

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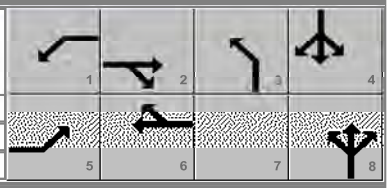
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG Mid.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	684	143	73	517	16	98	45	125	20	32	83

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.6	0.7	72.8	8.8	16.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.992	1.000	0.992	1.000	0.992	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.981	0.981	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.886	0.886		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3589	1598	1810	3654	99	1795	483	1201	717	1147	1610
Proportion of Vehicles Arriving on Green (P)	0.06	0.57	0.57	0.06	0.56	0.56	0.12	0.12	0.12	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.09			0.04	0.04

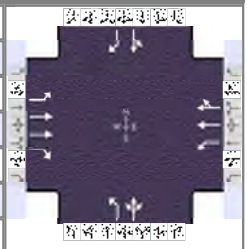
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.57	0.06	0.56		0.12		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1795		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.018	1.198	0.013	1.557	0.003	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.100	0.000	0.102	0.000	0.167	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1131.56	12.26	1120.14	12.58		72.19	245.93	50.00
Bicycle F_w / F_v	-3.64	0.85	-3.64	0.57	-3.64	0.48	-3.64	0.24

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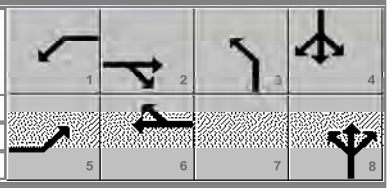
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG Mid....		
Project Description	23-018				

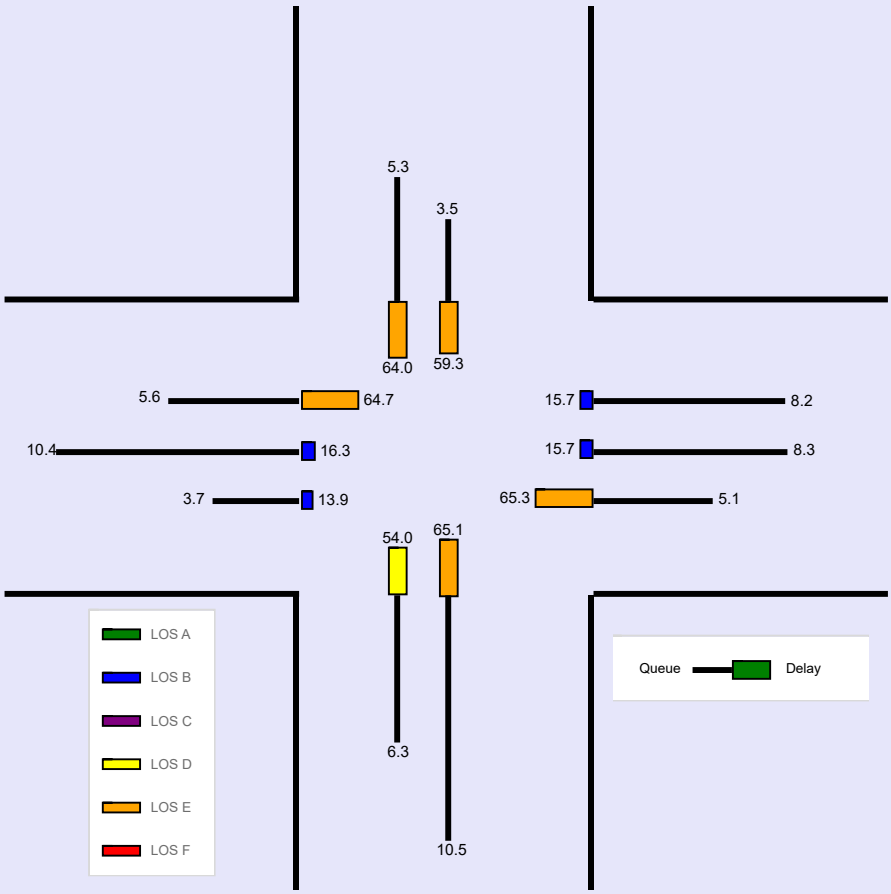


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	684	143	73	517	16	98	45	125	20	32	83

Signal Information					EB			WB			NB			SB		
Cycle, s	130.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	7.6	0.7		72.8	8.8	16.0	0.0					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0		4.5	4.0	4.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0		1.5	2.0	2.0	0.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140.4	261.2	93.4	127	208.3	205.7	158.9	261.9			88.3	132.1
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	10.4	3.7	5.1	8.3	8.2	6.3	10.5			3.5	5.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.72	0.00	0.50	0.58	0.00	0.00	0.72	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.7	16.3	13.9	65.3	15.7	15.7	54.0	65.1			59.3	64.0
Level of Service (LOS)	E	B	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	20.3	C		21.7	C		60.8	E		62.1	E	
Intersection Delay, s/veh / LOS	29.1						C					



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--- Messages ---

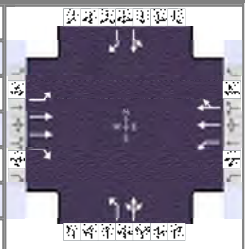
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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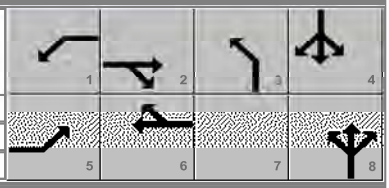
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG PM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	103	948	202	85	579	17	138	56	190	33	35	109

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	7.9	1.5	66.4	10.1	20.1	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	1.5	2.0	2.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	103	948	202	85	579	17	138	56	190	33	35	109
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	2	0	1		0	0			0	0
Ped / Bike / RTOR, /h	0	0	21	0	0	2	0	0	19	0	0	11
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

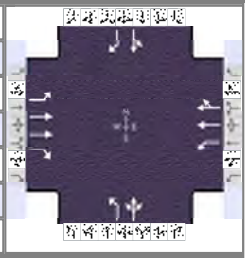
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

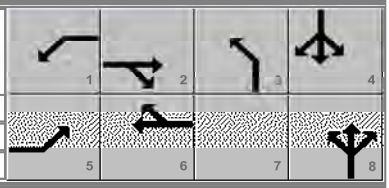
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG PM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	103	948	202	85	579	17	138	56	190	33	35	109

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	7.9	1.5	66.4	10.1	20.1	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	15.4	73.8	13.9	72.4		26.1		16.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	9.5		8.2			19.9		10.0
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.98		0.96			1.00		1.00
Max Out Probability	0.00		0.00			0.36		0.01

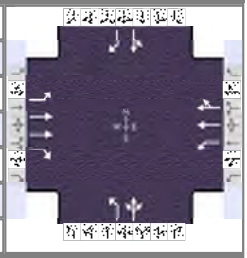
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	106	977	187	88	307	305	142	234			70	101
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1809	1585	1810	1885	1868	1810	1673			1855	1610
Queue Service Time (g_s), s	7.5	23.0	8.3	6.2	12.4	12.4	9.4	17.9			4.7	8.0
Cycle Queue Clearance Time (g_c), s	7.5	23.0	8.3	6.2	12.4	12.4	9.4	17.9			4.7	8.0
Green Ratio (*g/C*)	0.07	0.52	0.52	0.06	0.51	0.51	0.15	0.15			0.08	0.08
Capacity (*c*), veh/h	131	1887	827	110	962	954	280	259			145	126
Volume-to-Capacity Ratio (*X*)	0.813	0.518	0.226	0.795	0.319	0.320	0.508	0.904			0.484	0.804
Back of Queue (*Q*), ft/ln (95 th percentile)	159.4	362.1	139.1	132.3	233	229.8	192.7	355			102.8	156.6
Back of Queue (*Q*), veh/ln (95 th percentile)	6.4	14.5	5.5	5.3	9.2	9.2	7.7	14.2			4.1	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.82	0.00	0.75	0.60	0.00	0.00	0.88	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.4	20.4	16.9	60.2	18.6	18.6	50.4	54.0			57.4	59.0
Incremental Delay (d_2), s/veh	4.5	1.0	0.6	4.8	0.9	0.9	0.5	23.7			0.9	4.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.0	21.4	17.5	65.0	19.5	19.5	50.9	77.7			58.4	63.4
Level of Service (LOS)	E	C	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	24.4	C		25.2	C		67.6	E		61.3	E	
Intersection Delay, s/veh / LOS	33.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.93	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.54	B	1.07	A	1.11	A	0.77	A

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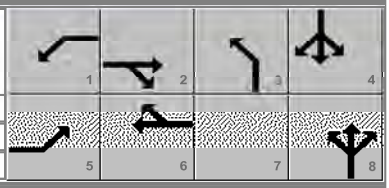
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG PM.…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	103	948	202	85	579	17	138	56	190	33	35	109

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.9	1.5	66.4	10.1	20.1	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	0.984	1.000	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.976	0.976	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.991	0.991		0.881	0.881		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3618	1585	1810	3659	95	1810	413	1260	900	955	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.52	0.52	0.06	0.51	0.51	0.15	0.15	0.15	0.08	0.08	0.08
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.28			0.04	0.04

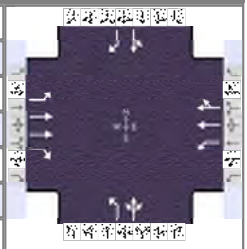
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.52	0.06	0.51		0.15		0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.027	1.198	0.016	1.557	0.003	1.710	0.030
Pedestrian F_s / F_{delay}	0.000	0.108	0.000	0.110	0.000	0.167	0.000	0.154
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1043.31	14.87	1020.82	15.58		72.19	309.53	46.44
Bicycle F_w / F_v	-3.64	1.05	-3.64	0.58	-3.64	0.62	-3.64	0.28

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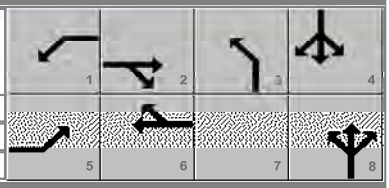
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 BG PM....		
Project Description	23-018				

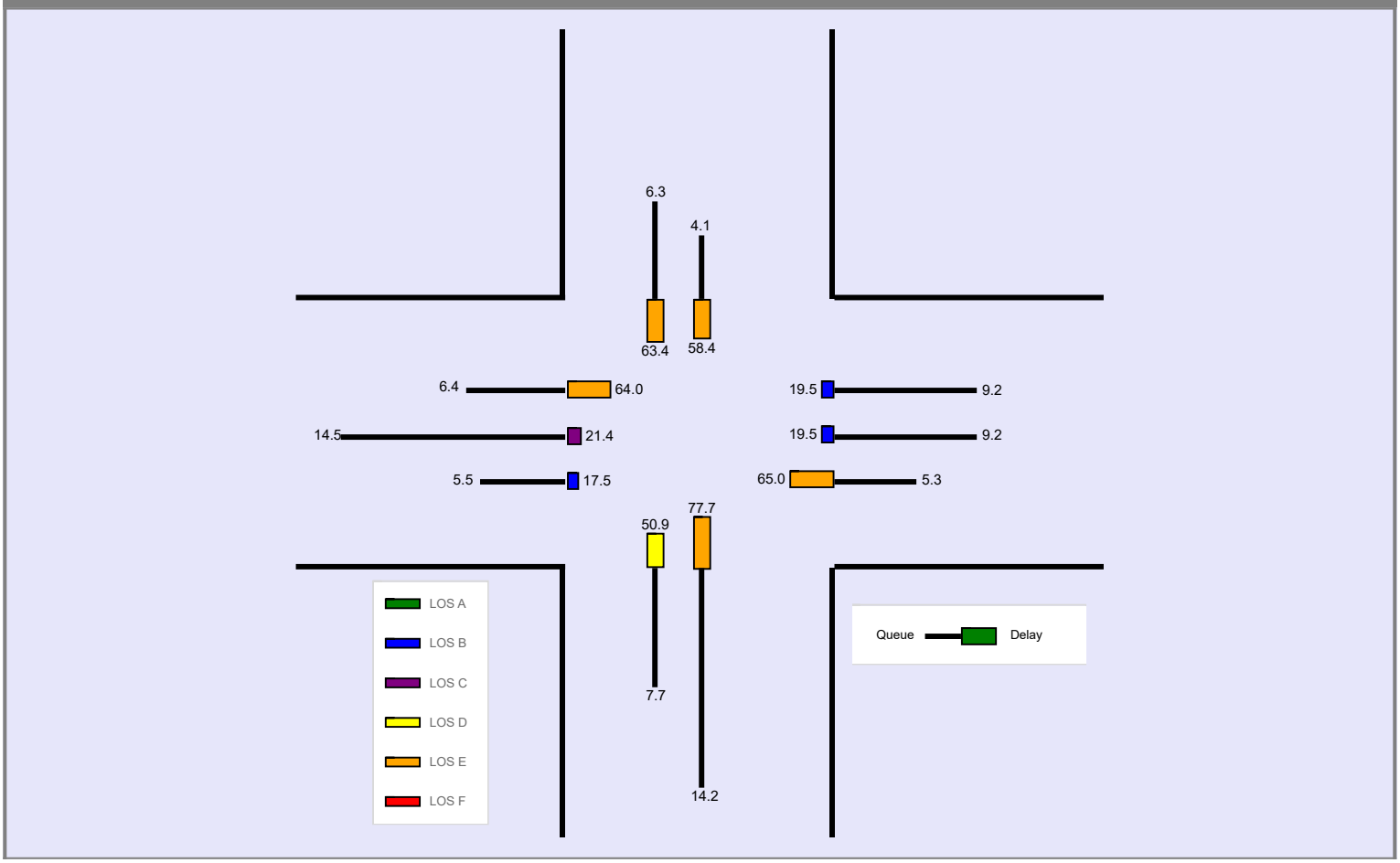


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	103	948	202	85	579	17	138	56	190	33	35	109

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.9	1.5	66.4	10.1	20.1	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
				Red	1.5	0.0	1.5	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	159.4	362.1	139.1	132.3	233	229.8	192.7	355			102.8	156.6
Back of Queue (*Q*), veh/ln (95 th percentile)	6.4	14.5	5.5	5.3	9.2	9.2	7.7	14.2			4.1	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.82	0.00	0.75	0.60	0.00	0.00	0.88	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.0	21.4	17.5	65.0	19.5	19.5	50.9	77.7			58.4	63.4
Level of Service (LOS)	E	C	B	E	B	B	D	E			E	E
Approach Delay, s/veh / LOS	24.4	C		25.2	C		67.6	E		61.3	E	
Intersection Delay, s/veh / LOS	33.6						C					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

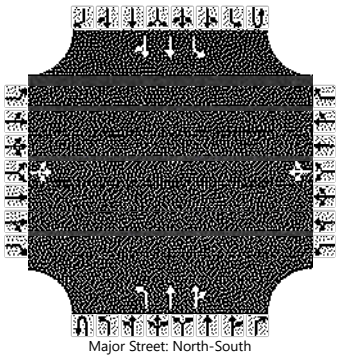
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		13	5	5		7	6	19	0	30	581	7	0	55	396	10
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				34			32				59		
Capacity, c (veh/h)			346				436			1138				966		
v/c Ratio			0.07				0.08			0.03				0.06		
95% Queue Length, Q_{95} (veh)			0.2				0.3			0.1				0.2		
Control Delay (s/veh)			16.2				14.0			8.3				9.0		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	16.2				14.0				0.4				1.1			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

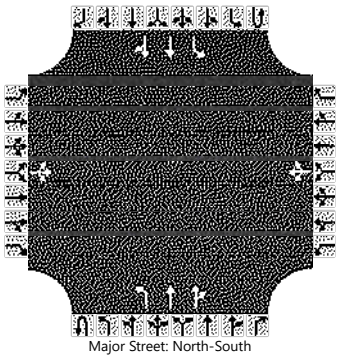
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build MID
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		9	14	11		9	10	18	0	24	390	6	0	73	547	11
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			38				41			27				81		
Capacity, c (veh/h)			323				404			970				1131		
v/c Ratio			0.12				0.10			0.03				0.07		
95% Queue Length, Q_{95} (veh)			0.4				0.3			0.1				0.2		
Control Delay (s/veh)			17.6				14.9			8.8				8.4		
Level of Service (LOS)			C				B			A				A		
Approach Delay (s/veh)	17.6				14.9				0.5				1.0			
Approach LOS	C				B				A				A			

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HCS Two-Way Stop-Control Report

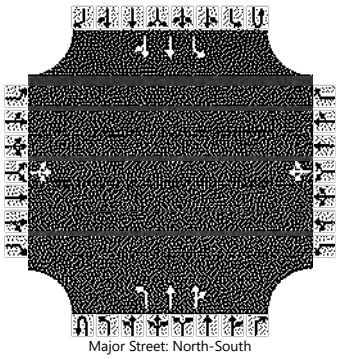
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		12	10	18		11	5	17	0	28	459	17	0	138	711	15
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

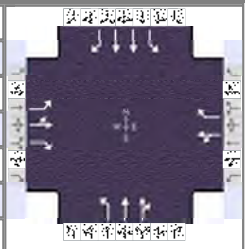
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			43				35			30				147		
Capacity, c (veh/h)			251				319			852				1069		
v/c Ratio			0.17				0.11			0.03				0.14		
95% Queue Length, Q_{95} (veh)			0.6				0.4			0.1				0.5		
Control Delay (s/veh)			22.3				17.7			9.4				8.9		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	22.3				17.7				0.5				1.4			
Approach LOS	C				C				A				A			

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HCS Signalized Intersection Input Data

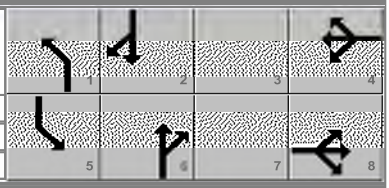
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	8	35	2	11	5	18	384	4	1	232	169

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.8	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	8	35	2	11	5	18	384	4	1	232	169
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0	0		0	0	0	0		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

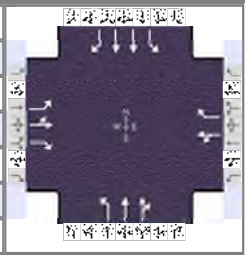
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

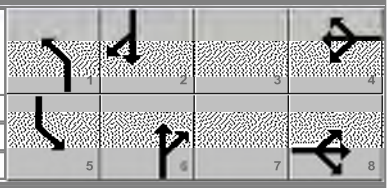
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	8	35	2	11	5	18	384	4	1	232	169

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.8	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.1		7.7	8.0	27.8	6.1	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.5		2.4	2.6	6.8	2.0	7.2
Green Extension Time (g_e), s		0.8		0.0	0.0	6.4	0.0	6.4
Phase Call Probability		0.94		0.27	0.28	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

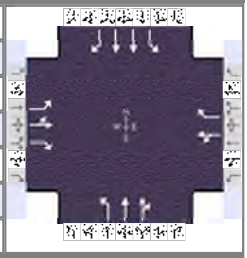
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	125	9	39		15	4	20	218	217	1	261	190
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1900			1885	1610	1810	1900	1895	1810	1795	
Queue Service Time (g_s), s	3.5	0.2			0.4	0.2	0.6	4.8	4.8	0.0	3.0	
Cycle Queue Clearance Time (g_c), s	3.5	0.2			0.4	0.2	0.6	4.8	4.8	0.0	3.0	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.03	0.37	0.37	0.00	0.34	
Capacity (*c*), veh/h	345	365			60	51	61	706	704	5	1222	
Volume-to-Capacity Ratio (*X*)	0.361	0.025			0.242	0.087	0.333	0.308	0.309	0.248	0.213	
Back of Queue (*Q*), ft/ln (95 th percentile)	66.2	4.3			10.6	3.2	13	77.3	77.2	1.2	46.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	0.2			0.4	0.1	0.5	3.1	3.1	0.0	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh	20.6	19.3			27.7	27.6	27.7	13.1	13.1	29.2	13.8	
Incremental Delay (d_2), s/veh	0.8	0.0			2.7	1.0	2.4	0.4	0.4	10.2	0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.4	19.3	0.0		30.5	28.6	30.1	13.5	13.5	39.5	13.9	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.5	B		30.0	C		14.2	B		8.1	A	
Intersection Delay, s/veh / LOS	12.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.77	A	0.52	A	0.86	A	0.86	A

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HCS Signalized Intersection Intermediate Values

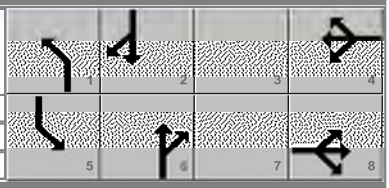
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	8	35	2	11	5	18	384	4	1	232	169

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.8	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.992	0.992		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.997	0.997		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1795	1900	1610	290	1595	1610	1810	3765	29	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.03	0.37	0.37	0.00	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

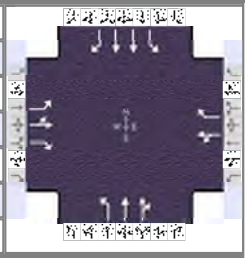
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.03	0.37	0.00	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1795		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.133	0.000	0.098	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-231.54	36.56	63.90	27.52	743.14	11.60	681.04	12.77
Bicycle F_w / F_v	-3.64	0.29	-3.64	0.03	-3.64	0.38	-3.64	0.37

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HCS Signalized Intersection Results Graphical Summary

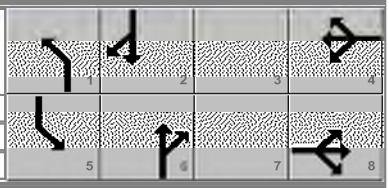
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG AM.xus		
Project Description	23-018				



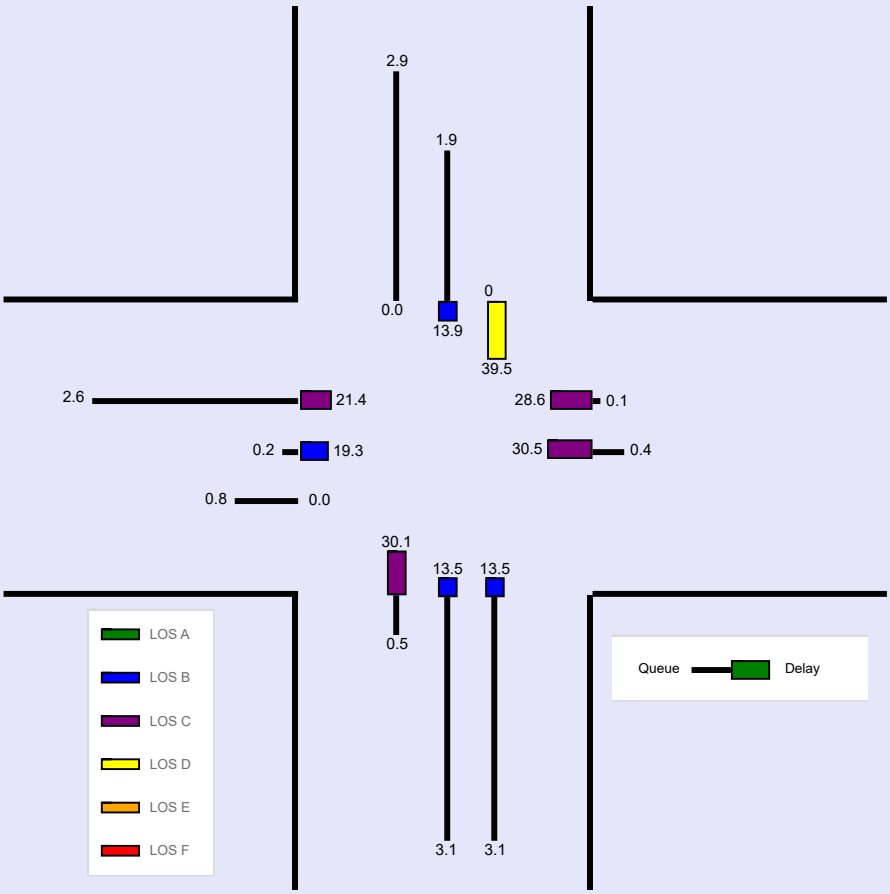
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	111	8	35	2	11	5	18	384	4	1	232	169

Signal Information			
Cycle, s	58.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.1	1.8	20.0	11.3	1.9	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	66.2	4.3			10.6	3.2	13	77.3	77.2	1.2	46.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.6	0.2			0.4	0.1	0.5	3.1	3.1	0.0	1.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.00	0.00	
Control Delay (*d*), s/veh	21.4	19.3	0.0		30.5	28.6	30.1	13.5	13.5	39.5	13.9	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	16.5		B	30.0		C	14.2		B	8.1		A
Intersection Delay, s/veh / LOS	12.3						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

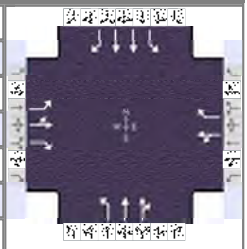
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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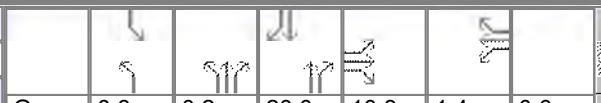
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG Mid.xus		
Project Description	23-018				

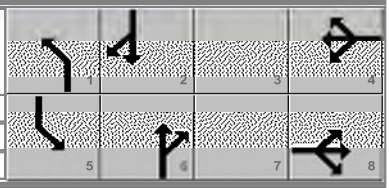


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	9	34	2	5	6	9	224	1	6	323	152

Signal Information			
Cycle, s	56.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	0.2	20.0	10.8	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	9	34	2	5	6	9	224	1	6	323	152
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	11	3		0	1	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

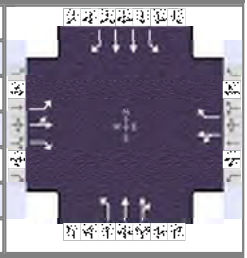
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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HCS Signalized Intersection Results Summary

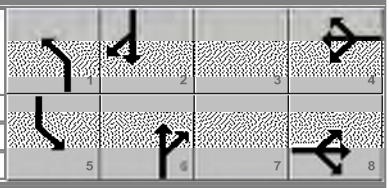
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	9	34	2	5	6	9	224	1	6	323	152

Signal Information			
Cycle, s	56.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.8	0.2	20.0	10.8	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		16.6		7.2	7.0	26.2	6.8	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		4.6		2.2	2.3	4.7	2.2	6.4
Green Extension Time (g_e), s		0.7		0.0	0.0	6.0	0.0	6.0
Phase Call Probability		0.90		0.19	0.15	1.00	0.10	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

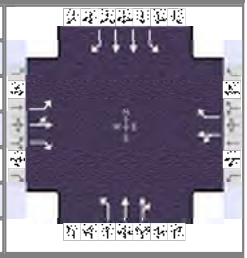
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	98	10	39		8	6	10	255	0	7	367	173
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1873	1610	1654	1856	0	1810	1795	
Queue Service Time (g_s), s	2.6	0.2			0.2	0.2	0.3	2.7	0.0	0.2	4.2	
Cycle Queue Clearance Time (g_c), s	2.6	0.2			0.2	0.2	0.3	2.7	0.0	0.2	4.2	
Green Ratio (*g/C*)	0.19	0.19			0.02	0.02	0.02	0.36		0.01	0.35	
Capacity (*c*), veh/h	345	362			45	39	30	1321		26	1263	
Volume-to-Capacity Ratio (*X*)	0.284	0.028			0.178	0.148	0.336	0.193	0.000	0.261	0.291	
Back of Queue (*Q*), ft/ln (95 th percentile)	48.6	4.8			5.9	4.3	7.9	42.3	0	4.3	63.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	0.2			0.2	0.2	0.3	1.7	0.0	0.2	2.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.03	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	19.7	18.7			27.2	27.2	27.5	12.7		27.7	13.3	
Incremental Delay (d_2), s/veh	0.6	0.0			2.5	2.3	4.7	0.1	0.0	1.9	0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	20.3	18.8	0.0		29.7	29.5	32.3	12.8		29.7	13.5	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.8	B		29.6	C		13.5	B		9.4	A	
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.73	A	0.51	A	0.71	A	0.94	A

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HCS Signalized Intersection Intermediate Values

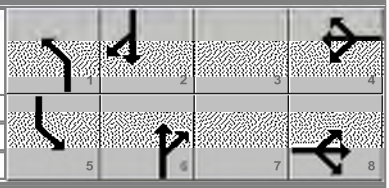
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	9	34	2	5	6	9	224	1	6	323	152

Signal Information			
Cycle, s	56.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.8	0.2	20.0	10.8	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.914	0.977	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.986	0.986		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	535	1338	1610	1654	3711	0	1810	3589	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.36	0.00	0.01	0.35	0.35
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17		0.04	0.17	0.17

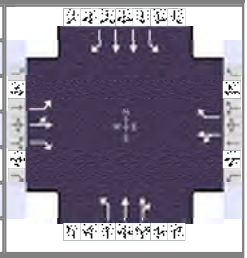
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.02	0.02	0.36	0.01	0.35
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.134	0.000	0.132	0.000	0.099	0.000	0.099
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-239.35	35.62	47.78	27.07	712.02	11.78	704.01	11.93
Bicycle F_w / F_v	-3.64	0.24	-3.64	0.02	-3.64	0.22	-3.64	0.45

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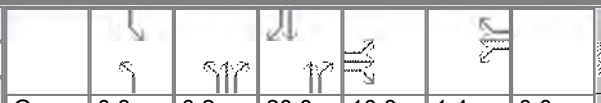
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	MID	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG Mid.xus		
Project Description	23-018				

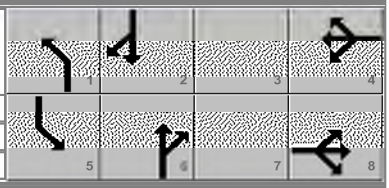


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	9	34	2	5	6	9	224	1	6	323	152

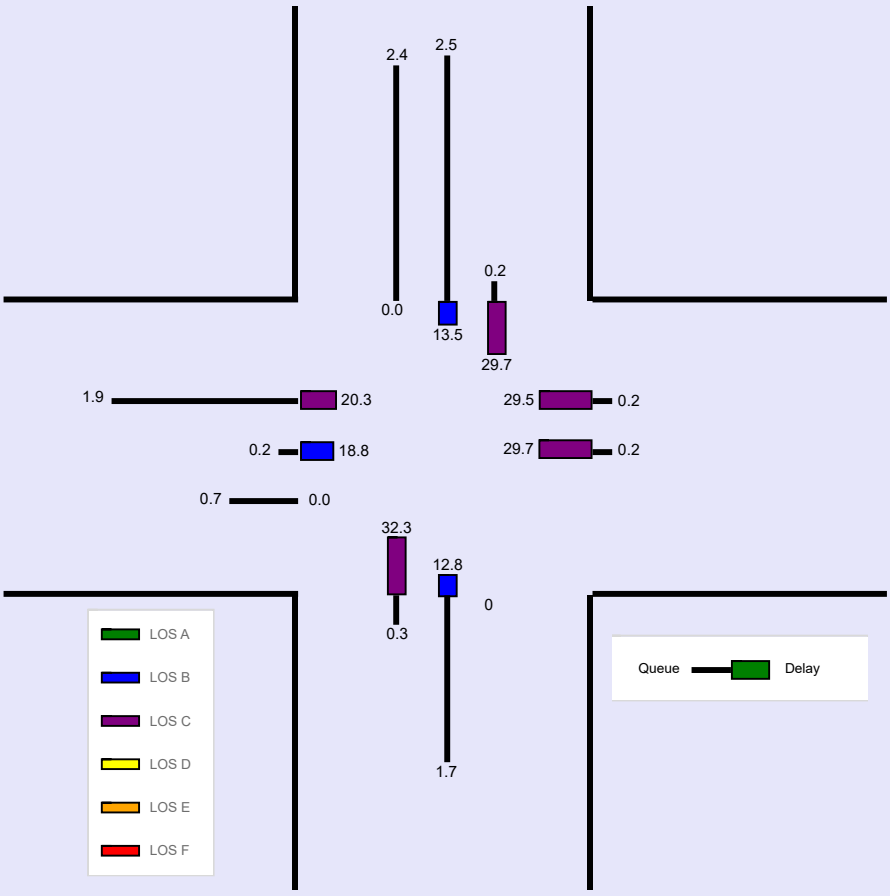
Signal Information			
Cycle, s	56.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.8	0.2	20.0	10.8	1.4	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	48.6	4.8			5.9	4.3	7.9	42.3	0	4.3	63.3	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.9	0.2			0.2	0.2	0.3	1.7	0.0	0.2	2.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.03	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	20.3	18.8	0.0		29.7	29.5	32.3	12.8		29.7	13.5	0.0
Level of Service (LOS)	C	B	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	14.8		B	29.6		C	13.5		B	9.4		A
Intersection Delay, s/veh / LOS	11.6						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

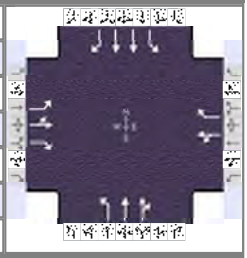
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

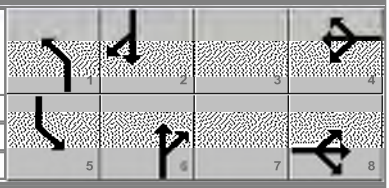
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	12	39	5	2	10	22	270	6	9	426	182

Signal Information			
Cycle, s	59.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.1	20.0	11.4	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	12	39	5	2	10	22	270	6	9	426	182
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	0		0	0	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

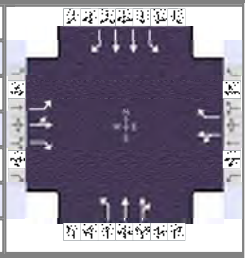
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

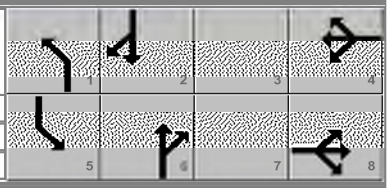
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	12	39	5	2	10	22	270	6	9	426	182

Signal Information			
Cycle, s	59.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.1	20.0	11.4	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.2		7.5	8.2	27.1	7.2	26.0
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.7		2.3	2.7	5.2	2.3	7.6
Green Extension Time (g_e), s		0.9		0.0	0.0	7.1	0.0	7.0
Phase Call Probability		0.95		0.24	0.32	1.00	0.15	1.00
Max Out Probability		0.00		0.00	0.00	0.00	0.00	0.00

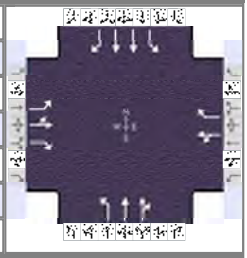
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	131	13	41		7	10	23	147	146	10	453	194
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1900	1888	1810	1809	
Queue Service Time (g_s), s	3.7	0.3			0.2	0.3	0.7	3.2	3.2	0.3	5.6	
Cycle Queue Clearance Time (g_c), s	3.7	0.3			0.2	0.3	0.7	3.2	3.2	0.3	5.6	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.36	0.36	0.02	0.34	
Capacity (*c*), veh/h	351	368			53	47	69	679	675	36	1227	
Volume-to-Capacity Ratio (*X*)	0.373	0.035			0.140	0.205	0.341	0.216	0.216	0.268	0.369	
Back of Queue (*Q*), ft/ln (95 th percentile)	69.3	6.2			5.4	7.3	14.9	51.6	51.6	6.1	86.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	0.2			0.2	0.3	0.6	2.1	2.1	0.2	3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	20.7	19.3			27.9	28.0	27.7	13.2	13.2	28.5	14.7	
Incremental Delay (d_2), s/veh	0.9	0.1			1.6	2.9	2.2	0.2	0.2	1.5	0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	21.5	19.3	0.0		29.5	30.8	29.8	13.4	13.4	30.0	15.0	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.6	B		30.2	C		14.7	B		10.8	B	
Intersection Delay, s/veh / LOS	13.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.29	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.79	A	0.52	A	0.75	A	1.03	A

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HCS Signalized Intersection Intermediate Values

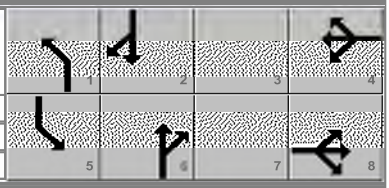
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	12	39	5	2	10	22	270	6	9	426	182

Signal Information			
Cycle, s	59.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.1	20.0	11.4	1.7	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.993	0.993		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3719	69	1810	3618	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.36	0.36	0.02	0.34	0.34
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

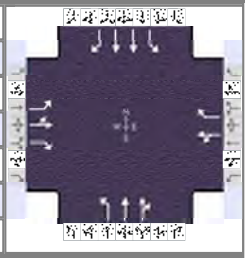
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.36	0.02	0.34
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.136	0.000	0.133	0.000	0.100	0.000	0.102
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-230.66	36.67	57.84	27.80	714.70	12.18	678.45	12.87
Bicycle F_w / F_v	-3.64	0.31	-3.64	0.03	-3.64	0.26	-3.64	0.54

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HCS Signalized Intersection Results Graphical Summary

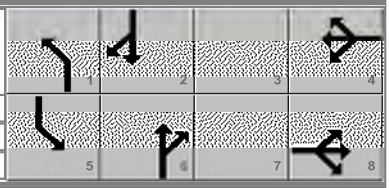
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2045	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 BG PM.xus		
Project Description	23-018				



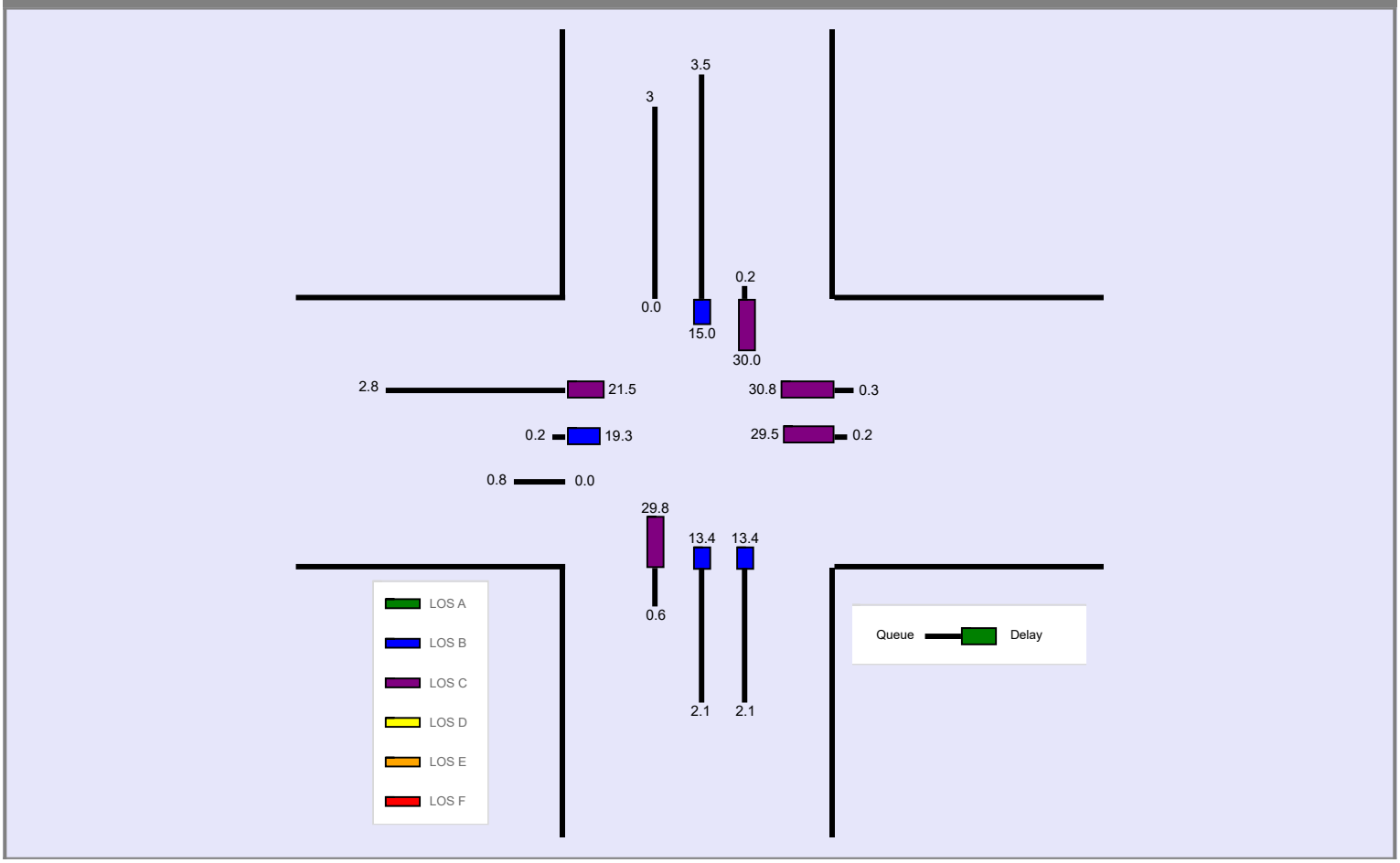
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	123	12	39	5	2	10	22	270	6	9	426	182

Signal Information			
Cycle, s	59.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.1	20.0	11.4	1.7	0.0
Yellow	5.0	0.0	5.0	3.8	3.8	0.0
Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	69.3	6.2			5.4	7.3	14.9	51.6	51.6	6.1	86.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.8	0.2			0.2	0.3	0.6	2.1	2.1	0.2	3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.05	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	21.5	19.3	0.0		29.5	30.8	29.8	13.4	13.4	30.0	15.0	0.0
Level of Service (LOS)	C	B	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	16.6		B	30.2		C	14.7		B	10.8		B
Intersection Delay, s/veh / LOS	13.0						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

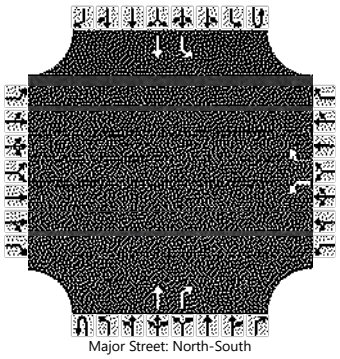
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						161		68			483	78		37	230	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						177		75						41		
Capacity, c (veh/h)						313		552						959		
v/c Ratio						0.57		0.14						0.04		
95% Queue Length, Q_{95} (veh)						3.3		0.5						0.1		
Control Delay (s/veh)						30.5		12.5						8.9		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						25.1								1.2		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

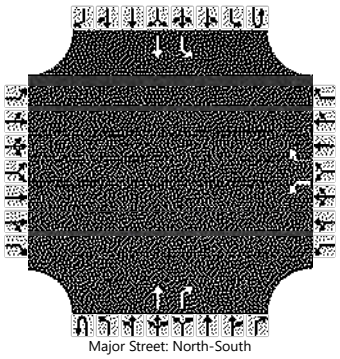
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build MID
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						116		46			351	78		55	303	
Percent Heavy Vehicles (%)						0		2						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.22						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.32						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						123		49						59		
Capacity, c (veh/h)						332		673						1115		
v/c Ratio						0.37		0.07						0.05		
95% Queue Length, Q_{95} (veh)						1.7		0.2						0.2		
Control Delay (s/veh)						22.1		10.8						8.4		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						18.9								1.3		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

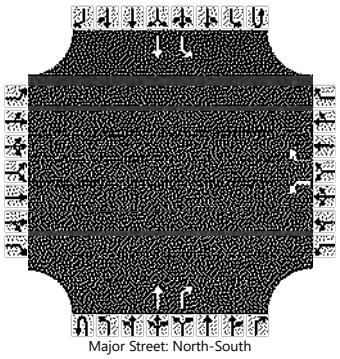
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						127		74			358	86		95	430	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No				No						
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						131		76						98		
Capacity, c (veh/h)						245		681						1114		
v/c Ratio						0.53		0.11						0.09		
95% Queue Length, Q_{95} (veh)						2.9		0.4						0.3		
Control Delay (s/veh)						35.3		11.0						8.5		
Level of Service (LOS)						E		B						A		
Approach Delay (s/veh)						26.4								1.5		
Approach LOS						D								A		

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HCS Two-Way Stop-Control Report

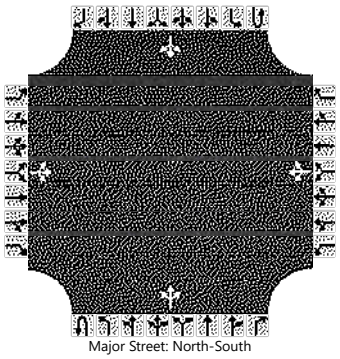
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		12	0	38		0	446	8		13	248	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				65			0				17		
Capacity, c (veh/h)			0				404			1249				996		
v/c Ratio							0.16			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.6			0.0				0.1		
Control Delay (s/veh)							15.6			7.9	0.0	0.0		8.7	0.2	0.2
Level of Service (LOS)							C			A	A	A		A	A	A
Approach Delay (s/veh)					15.6				0.0				0.6			
Approach LOS					C				A				A			

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HCS Two-Way Stop-Control Report

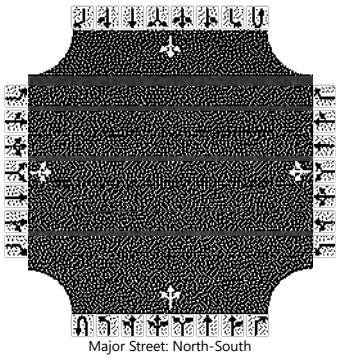
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build MID
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		7	0	16		0	302	4		20	350	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				25			0				22		
Capacity, c (veh/h)			0				525			1193				1242		
v/c Ratio							0.05			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.1		
Control Delay (s/veh)							12.2			8.0	0.0	0.0		7.9	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)					12.2				0.0				0.6			
Approach LOS					B				A				A			

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HCS Two-Way Stop-Control Report

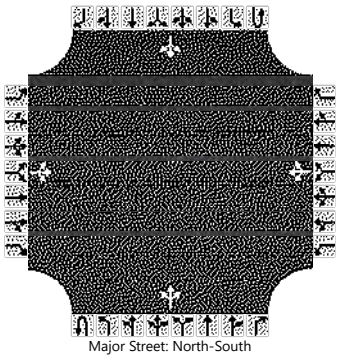
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 No Build PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	0	1		11	1	22		0	351	17		31	469	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				37			0				33		
Capacity, c (veh/h)			314				400			1071				1174		
v/c Ratio			0.01				0.09			0.00				0.03		
95% Queue Length, Q_{95} (veh)			0.0				0.3			0.0				0.1		
Control Delay (s/veh)			16.5				14.9			8.4	0.0	0.0		8.2	0.3	0.3
Level of Service (LOS)			C				B			A	A	A		A	A	A
Approach Delay (s/veh)	16.5				14.9				0.0				0.8			
Approach LOS	C				B				A				A			

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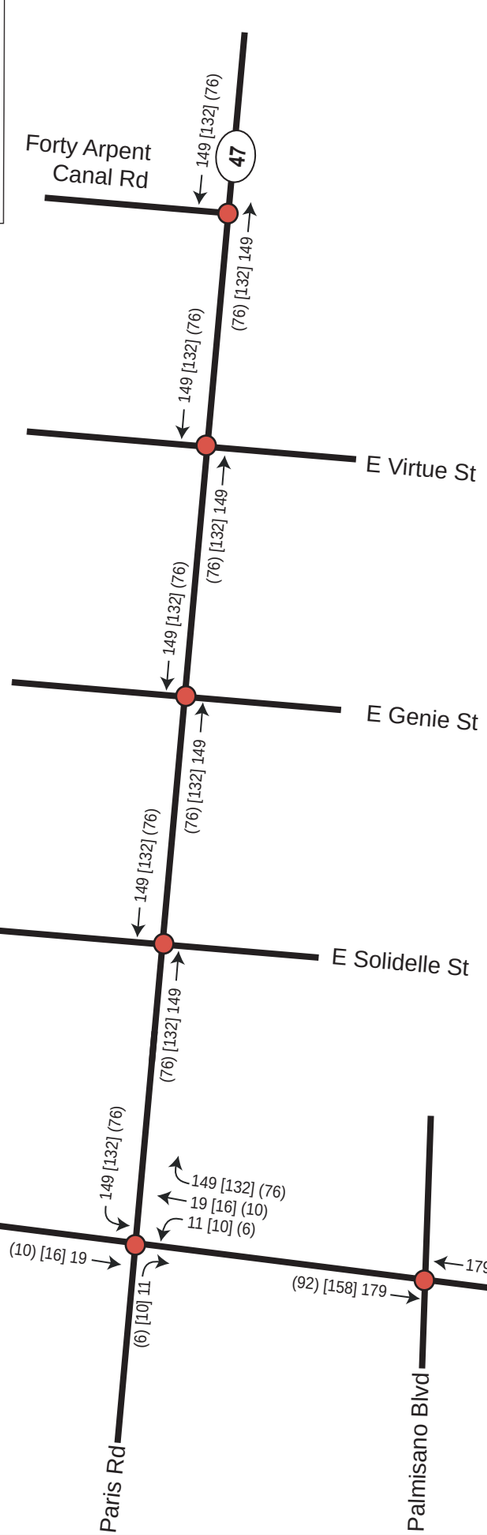
Appendix H
2045 No Build and Build Conditions

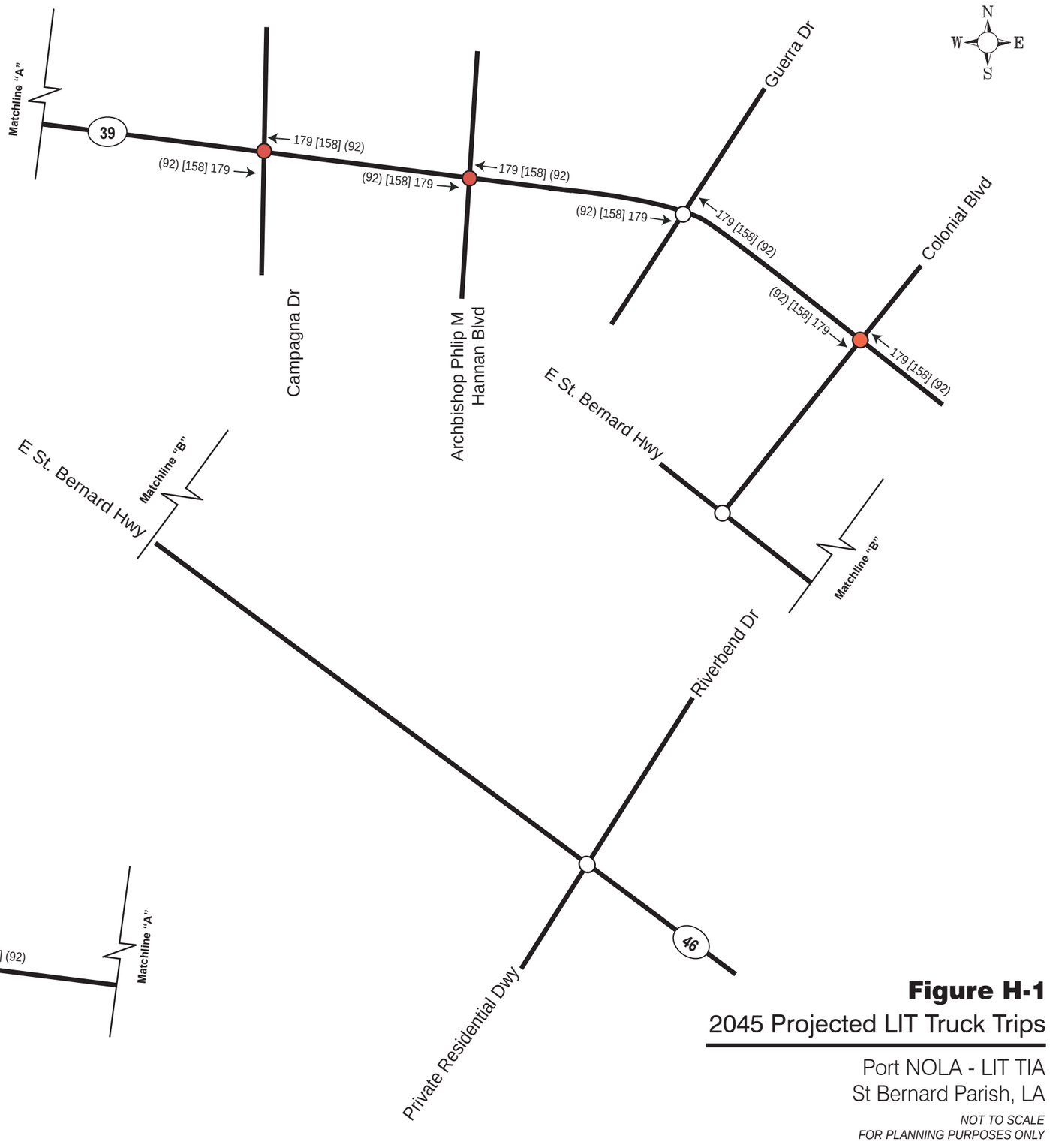
Appendix H.2 2045 Project Truck Trip Figures

URBAN SYSTEMS inc.

LEGEND:

- X AM Peak Hour Trucks
- [X] Mid-day (School) Peak Hour Trucks
- (X) PM Peak Hour Trucks
- Signalized Intersection
- Unsignalized Intersection





URBAN SYSTEMS inc.

Figure H-1
2045 Projected LIT Truck Trips

Port NOLA - LIT TIA
St Bernard Parish, LA

NOT TO SCALE
FOR PLANNING PURPOSES ONLY

LIT Traffic Impact Analysis

Appendix H
2045 No Build and Build Conditions

Appendix H.3 2045 Build Conditions Capacity Analysis

URBAN SYSTEMS inc.

Project # 23-018

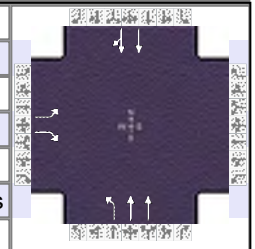
Appendix H
2045 No Build and Build Conditions

Appendix H.3 2045 Build Conditions Capacity Analysis

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

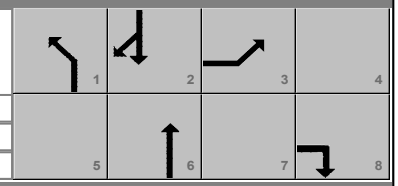


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		24				38	1178			1267	6

Signal Information			
Cycle, s	90.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.2	65.0	3.5	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		24				38	1178			1267	6
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	14			15	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

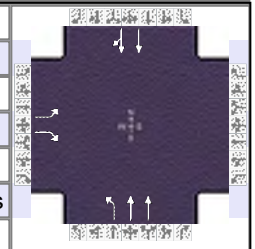
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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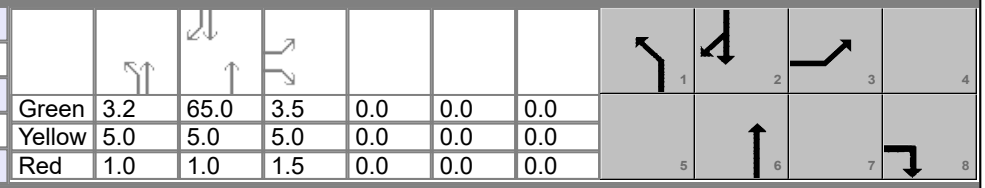
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		24				38	1178			1267	6

Signal Information			
Cycle, s	90.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	3.2	65.0	3.5	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.5	0.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		10.0			9.2	80.2		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.6			2.6	1.0		1.0
Queue Clearance Time (g_s), s		5.5			4.0	12.5		46.6
Green Extension Time (g_e), s		0.0			0.0	0.2		0.2
Phase Call Probability		0.44			0.64	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

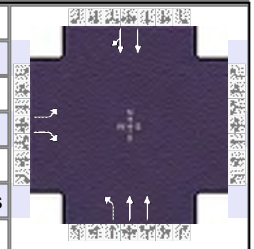
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	0		23				41	1280			692	691
Adjusted Saturation Flow Rate (*s*), veh/h/ln	0		1610				1810	1611			1678	1675
Queue Service Time (g_s), s	3.5		1.2				2.0	10.5			44.6	17.7
Cycle Queue Clearance Time (g_c), s	3.5		1.2				2.0	10.5			44.6	17.7
Green Ratio (*g/C*)	0.04		0.04				0.04	0.82			0.72	0.72
Capacity (*c*), veh/h	0		62				65	2651			1209	1207
Volume-to-Capacity Ratio (*X*)	0.000		0.366				0.638	0.483			0.572	0.572
Back of Queue (*Q*), ft/ln (95 th percentile)	0		23.6				42.6	69.5			242.1	216
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.9				1.7	2.5			8.6	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.28	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	0.0		42.3				42.9	2.4			6.0	6.0
Incremental Delay (d_2), s/veh	0.0		1.3				3.8	0.6			2.0	2.0
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	0.0		43.6				46.8	3.0			8.0	8.0
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			4.4		A	8.0		A
Intersection Delay, s/veh / LOS	6.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.14	B	0.62	A	1.85	B
Bicycle LOS Score / LOS		F	0.00	A	1.57	B	1.63	B

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HCS Signalized Intersection Intermediate Values

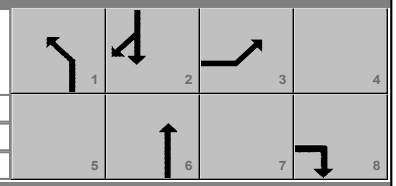
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		24				38	1178			1267	6

Signal Information			
Cycle, s	90.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.2	65.0	3.5	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.891	1.000	1.000	0.883	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3304	0	0	3340	13
Proportion of Vehicles Arriving on Green (P)	0.00	0.00	0.04	0.00	0.00	0.00	0.04	0.82	0.00	0.00	0.72	0.72
Incremental Delay Factor (k)			0.04				0.04	0.50			0.50	0.50

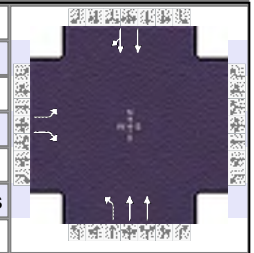
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.04			0.04	0.82		0.72
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		439
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.153	0.000	0.153	0.000	0.014	0.000	0.051
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		52.92		50.25	1645.48	1.42	1440.97	3.52
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.09	-3.64	1.14

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HCS Signalized Intersection Results Graphical Summary

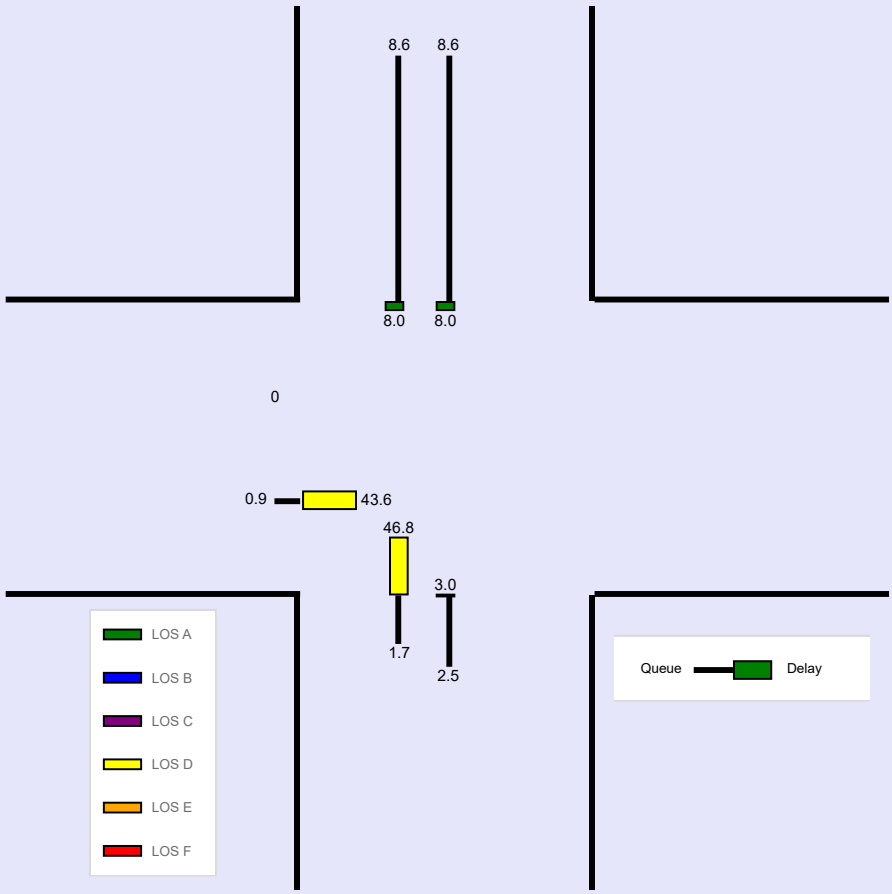
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	0		24				38	1178			1267	6

Signal Information					EB			WB			NB			SB		
Cycle, s	90.2	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	3.2	65.0		3.5	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.5	0.0	0.0	0.0					

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	0		23.6				42.6	69.5			242.1	216
Back of Queue (*Q*), veh/ln (95 th percentile)	0.0		0.9				1.7	2.5			8.6	8.6
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.28	0.00			0.00	0.00
Control Delay (*d*), s/veh	0.0		43.6				46.8	3.0			8.0	8.0
Level of Service (LOS)			D				D	A			A	A
Approach Delay, s/veh / LOS	43.6		D	0.0			4.4		A	8.0		A
Intersection Delay, s/veh / LOS	6.5						A					



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--- Messages ---

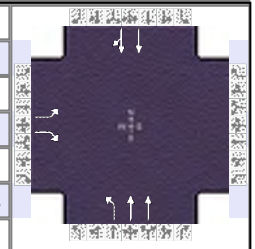
No errors or warnings exist.

--- Comments ---

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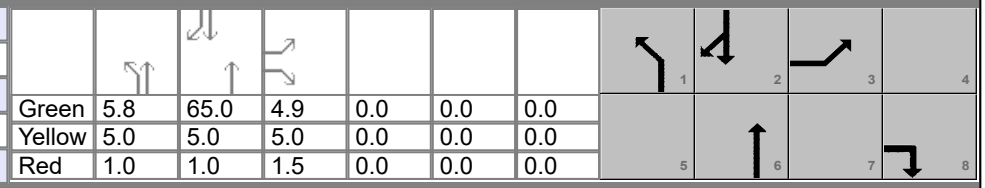
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7		30				82	1242			1206	11

Signal Information			
Cycle, s	94.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.8	65.0	4.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7		30				82	1242			1206	11
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	14			13	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	2
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

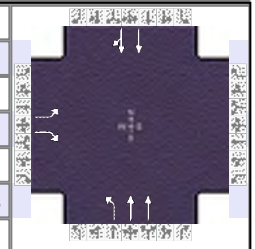
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

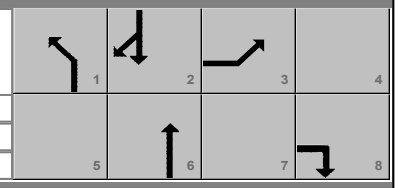
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7		30				82	1242			1206	11

Signal Information			
Cycle, s	94.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.8	65.0	4.9	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		11.4			11.8	82.8		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.5			2.6	1.0		1.0
Queue Clearance Time (g_s), s		3.6			6.4	13.9		40.1
Green Extension Time (g_e), s		0.0			0.1	0.2		0.2
Phase Call Probability		0.61			0.90	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

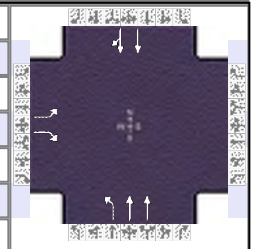
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	7		28				86	1307			640	639
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1611			1707	1703
Queue Service Time (g_s), s	0.4		1.6				4.4	11.9			38.1	17.5
Cycle Queue Clearance Time (g_c), s	0.4		1.6				4.4	11.9			38.1	17.5
Green Ratio (*g/C*)	0.05		0.05				0.06	0.82			0.69	0.69
Capacity (*c*), veh/h	93		83				112	2628			1178	1175
Volume-to-Capacity Ratio (*X*)	0.079		0.342				0.773	0.497			0.543	0.543
Back of Queue (*Q*), ft/ln (95 th percentile)	7.6		30				92.4	93.9			257.1	232.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.2				3.7	3.4			9.3	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.62	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.5		43.1				43.5	2.7			7.2	7.2
Incremental Delay (d_2), s/veh	0.1		0.9				4.2	0.7			1.8	1.8
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	42.7		44.0				47.8	3.4			9.0	9.0
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.7		D	0.0			6.1		A	9.0		A
Intersection Delay, s/veh / LOS	8.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.15	B	0.63	A	1.86	B
Bicycle LOS Score / LOS		F	0.00	A	1.63	B	1.54	B

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HCS Signalized Intersection Intermediate Values

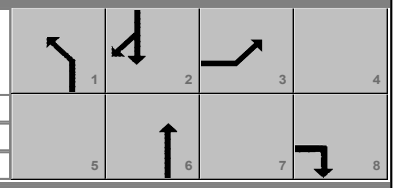
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7		30				82	1242			1206	11

Signal Information			
Cycle, s	94.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.8	65.0	4.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.891	1.000	1.000	0.899	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.997	0.997
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3304	0	0	3385	25
Proportion of Vehicles Arriving on Green (P)	0.05	0.00	0.05	0.00	0.00	0.00	0.06	0.82	0.00	0.00	0.69	0.69
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

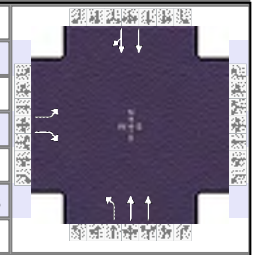
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.05			0.06	0.82		0.69
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		428
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.003	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.154	0.000	0.154	0.000	0.019	0.000	0.060
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		54.89		52.22	1631.21	1.60	1380.43	4.52
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.15	-3.64	1.06

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HCS Signalized Intersection Results Graphical Summary

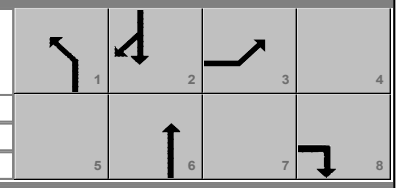
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected Mid.xus		
Project Description	23-018-1				



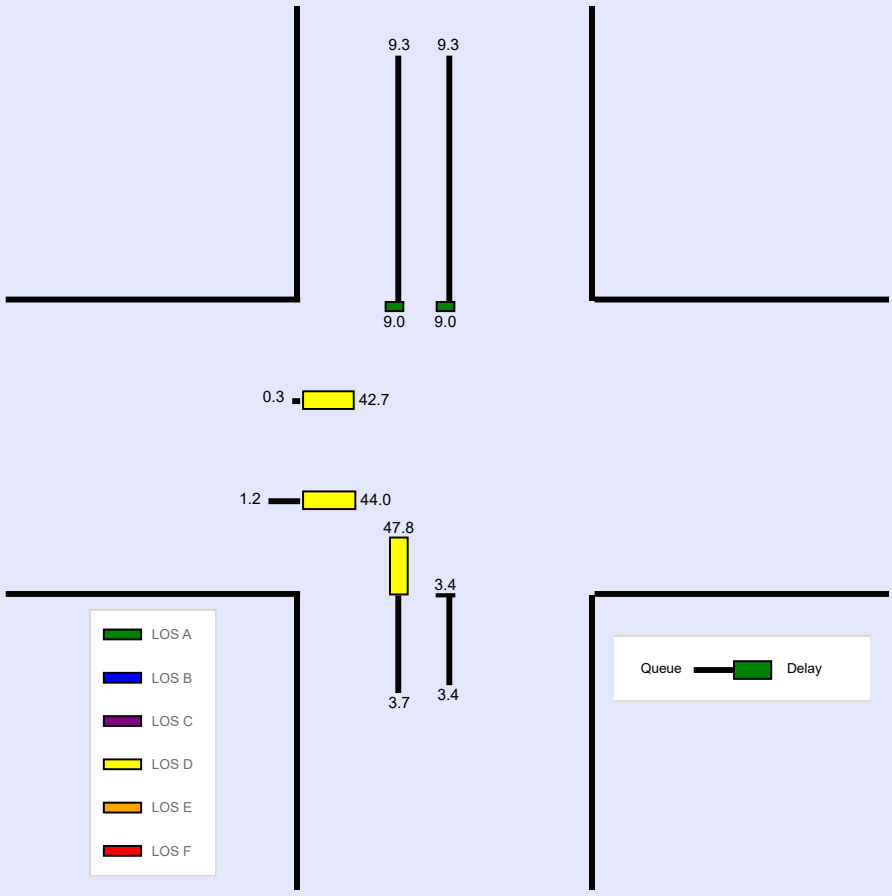
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	7		30				82	1242			1206	11

Signal Information			
Cycle, s	94.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.8	65.0	4.9	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.5	0.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	7.6		30				92.4	93.9			257.1	232.5
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		1.2				3.7	3.4			9.3	9.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.62	0.00			0.00	0.00
Control Delay (*d*), s/veh	42.7		44.0				47.8	3.4			9.0	9.0
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	43.7	D		0.0			6.1	A		9.0	A	
Intersection Delay, s/veh / LOS	8.0						A					



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--- Messages ---

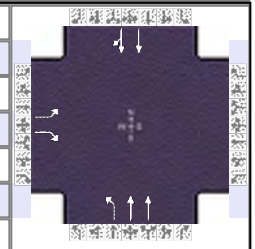
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

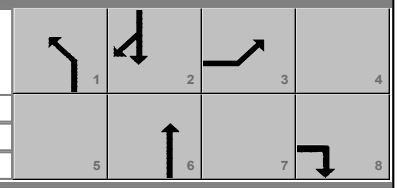
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		6				18	1626			1371	5

Signal Information			
Cycle, s	87.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.7	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		6				18	1626			1371	5
Initial Queue (Q_b), veh/h	0		0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	0		0				0	6			7	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	1
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	3
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	1.00
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				150	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20		20				40	40			40	40

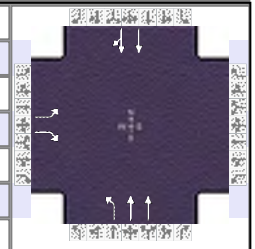
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	25.0			20.0	65.0		65.0
Yellow Change Interval (*Y*), s	5.0	5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s	1.5	1.5			1.0	1.0		1.0
Minimum Green (G_{min}), s	8	8			5	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0	2.0			1.5	0.0		0.0
Recall Mode	Off	Off			Off	Max		Max
Dual Entry	No	No			No	No		No
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

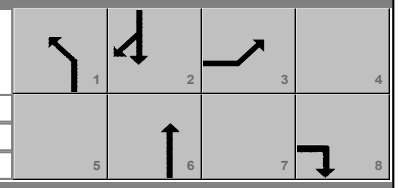
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		6				18	1626			1371	5

Signal Information			
Cycle, s	87.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.9	65.0	1.7	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.5	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		8.2			7.9	78.9		71.0
Change Period, ($Y+R_c$), s		6.5			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.4			2.6	1.0		1.0
Queue Clearance Time (g_s), s		2.3			2.9	16.2		45.7
Green Extension Time (g_e), s		0.0			0.0	0.3		0.3
Phase Call Probability		0.21			0.37	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

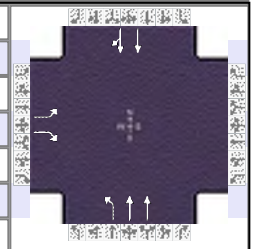
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3		18				1	6			2	12
Adjusted Flow Rate (*v*), veh/h	6		3				19	1730			732	731
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810		1610				1810	1724			1796	1794
Queue Service Time (g_s), s	0.3		0.2				0.9	14.2			43.7	15.1
Cycle Queue Clearance Time (g_c), s	0.3		0.2				0.9	14.2			43.7	15.1
Green Ratio (*g/C*)	0.02		0.02				0.02	0.84			0.75	0.75
Capacity (*c*), veh/h	34		31				39	2887			1342	1341
Volume-to-Capacity Ratio (*X*)	0.185		0.104				0.497	0.599			0.545	0.545
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		3.3				19.4	66.2			191.5	181.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.8	2.5			7.3	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.13	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	42.0		41.9				42.1	2.3			4.7	4.7
Incremental Delay (d_2), s/veh	1.0		0.5				3.6	0.9			1.6	1.6
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	43.0		42.5				45.7	3.2			6.3	6.3
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	42.8		D	0.0			3.7		A	6.3		A
Intersection Delay, s/veh / LOS	5.0						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.14	B	0.61	A	1.84	B
Bicycle LOS Score / LOS		F	0.00	A	1.93	B	1.69	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		6				18	1626			1371	5

Signal Information			
Cycle, s	87.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	1.9	65.0	1.7	0.0	0.0	0.0				
Yellow	5.0	5.0	5.0	0.0	0.0	0.0				
Red	1.0	1.0	1.5	0.0	0.0	0.0				

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000				1.000	0.953	1.000	1.000	0.945	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		0.999	0.999
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	1810	0	1610				1810	3535	0	0	3580	10
Proportion of Vehicles Arriving on Green (P)	0.02	0.00	0.02	0.00	0.00	0.00	0.02	0.84	0.00	0.00	0.75	0.75
Incremental Delay Factor (k)	0.04		0.04				0.04	0.50			0.50	0.50

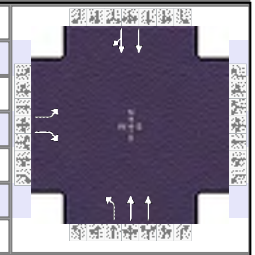
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		6.5			6.0	6.0		6.0
Green Ratio (g/C)		0.02			0.02	0.84		0.75
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810			0	0		285
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		65.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.389	0.001	0.000	0.009	1.198	0.004
Pedestrian F_s / F_{delay}	0.000	0.151	0.000	0.151	0.000	0.006	0.000	0.041
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b		51.33		48.65	1674.64	1.15	1494.13	2.78
Bicycle F_w / F_v	-3.64	Infinity	-3.64	-Infinity	-3.64	1.44	-3.64	1.21

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HCS Signalized Intersection Results Graphical Summary

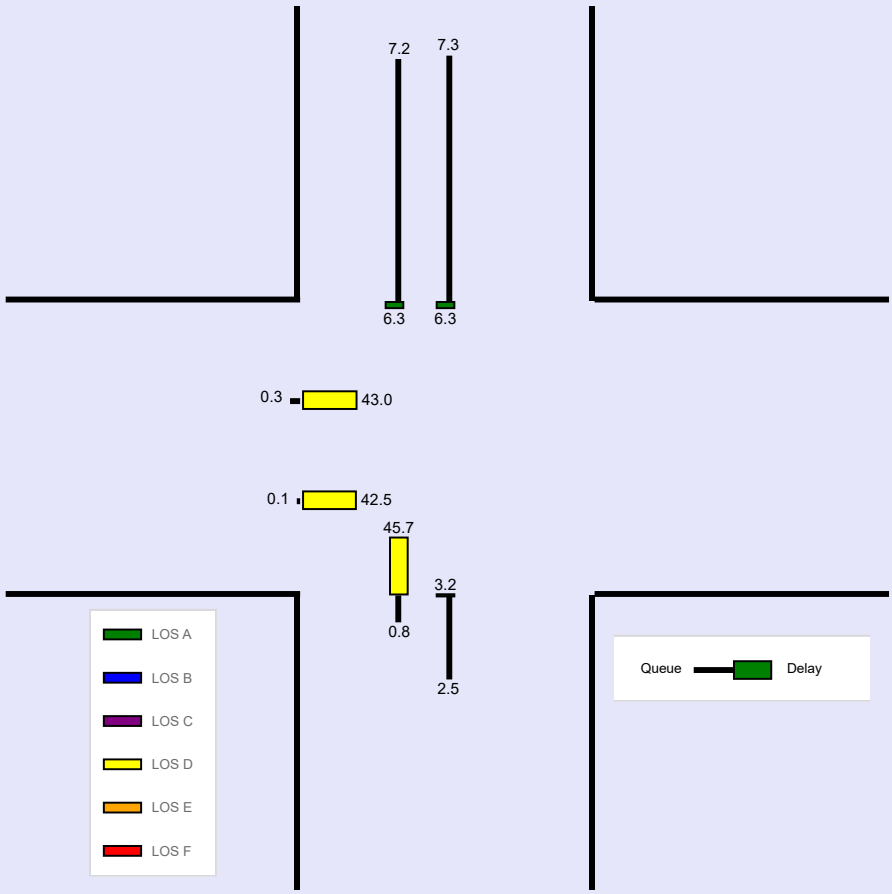
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Forty Arpent	File Name	Paris Rd at Forty Arpent Rd 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	6		6				18	1626			1371	5

Signal Information					EB			WB			NB			SB		
Cycle, s	87.0	Reference Phase	2		L	T	R	L	T	R	L	T	R	L	T	R
Offset, s	0	Reference Point	End	Green	1.9	65.0	1.7	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.5	0.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	6.5		3.3				19.4	66.2			191.5	181.2
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3		0.1				0.8	2.5			7.3	7.2
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.13	0.00			0.00	0.00
Control Delay (*d*), s/veh	43.0		42.5				45.7	3.2			6.3	6.3
Level of Service (LOS)	D		D				D	A			A	A
Approach Delay, s/veh / LOS	42.8	D		0.0			3.7	A		6.3	A	
Intersection Delay, s/veh / LOS	5.0						A					



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--- Messages ---

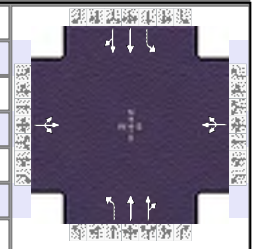
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

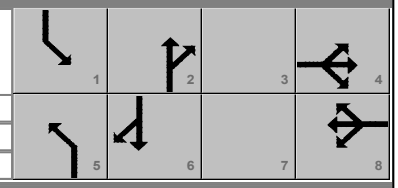
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	1	13	11	0	0	0	1203	26	0	1231	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.2	3.8	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	1	13	11	0	0	0	1203	26	0	1231	20
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	14		0	15	
Ped / Bike / RTOR, /h	0	0	2	0	0		0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

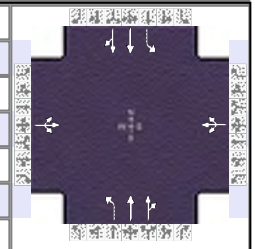
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		27.0		27.0	14.0	79.0	14.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

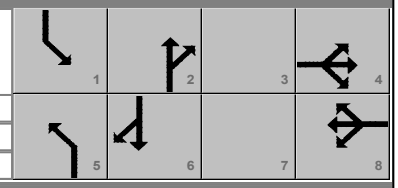
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	1	13	11	0	0	0	1203	26	0	1231	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.2	3.8	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		7.8		7.8	0.0	112.2	0.0	112.2
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	0.0	0.0	0.0	0.0
Queue Clearance Time (g_s), s		5.0		3.0				
Green Extension Time (g_e), s		0.2		0.2	0.0	0.0	0.0	0.0
Phase Call Probability		0.72		0.33				
Max Out Probability		0.00		0.00				

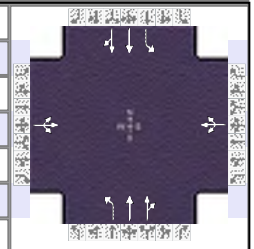
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		39			12		0	661	657	0	673	670
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1516			1423		1810	1693	1681	1810	1678	1669
Queue Service Time (g_s), s		2.1			0.0		0.0	8.2	8.2	0.0	8.6	8.6
Cycle Queue Clearance Time (g_c), s		3.0			1.0		0.0	8.2	8.2	0.0	8.6	8.6
Green Ratio (*g/C*)		0.03			0.03			0.89	0.89		0.89	0.89
Capacity (*c*), veh/h		98			105		2	1512	1502	2	1499	1491
Volume-to-Capacity Ratio (*X*)		0.394			0.112		0.000	0.437	0.438	0.000	0.449	0.449
Back of Queue (*Q*), ft/ln (95 th percentile)		57.8			16.9		0	31.3	28.9	0	34.6	30.9
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			0.7		0.0	1.1	1.2	0.0	1.2	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		57.7			56.7		0.0	1.1	1.1	0.0	1.1	1.1
Incremental Delay (d_2), s/veh		3.6			0.7		0.0	0.9	0.9	0.0	1.0	1.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		61.3			57.4		0.0	2.0	2.1	0.0	2.1	2.1
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.3	E		57.4	E		2.0	A		2.1	A	
Intersection Delay, s/veh / LOS	3.2						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.58	B
Bicycle LOS Score / LOS	0.55	A	0.51	A	1.58	B	1.60	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

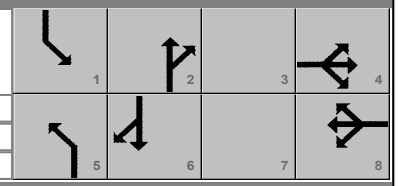


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	1	13	11	0	0	0	1203	26	0	1231	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	107.2	3.8	0.0	0.0	0.0	0.0						
Yellow	4.0	3.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.891	1.000	1.000	0.883	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.824	0.798		0.749	0.749		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.798		0.000	0.749		0.993	0.993		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1010	42	463	1423	0	0	1810	3310	63	1810	3299	48
Proportion of Vehicles Arriving on Green (P)	0.03	0.03	0.03	0.03	0.00	0.00	0.00	0.89	0.89	0.00	0.89	0.89
Incremental Delay Factor (k)		0.15			0.15			0.50	0.50		0.50	0.50

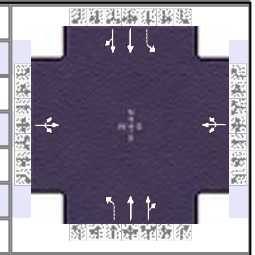
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.03		0.03	0.00	0.89	0.00	0.89
Permitted Saturation Flow Rate (s_p), veh/h/ln		1440		1423	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1566		1423				
Permitted Effective Green Time (g_p), s		3.8		3.8	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		2.8		0.8	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.1		0.0				
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.000	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.162	0.000	0.162	0.000	0.164	0.000	0.000
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	63.55	56.25	63.55	56.25	-83.33	65.10	1786.44	0.68
Bicycle F_w / F_v	-3.64	0.06	-3.64	0.02	-3.64	1.09	-3.64	1.11

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HCS Signalized Intersection Results Graphical Summary

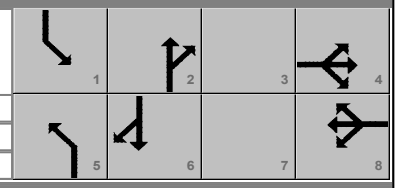
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.93
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



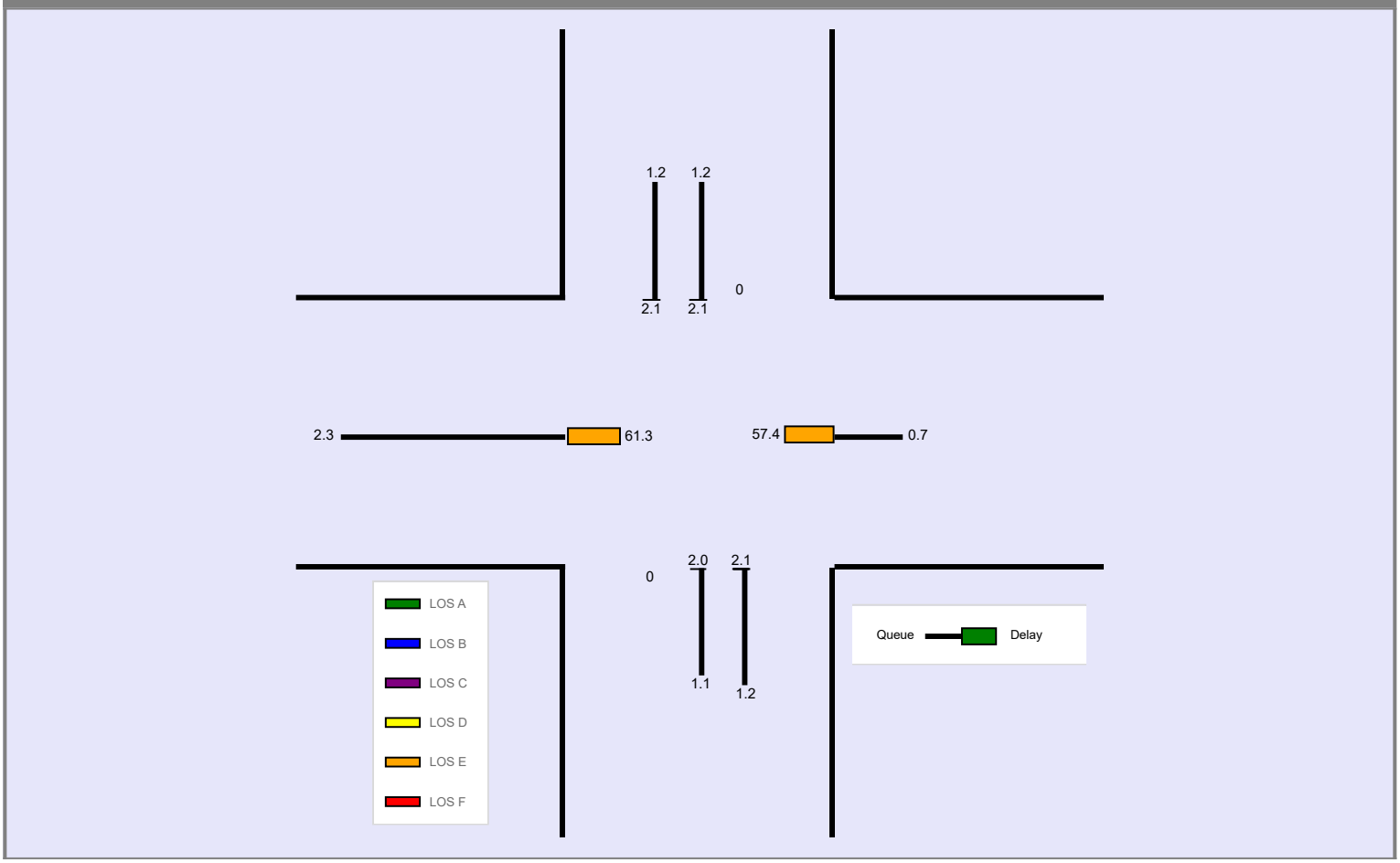
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	24	1	13	11	0	0	0	1203	26	0	1231	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	107.2	3.8	0.0	0.0	0.0	0.0	
Yellow	4.0	3.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		57.8			16.9		0	31.3	28.9	0	34.6	30.9
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			0.7		0.0	1.1	1.2	0.0	1.2	1.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00	0.00	0.00	0.00	0.00
Control Delay (*d*), s/veh		61.3			57.4		0.0	2.0	2.1	0.0	2.1	2.1
Level of Service (LOS)		E			E			A	A		A	A
Approach Delay, s/veh / LOS	61.3		E	57.4		E	2.0		A	2.1		A
Intersection Delay, s/veh / LOS	3.2						A					



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--- Messages ---

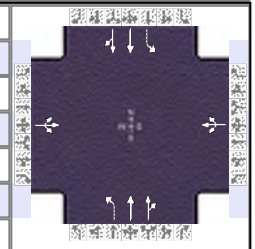
No errors or warnings exist.

--- Comments ---

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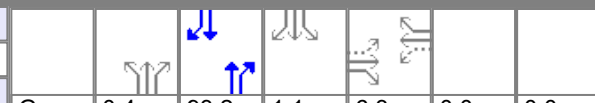
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected Mid.xus		
Project Description	23-018-1				

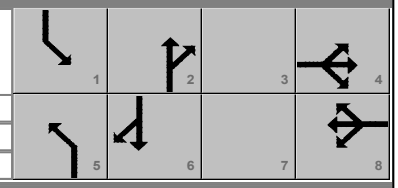


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	1	22	24	0	3	3	1329	7	9	1326	21

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.4	93.2	1.1	6.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	1	22	24	0	3	3	1329	7	9	1326	21
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		33	13		11	12	
Ped / Bike / RTOR, /h	0	0	3	0	0	1	0	0	1	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

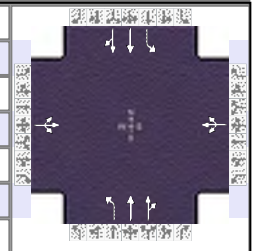
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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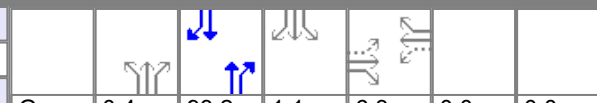
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected Mid.xus		
Project Description	23-018-1				

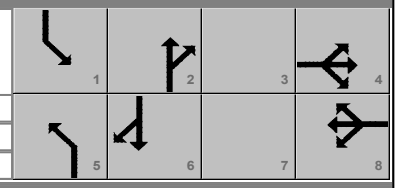


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	1	22	24	0	3	3	1329	7	9	1326	21

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.4	93.2	1.1	6.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		10.3		10.3	5.4	103.6	6.1	104.3
Change Period, ($Y+R_c$), s		4.0		4.0	5.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.3		5.3	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		6.8		4.2	2.3		2.7	
Green Extension Time (g_e), s		0.3		0.4	0.0	0.0	0.7	0.0
Phase Call Probability		0.88		0.60	0.10		0.27	
Max Out Probability		0.00		0.00	0.00		0.34	

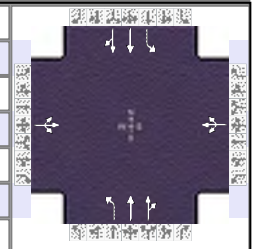
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		63			28		3	711	710	10	716	714
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1527			1449		1344	1707	1705	1654	1722	1714
Queue Service Time (g_s), s		2.7			0.0		0.3	15.3	15.3	0.7	14.7	14.8
Cycle Queue Clearance Time (g_c), s		4.8			2.2		0.3	15.3	15.3	0.7	14.7	14.8
Green Ratio (*g/C*)		0.05			0.05		0.00	0.82	0.82	0.01	0.83	0.83
Capacity (*c*), veh/h		130			134		5	1403	1401	15	1425	1418
Volume-to-Capacity Ratio (*X*)		0.483			0.207		0.705	0.506	0.507	0.635	0.503	0.503
Back of Queue (*Q*), ft/ln (95 th percentile)		92.1			38.7		9.3	183.2	165.8	17.1	171	156.4
Back of Queue (*Q*), veh/ln (95 th percentile)		3.7			1.5		0.3	6.6	6.6	0.6	6.2	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.24	0.00	0.00
Uniform Delay (d_1), s/veh		56.1			54.9		59.7	3.3	3.3	59.3	3.1	3.1
Incremental Delay (d_2), s/veh		3.9			1.1		54.1	1.3	1.3	15.2	1.3	1.3
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		60.0			55.9		113.8	4.6	4.6	74.5	4.3	4.3
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.0	E		55.9	E		4.8	A		4.8	A	
Intersection Delay, s/veh / LOS	6.5						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.60	B
Bicycle LOS Score / LOS	0.59	A	0.53	A	1.66	B	1.68	B

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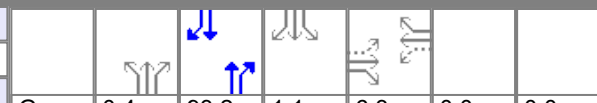
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected Mid.xus		
Project Description	23-018-1				

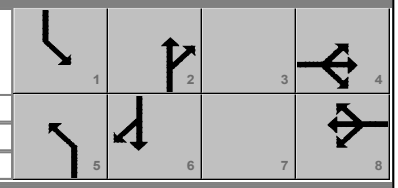


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	1	22	24	0	3	3	1329	7	9	1326	21

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.4	93.2	1.1	6.3	0.0	0.0
Yellow	4.0	4.0	4.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.743	0.899	1.000	0.914	0.906	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.830	0.804		0.765	0.763		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.804		0.000	0.763		0.998	0.998		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1009	26	492	1338	0	111	1344	3397	15	1654	3390	46
Proportion of Vehicles Arriving on Green (P)	0.05	0.05	0.05	0.05	0.00	0.05	0.00	0.82	0.82	0.01	0.83	0.83
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

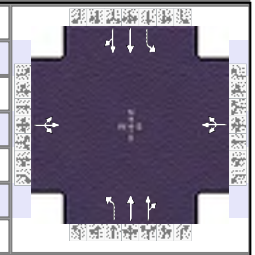
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	5.0	5.0	5.0	5.0
Green Ratio (g/C)		0.05		0.05	0.00	0.82	0.01	0.83
Permitted Saturation Flow Rate (s_p), veh/h/ln		1437		1413	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1567		1441				
Permitted Effective Green Time (g_p), s		6.3		6.3	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		4.1		1.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.7		0.0				
Time to First Blockage (g_f), s		0.2		0.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.2		0.2				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.557	0.004	0.972	0.001	0.972	0.004
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.163	0.000	0.023
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	105.05	53.86	105.05	53.86	18.22	58.91	1654.88	1.79
Bicycle F_w / F_v	-3.64	0.10	-3.64	0.05	-3.64	1.17	-3.64	1.19

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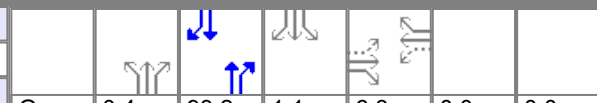
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected Mid.xus		
Project Description	23-018-1				

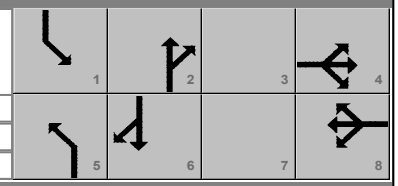


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	39	1	22	24	0	3	3	1329	7	9	1326	21

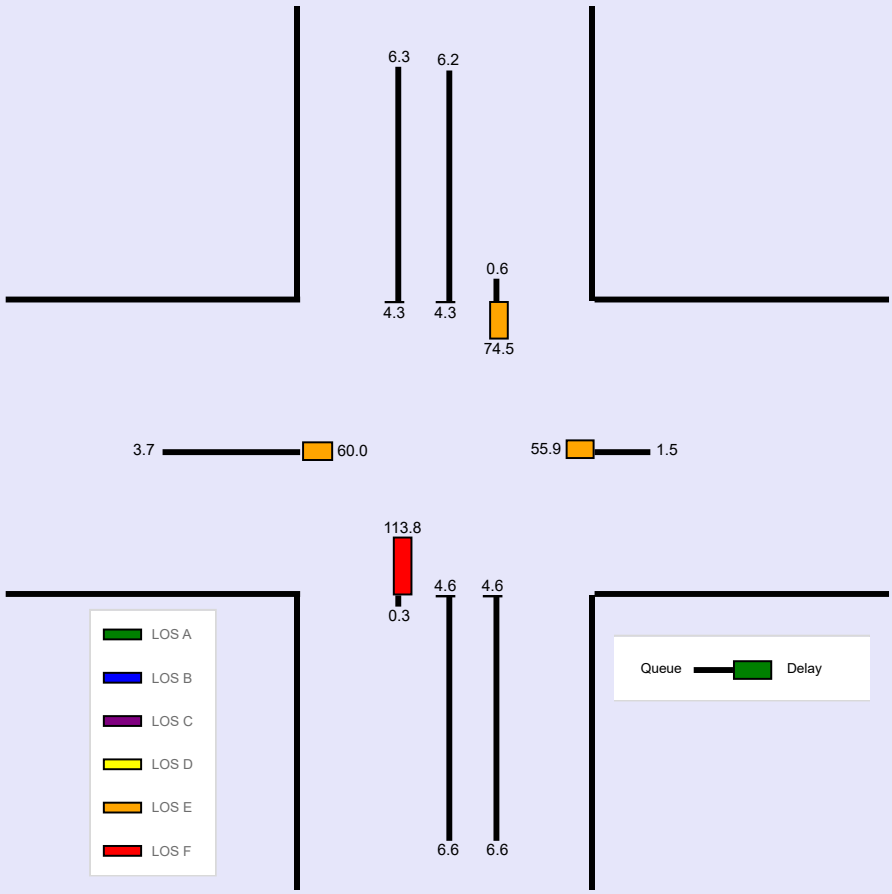
Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.4	93.2	1.1	6.3	0.0	0.0						
Yellow	4.0	4.0	4.0	3.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		92.1			38.7		9.3	183.2	165.8	17.1	171	156.4
Back of Queue (*Q*), veh/ln (95 th percentile)		3.7			1.5		0.3	6.6	6.6	0.6	6.2	6.3
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.04	0.00	0.00	0.24	0.00	0.00
Control Delay (*d*), s/veh		60.0			55.9		113.8	4.6	4.6	74.5	4.3	4.3
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	60.0		E	55.9		E	4.8		A	4.8		A
Intersection Delay, s/veh / LOS	6.5						A					



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--- Messages ---

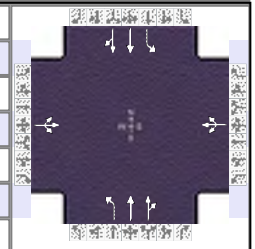
No errors or warnings exist.

--- Comments ---

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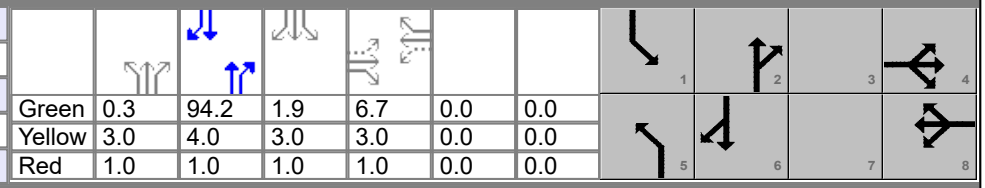
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	19	47	3	11	2	1628	19	7	1373	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	94.2	1.9	6.7	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	19	47	3	11	2	1628	19	7	1373	18
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	6		14	6	
Ped / Bike / RTOR, /h	0	0	2	0	0	2	0	0	2	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		70	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

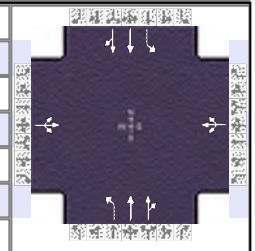
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	12.0	86.0	12.0	86.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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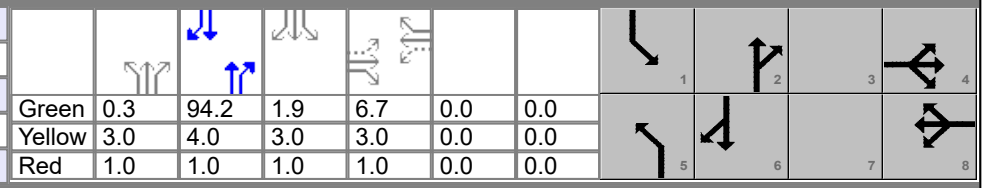
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	19	47	3	11	2	1628	19	7	1373	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	94.2	1.9	6.7	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2	1	6
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		10.7		10.7	4.3	103.4	5.9	105.1
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	5.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.4		7.1	2.1		2.6	
Green Extension Time (g_e), s		0.4		0.4	0.0	0.0	0.8	0.0
Phase Call Probability		0.70		0.88	0.07		0.22	
Max Out Probability		0.00		0.00	0.00		0.34	

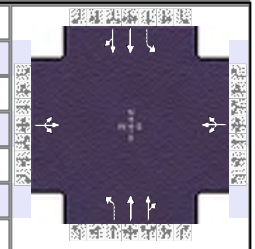
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		36			64		2	895	894	8	756	754
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1632			1474		1810	1811	1804	1612	1811	1804
Queue Service Time (g_s), s		0.0			2.7		0.1	21.0	21.1	0.6	14.3	14.3
Cycle Queue Clearance Time (g_c), s		2.4			5.1		0.1	21.0	21.1	0.6	14.3	14.3
Green Ratio (*g/C*)		0.06			0.06		0.00	0.82	0.82	0.01	0.83	0.83
Capacity (*c*), veh/h		135			136		4	1486	1480	12	1510	1504
Volume-to-Capacity Ratio (*X*)		0.266			0.473		0.515	0.602	0.604	0.632	0.501	0.501
Back of Queue (*Q*), ft/ln (95 th percentile)		50.4			93.7		4.6	242.9	232.6	14.5	158.2	151.6
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			3.7		0.2	9.3	9.3	0.5	6.0	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.21	0.00	0.00
Uniform Delay (d_1), s/veh		54.7			55.9		59.8	3.8	3.8	59.4	2.8	2.8
Incremental Delay (d_2), s/veh		1.5			3.6		31.6	1.8	1.8	18.5	1.2	1.2
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.1			59.6		91.4	5.6	5.7	77.9	4.0	4.0
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	56.1	E		59.6	E		5.8	A		4.4	A	
Intersection Delay, s/veh / LOS	6.7						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.74	B	1.60	B
Bicycle LOS Score / LOS	0.55	A	0.59	A	1.96	B	1.74	B

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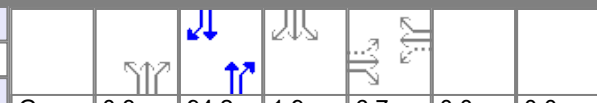
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected PM.xus		
Project Description	23-018-1				

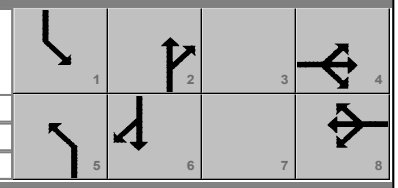


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	19	47	3	11	2	1628	19	7	1373	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	0.3	94.2	1.9	6.7	0.0	0.0
Yellow	3.0	4.0	3.0	3.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.953	1.000	0.891	0.953	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.894	0.859		0.786	0.776		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.859		0.000	0.776		0.996	0.996		0.996	0.996
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	791	0	841	1174	75	225	1810	3578	37	1612	3573	42
Proportion of Vehicles Arriving on Green (P)	0.06	0.00	0.06	0.06	0.06	0.06	0.00	0.82	0.82	0.01	0.83	0.83
Incremental Delay Factor (k)		0.15			0.15		0.04	0.50	0.50	0.04	0.50	0.50

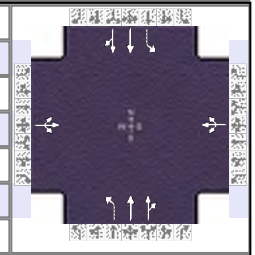
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.06		0.06	0.00	0.82	0.01	0.83
Permitted Saturation Flow Rate (s_p), veh/h/ln		1423		1416	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1634		1494				
Permitted Effective Green Time (g_p), s		6.7		6.7	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		1.5		4.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.7				
Time to First Blockage (g_f), s		1.6		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.8		0.0				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.003	1.557	0.003	0.972	0.003	0.972	0.003
Pedestrian F_s / F_{delay}	0.000	0.160	0.000	0.160	0.000	0.164	0.000	0.020
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	110.92	53.53	110.92	53.53	14.94	59.11	1667.75	1.66
Bicycle F_w / F_v	-3.64	0.06	-3.64	0.11	-3.64	1.48	-3.64	1.25

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HCS Signalized Intersection Results Graphical Summary

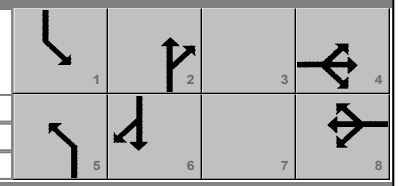
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Virtue St	File Name	Paris Rd at E Virtue St 2045 Projected PM.xus		
Project Description	23-018-1				



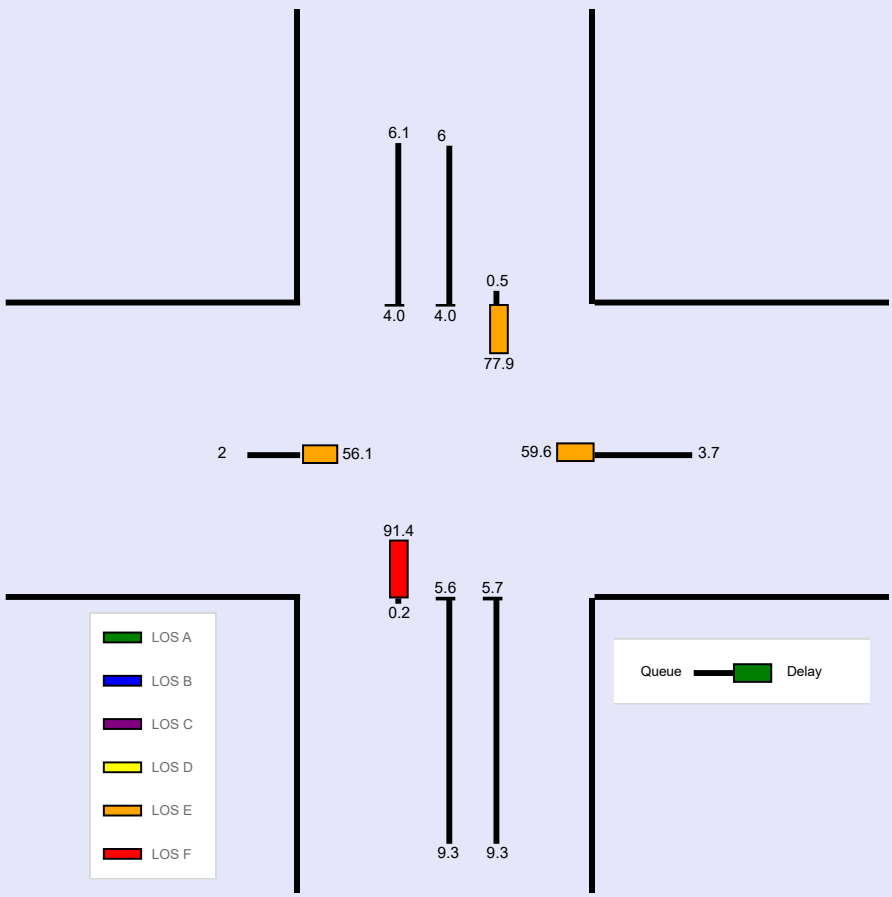
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	0	19	47	3	11	2	1628	19	7	1373	18

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.3	94.2	1.9	6.7	0.0	0.0	
Yellow	3.0	4.0	3.0	3.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		50.4			93.7		4.6	242.9	232.6	14.5	158.2	151.6
Back of Queue (*Q*), veh/ln (95 th percentile)		2.0			3.7		0.2	9.3	9.3	0.5	6.0	6.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.02	0.00	0.00	0.21	0.00	0.00
Control Delay (*d*), s/veh		56.1			59.6		91.4	5.6	5.7	77.9	4.0	4.0
Level of Service (LOS)		E			E		F	A	A	E	A	A
Approach Delay, s/veh / LOS	56.1		E	59.6		E	5.8		A	4.4		A
Intersection Delay, s/veh / LOS	6.7						A					



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--- Messages ---

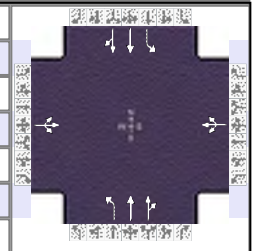
No errors or warnings exist.

--- Comments ---

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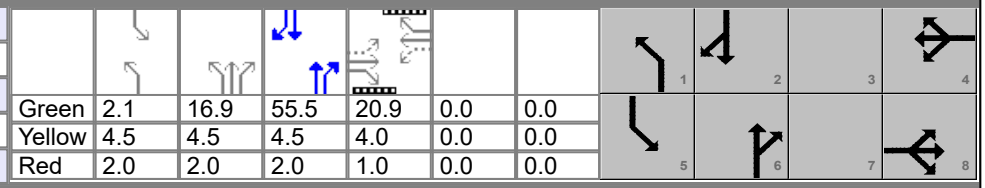
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	39	32	86	54	85	30	1054	34	22	1146	30

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.1	16.9	55.5	20.9	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	39	32	86	54	85	30	1054	34	22	1146	30
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	15		0	17	
Ped / Bike / RTOR, /h	0	0	4	0	0	9	0	0	4	0	0	3
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

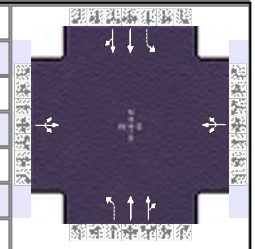
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		42.0		42.0	16.0	62.0	16.0	62.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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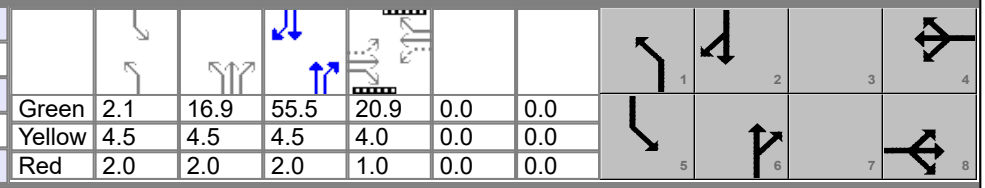
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	39	32	86	54	85	30	1054	34	22	1146	30

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.1	16.9	55.5	20.9	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		25.9		25.9	32.1	85.4	8.6	62.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		12.7		18.9	3.7		3.6	
Green Extension Time (g_e), s		2.2		2.0	0.0	0.0	0.0	0.0
Phase Call Probability		0.99		1.00	1.00		0.53	
Max Out Probability		0.00		0.02	0.00		0.00	

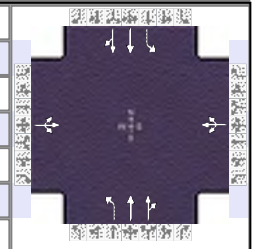
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		131			225		31	567	562	23	613	609
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1338			1546		1787	1654	1638	1669	1501	1488
Queue Service Time (g_s), s		0.0			6.2		1.7	21.4	21.4	1.6	44.6	44.6
Cycle Queue Clearance Time (g_c), s		10.7			16.9		1.7	21.4	21.4	1.6	44.6	44.6
Green Ratio (*g/C*)		0.17			0.17		0.21	0.66	0.66	0.02	0.46	0.46
Capacity (*c*), veh/h		277			312		381	1088	1077	30	694	688
Volume-to-Capacity Ratio (*X*)		0.473			0.722		0.082	0.521	0.522	0.771	0.884	0.884
Back of Queue (*Q*), ft/ln (95 th percentile)		170.1			283.2		34.8	336	297.8	36	711.3	623.3
Back of Queue (*Q*), veh/ln (95 th percentile)		6.8			11.3		1.4	12.0	11.9	1.4	25.0	24.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.16	0.00	0.00	0.18	0.00	0.00
Uniform Delay (d_1), s/veh		44.9			47.8		37.8	10.7	10.7	58.7	29.3	29.3
Incremental Delay (d_2), s/veh		1.8			4.5		0.4	1.8	1.8	14.3	15.3	15.4
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		46.7			52.3		38.2	12.5	12.5	73.0	44.6	44.8
Level of Service (LOS)		D			D		D	B	B	E	D	D
Approach Delay, s/veh / LOS	46.7	D		52.3	D		13.2	B		45.2	D	
Intersection Delay, s/veh / LOS	32.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.66	B	1.69	B
Bicycle LOS Score / LOS	0.70	A	0.86	A	1.44	A	1.51	B

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HCS Signalized Intersection Intermediate Values

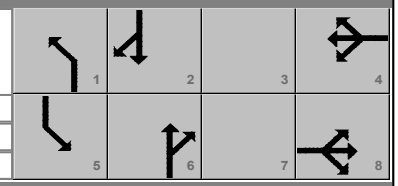
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	39	32	86	54	85	30	1054	34	22	1146	30

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.1	16.9	55.5	20.9	0.0	0.0						
Yellow	4.5	4.5	4.5	4.0	0.0	0.0						
Red	2.0	2.0	2.0	1.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.871	0.988	0.923	0.790	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.713	0.704		0.840	0.814		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.704		0.000	0.814		0.990	0.990		0.992	0.992
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	627	414	297	615	386	544	1787	3201	91	1669	2920	69
Proportion of Vehicles Arriving on Green (P)	0.17	0.17	0.17	0.17	0.17	0.17	0.21	0.66	0.66	0.02	0.46	0.46
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

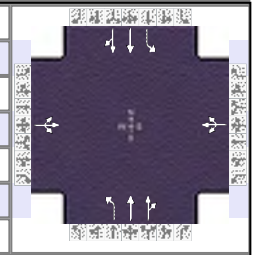
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.17		0.17	0.21	0.66	0.02	0.46
Permitted Saturation Flow Rate (s_p), veh/h/ln		1274		1352	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1219		1491				
Permitted Effective Green Time (g_p), s		20.9		20.9	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		4.0		10.2	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		6.2				
Time to First Blockage (g_f), s		2.3		1.8	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.3		1.8				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.006	1.557	0.004	0.972	0.013	0.972	0.006
Pedestrian F_s / F_{delay}	0.000	0.149	0.000	0.149	0.000	0.078	0.000	0.114
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	348.90	40.89	348.90	40.89	1315.48	7.03	924.81	17.34
Bicycle F_w / F_v	-3.64	0.22	-3.64	0.37	-3.64	0.96	-3.64	1.03

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HCS Signalized Intersection Results Graphical Summary

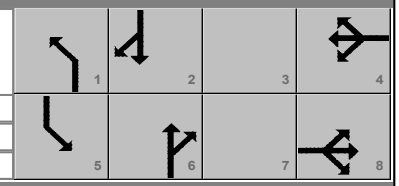
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.96
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



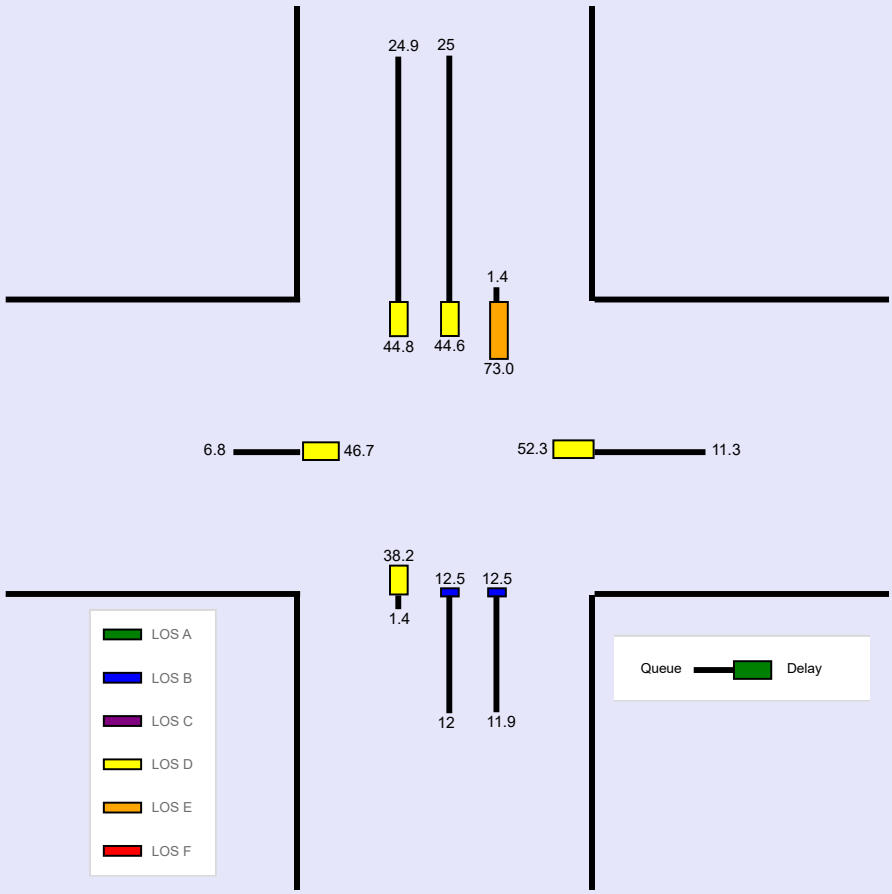
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	59	39	32	86	54	85	30	1054	34	22	1146	30

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.1	16.9	55.5	20.9	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		170.1			283.2		34.8	336	297.8	36	711.3	623.3
Back of Queue (*Q*), veh/ln (95 th percentile)		6.8			11.3		1.4	12.0	11.9	1.4	25.0	24.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.16	0.00	0.00	0.18	0.00	0.00
Control Delay (*d*), s/veh		46.7			52.3		38.2	12.5	12.5	73.0	44.6	44.8
Level of Service (LOS)		D			D		D	B	B	E	D	D
Approach Delay, s/veh / LOS	46.7		D	52.3		D	13.2		B	45.2		D
Intersection Delay, s/veh / LOS	32.4						C					



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--- Messages ---

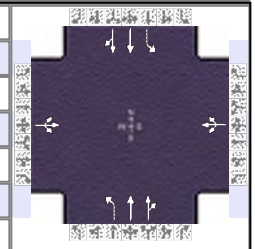
No errors or warnings exist.

--- Comments ---

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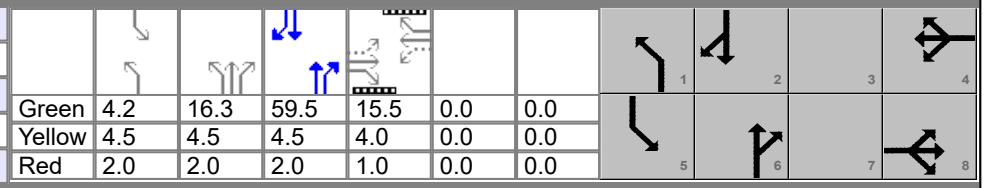
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	61	60	40	30	50	51	1142	52	43	1235	49

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.2	16.3	59.5	15.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	61	60	40	30	50	51	1142	52	43	1235	49
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	15		0	13	
Ped / Bike / RTOR, /h	0	0	6	0	0	5	0	0	6	0	0	5
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			2			5	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

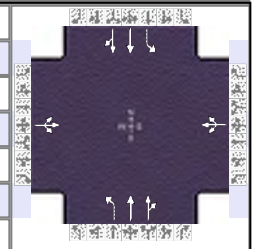
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

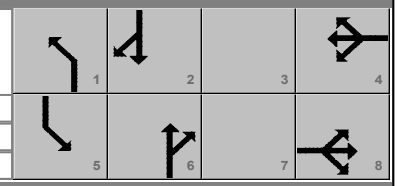
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	61	60	40	30	50	51	1142	52	43	1235	49

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	16.3	59.5	15.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		20.5		20.5	33.6	88.8	10.7	66.0
Change Period, (*Y+R c*), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		14.0		11.2	5.0		5.3	
Green Extension Time (*g e*), s		1.5		1.6	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.79	
Max Out Probability		0.03		0.01	0.00		0.00	

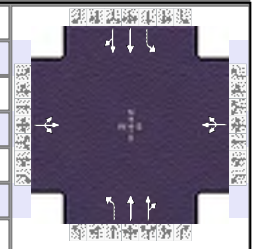
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		173			125		55	650	642	47	699	692
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1666			1520		1787	1654	1631	1669	1560	1541
Queue Service Time (*g s*), s		2.8			0.0		3.0	24.4	24.4	3.3	49.1	49.3
Cycle Queue Clearance Time (*g c*), s		12.0			9.2		3.0	24.4	24.4	3.3	49.1	49.3
Green Ratio (*g/C*)		0.13			0.13		0.23	0.69	0.69	0.04	0.50	0.50
Capacity (*c*), veh/h		253			236		403	1135	1119	59	773	764
Volume-to-Capacity Ratio (*X*)		0.684			0.530		0.138	0.572	0.573	0.795	0.903	0.905
Back of Queue (*Q*), ft/ln (95 th percentile)		231.8			170.4		61.4	364.5	322.5	68.7	770.7	694.7
Back of Queue (*Q*), veh/ln (95 th percentile)		9.3			6.8		2.5	13.0	12.9	2.7	27.9	27.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.28	0.00	0.00	0.34	0.00	0.00
Uniform Delay (*d 1*), s/veh		50.7			49.3		37.1	9.7	9.7	57.5	27.6	27.7
Incremental Delay (*d 2*), s/veh		4.6			2.6		0.7	2.1	2.1	8.7	15.9	16.3
Initial Queue Delay (*d 3*), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		55.3			51.9		37.8	11.8	11.9	66.1	43.6	44.0
Level of Service (LOS)		E			D		D	B	B	E	D	D
Approach Delay, s/veh / LOS	55.3	E		51.9	D		12.9	B		44.5	D	
Intersection Delay, s/veh / LOS	31.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.77	A	0.69	A	1.60	B	1.67	B

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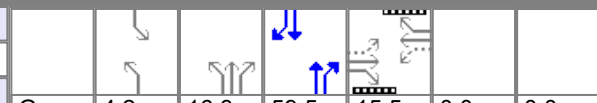
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected Mid.xus		
Project Description	23-018-1				

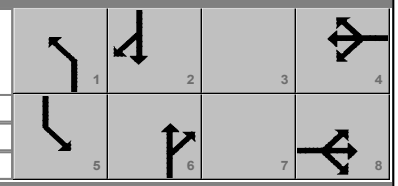


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	61	60	40	30	50	51	1142	52	43	1235	49

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.2	16.3	59.5	15.5	0.0	0.0
Yellow	4.5	4.5	4.5	4.0	0.0	0.0
Red	2.0	2.0	2.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.988	0.871	0.988	0.923	0.821	0.923
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.906	0.877		0.825	0.800		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.877		0.000	0.800		0.986	0.986		0.988	0.988
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	461	639	566	529	396	595	1787	3158	127	1669	2994	107
Proportion of Vehicles Arriving on Green (P)	0.13	0.13	0.13	0.13	0.13	0.13	0.23	0.69	0.69	0.04	0.50	0.50
Incremental Delay Factor (k)		0.15			0.15		0.50	0.50	0.50	0.04	0.50	0.50

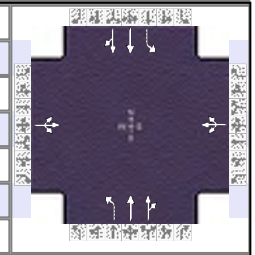
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.13		0.13	0.23	0.69	0.04	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1338		1286	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1661		1420				
Permitted Effective Green Time (g_p), s		15.4		15.4	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		6.2		3.5	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		2.8		0.0				
Time to First Blockage (g_f), s		2.9		3.2	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		2.9		3.2				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.009	1.557	0.007	0.972	0.007	0.972	0.009
Pedestrian F_s / F_{delay}	0.000	0.153	0.000	0.153	0.000	0.071	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	257.50	45.54	257.50	45.54	1372.05	5.91	991.48	15.26
Bicycle F_w / F_v	-3.64	0.29	-3.64	0.21	-3.64	1.11	-3.64	1.19

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HCS Signalized Intersection Results Graphical Summary

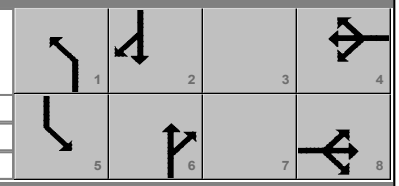
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected Mid.xus		
Project Description	23-018-1				



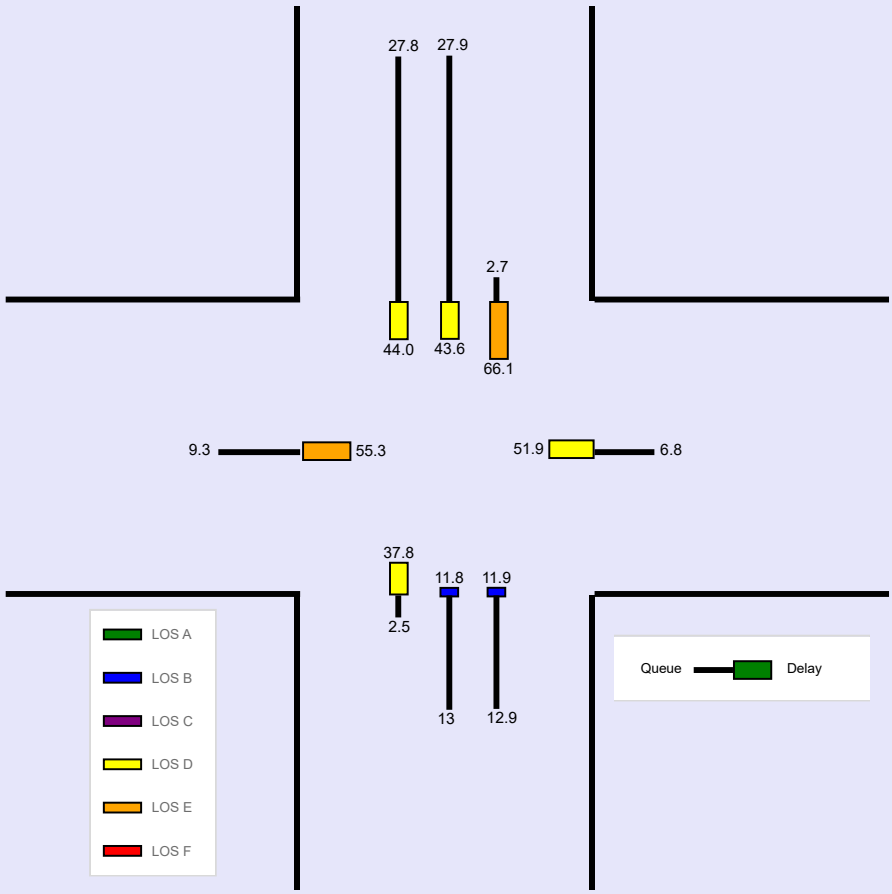
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	44	61	60	40	30	50	51	1142	52	43	1235	49

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.2	16.3	59.5	15.5	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		231.8			170.4		61.4	364.5	322.5	68.7	770.7	694.7
Back of Queue (*Q*), veh/ln (95 th percentile)		9.3			6.8		2.5	13.0	12.9	2.7	27.9	27.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.28	0.00	0.00	0.34	0.00	0.00
Control Delay (*d*), s/veh		55.3			51.9		37.8	11.8	11.9	66.1	43.6	44.0
Level of Service (LOS)		E			D		D	B	B	E	D	D
Approach Delay, s/veh / LOS	55.3	E		51.9	D		12.9	B		44.5	D	
Intersection Delay, s/veh / LOS	31.6						C					



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--- Messages ---

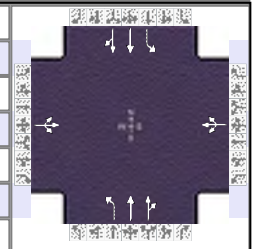
No errors or warnings exist.

--- Comments ---

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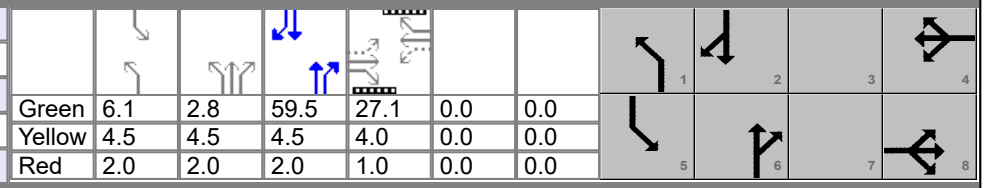
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	110	76	67	43	68	35	1445	77	66	1184	69

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	6.1	2.8		59.5	27.1	0.0	0.0					
Yellow	4.5	4.5		4.5	4.0	0.0	0.0					
Red	2.0	2.0		2.0	1.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	110	76	67	43	68	35	1445	77	66	1184	69
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		0	7		0	7	
Ped / Bike / RTOR, /h	0	0	8	0	0	7	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0			12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0			0		220	0		200	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

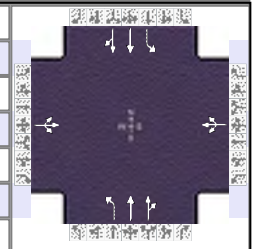
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		34.0		34.0	20.0	66.0	20.0	66.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.5	4.5	4.5	4.5
Red Clearance Interval (R_c), s		1.0		1.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s		7		7	4	15	4	15
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Min	Max	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		24.0		24.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

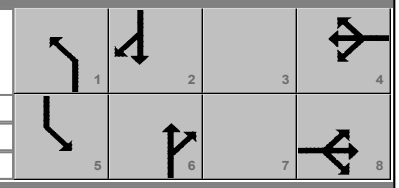
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	110	76	67	43	68	35	1445	77	66	1184	69

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	2.8		59.5	27.1	0.0	0.0					
Yellow	4.5	4.5		4.5	4.0	0.0	0.0					
Red	2.0	2.0		2.0	1.0	0.0	0.0					



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		8.0		8.0	2.0	4.0	2.0	4.0
Phase Duration, s		32.1		32.1	21.9	75.3	12.6	66.0
Change Period, ($Y+R_c$), s		5.0		5.0	6.5	6.5	6.5	6.5
Max Allow Headway (*MAH*), s		5.5		5.5	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		26.3		17.6	4.2		6.7	
Green Extension Time (g_e), s		0.8		2.4	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	1.00		0.91	
Max Out Probability		1.00		0.23	0.00		0.00	

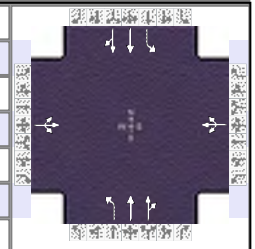
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		302			186		38	826	819	72	682	672
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1471			1275		1810	1796	1767	1810	1796	1764
Queue Service Time (g_s), s		8.7			0.0		2.2	43.6	44.2	4.7	37.1	37.2
Cycle Queue Clearance Time (g_c), s		24.3			15.6		2.2	43.6	44.2	4.7	37.1	37.2
Green Ratio (*g/C*)		0.23			0.23		0.13	0.57	0.57	0.05	0.50	0.50
Capacity (*c*), veh/h		373			330		233	1030	1013	92	891	875
Volume-to-Capacity Ratio (*X*)		0.810			0.564		0.164	0.802	0.809	0.779	0.766	0.768
Back of Queue (*Q*), ft/ln (95 th percentile)		385			226.4		49.3	675.6	640.9	101.2	607.3	569.9
Back of Queue (*Q*), veh/ln (95 th percentile)		15.4			9.1		2.0	25.6	25.6	4.0	23.0	22.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.22	0.00	0.00	0.51	0.00	0.00
Uniform Delay (d_1), s/veh		45.5			41.5		46.5	20.2	20.4	56.3	24.6	24.6
Incremental Delay (d_2), s/veh		12.1			2.4		1.5	6.6	6.9	5.2	6.2	6.4
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		57.6			43.9		48.1	26.8	27.3	61.5	30.8	31.1
Level of Service (LOS)		E			D		D	C	C	E	C	C
Approach Delay, s/veh / LOS	57.6	E		43.9	D		27.5	C		32.5	C	
Intersection Delay, s/veh / LOS	32.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.68	B	1.69	B
Bicycle LOS Score / LOS	0.99	A	0.79	A	1.88	B	1.66	B

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HCS Signalized Intersection Intermediate Values

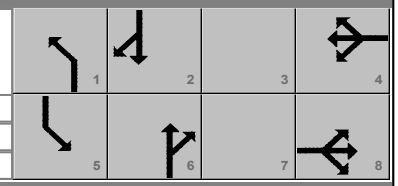
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	110	76	67	43	68	35	1445	77	66	1184	69

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	2.8		59.5	27.1	0.0	0.0					
Yellow	4.5	4.5		4.5	4.0	0.0	0.0					
Red	2.0	2.0		2.0	1.0	0.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.945	1.000	1.000	0.945	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.791	0.774		0.682	0.671		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.774		0.000	0.671		0.984	0.984		0.982	0.982
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	529	582	360	500	321	455	1810	3402	162	1810	3384	177
Proportion of Vehicles Arriving on Green (P)	0.23	0.23	0.23	0.23	0.23	0.23	0.13	0.57	0.57	0.05	0.50	0.50
Incremental Delay Factor (k)		0.33			0.17		0.50	0.50	0.50	0.04	0.50	0.50

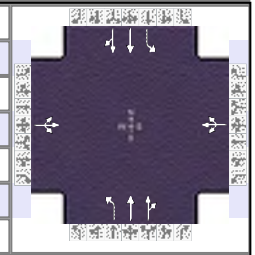
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		5.0		5.0	6.5	6.5	6.5	6.5
Green Ratio (g/C)		0.23		0.23	0.13	0.57	0.05	0.50
Permitted Saturation Flow Rate (s_p), veh/h/ln		1300		1208	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1339		1174				
Permitted Effective Green Time (g_p), s		27.1		27.1	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		11.5		2.8	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s		8.7		0.0				
Time to First Blockage (g_f), s		1.9		3.1	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.9		3.1				
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.011	1.557	0.010	0.972	0.010	0.972	0.011
Pedestrian F_s / F_{delay}	0.000	0.144	0.000	0.144	0.000	0.096	0.000	0.109
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	451.36	35.97	451.36	35.97	1146.87	10.92	991.65	15.25
Bicycle F_w / F_v	-3.64	0.50	-3.64	0.31	-3.64	1.39	-3.64	1.18

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HCS Signalized Intersection Results Graphical Summary

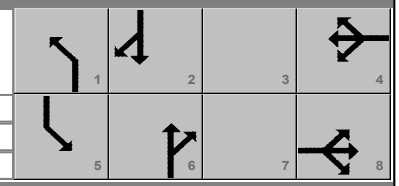
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	Paris Rd	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	E Genie St	File Name	Paris Rd at E Genie St 2045 Projected PM.xus		
Project Description	23-018-1				



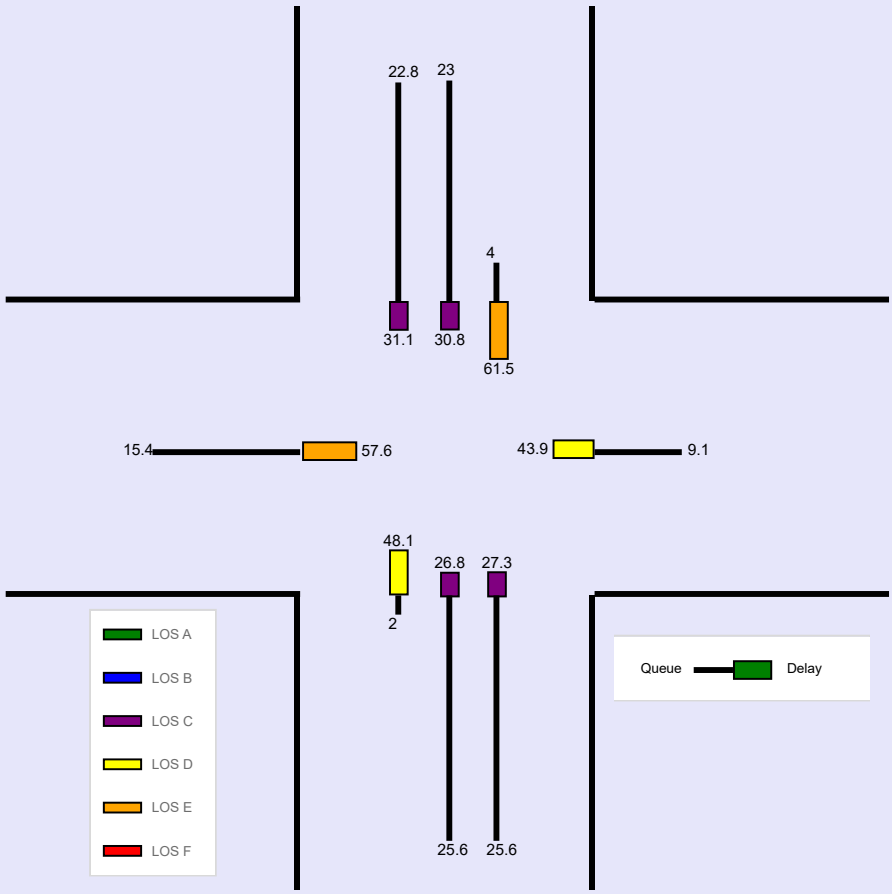
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	100	110	76	67	43	68	35	1445	77	66	1184	69

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	6.1	2.8	59.5	27.1	0.0	0.0	
Yellow	4.5	4.5	4.5	4.0	0.0	0.0	
Red	2.0	2.0	2.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		385			226.4		49.3	675.6	640.9	101.2	607.3	569.9
Back of Queue (*Q*), veh/ln (95 th percentile)		15.4			9.1		2.0	25.6	25.6	4.0	23.0	22.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.22	0.00	0.00	0.51	0.00	0.00
Control Delay (*d*), s/veh		57.6			43.9		48.1	26.8	27.3	61.5	30.8	31.1
Level of Service (LOS)		E			D		D	C	C	E	C	C
Approach Delay, s/veh / LOS	57.6	E		43.9	D		27.5	C		32.5	C	
Intersection Delay, s/veh / LOS	32.9						C					



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--- Messages ---

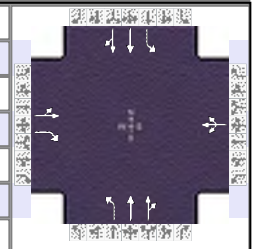
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	2	39	21	1	6	28	1177	24	10	1312	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.3	99.9	4.6	0.0	0.0	1	2	3	4		
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	2	39	21	1	6	28	1177	24	10	1312	20
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	14		10	14	
Ped / Bike / RTOR, /h	0	0	4	0	0	1	0	0	3	0	0	2
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

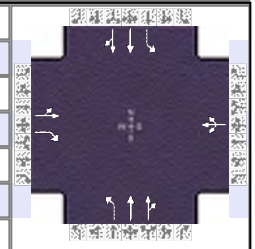
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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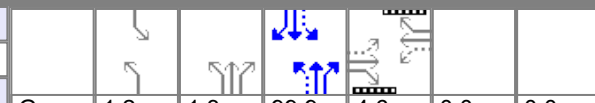
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

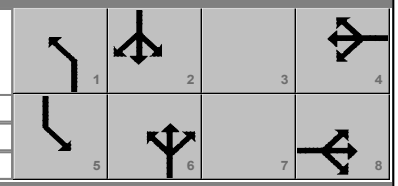


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	2	39	21	1	6	28	1177	24	10	1312	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.2	1.3	99.9	4.6	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		8.6		8.6	6.5	106.2	5.2	104.9
Change Period, ($Y+R_c$), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (g_s), s		4.7		4.2	2.3		2.1	
Green Extension Time (g_e), s		0.3		0.3	0.0	0.0	0.0	0.0
Phase Call Probability		0.92		0.92	0.63		0.30	
Max Out Probability		0.00		0.00	0.00		0.00	

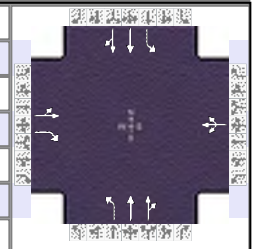
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		12	37		28		29	632	629	11	701	699
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1537	1610		1505		1810	1693	1682	1668	1693	1684
Queue Service Time (g_s), s		0.0	2.7		1.4		0.3	11.2	11.2	0.1	14.2	14.2
Cycle Queue Clearance Time (g_c), s		0.8	2.7		2.2		0.3	11.2	11.2	0.1	14.2	14.2
Green Ratio (*g/C*)		0.04	0.04		0.04		0.85	0.84	0.84	0.84	0.83	0.83
Capacity (*c*), veh/h		113	62		111		377	1428	1419	379	1409	1402
Volume-to-Capacity Ratio (*X*)		0.102	0.597		0.256		0.078	0.443	0.443	0.028	0.498	0.498
Back of Queue (*Q*), ft/ln (95 th percentile)		16.3	59.8		41		2.1	114.7	102.7	1	158.2	142.7
Back of Queue (*Q*), veh/ln (95 th percentile)		0.7	2.4		1.6		0.1	4.1	4.1	0.0	5.7	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.01	0.00	0.00
Uniform Delay (d_1), s/veh		55.8	56.8		56.5		2.2	2.3	2.3	2.1	2.9	2.9
Incremental Delay (d_2), s/veh		0.6	12.5		1.7		0.0	1.0	1.0	0.0	1.3	1.3
Initial Queue Delay (d_3), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.4	69.3		58.2		2.3	3.3	3.4	2.1	4.1	4.1
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	66.2	E		58.2	E		3.3	A		4.1	A	
Intersection Delay, s/veh / LOS	5.4						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.59	B	1.82	B
Bicycle LOS Score / LOS	0.57	A	0.53	A	1.55	B	1.65	B

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HCS Signalized Intersection Intermediate Values

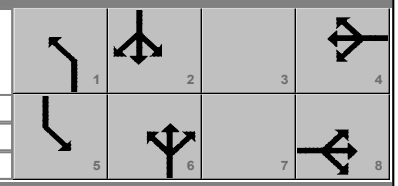
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	2	39	21	1	6	28	1177	24	10	1312	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.3	99.9	4.6	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.891	1.000	0.922	0.891	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.809	0.809		0.811	0.792		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.792		0.994	0.994		0.995	0.995
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1258	279	1610	1170	56	279	1810	3315	59	1668	3331	46
Proportion of Vehicles Arriving on Green (P)	0.04	0.04	0.04	0.04	0.04	0.04	0.02	0.84	0.84	0.01	0.83	0.83
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

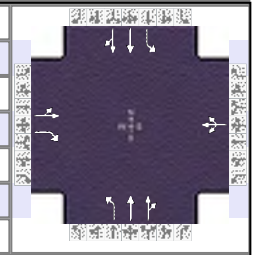
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.04		0.04	0.85	0.84	0.84	0.83
Permitted Saturation Flow Rate (s_p), veh/h/ln		1432		1437	391	0	412	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1499		1520				
Permitted Effective Green Time (g_p), s		4.6		4.6	99.9	0.0	99.9	0.0
Permitted Service Time (g_u), s		2.4		3.8	85.6	0.0	88.0	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		1.4	1.2		0.3	
Time to First Blockage (g_f), s		0.4		0.3	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.4		0.3				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.003	0.972	0.001	1.198	0.006
Pedestrian F_s / F_{delay}	0.000	0.161	0.000	0.161	0.000	0.015	0.000	0.021
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	76.60	55.49	76.60	55.49	1687.00	1.47	1665.02	1.68
Bicycle F_w / F_v	-3.64	0.08	-3.64	0.05	-3.64	1.06	-3.64	1.16

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HCS Signalized Intersection Results Graphical Summary

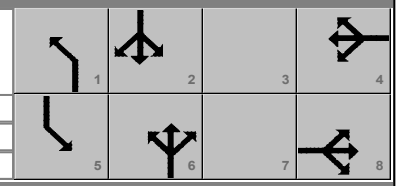
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



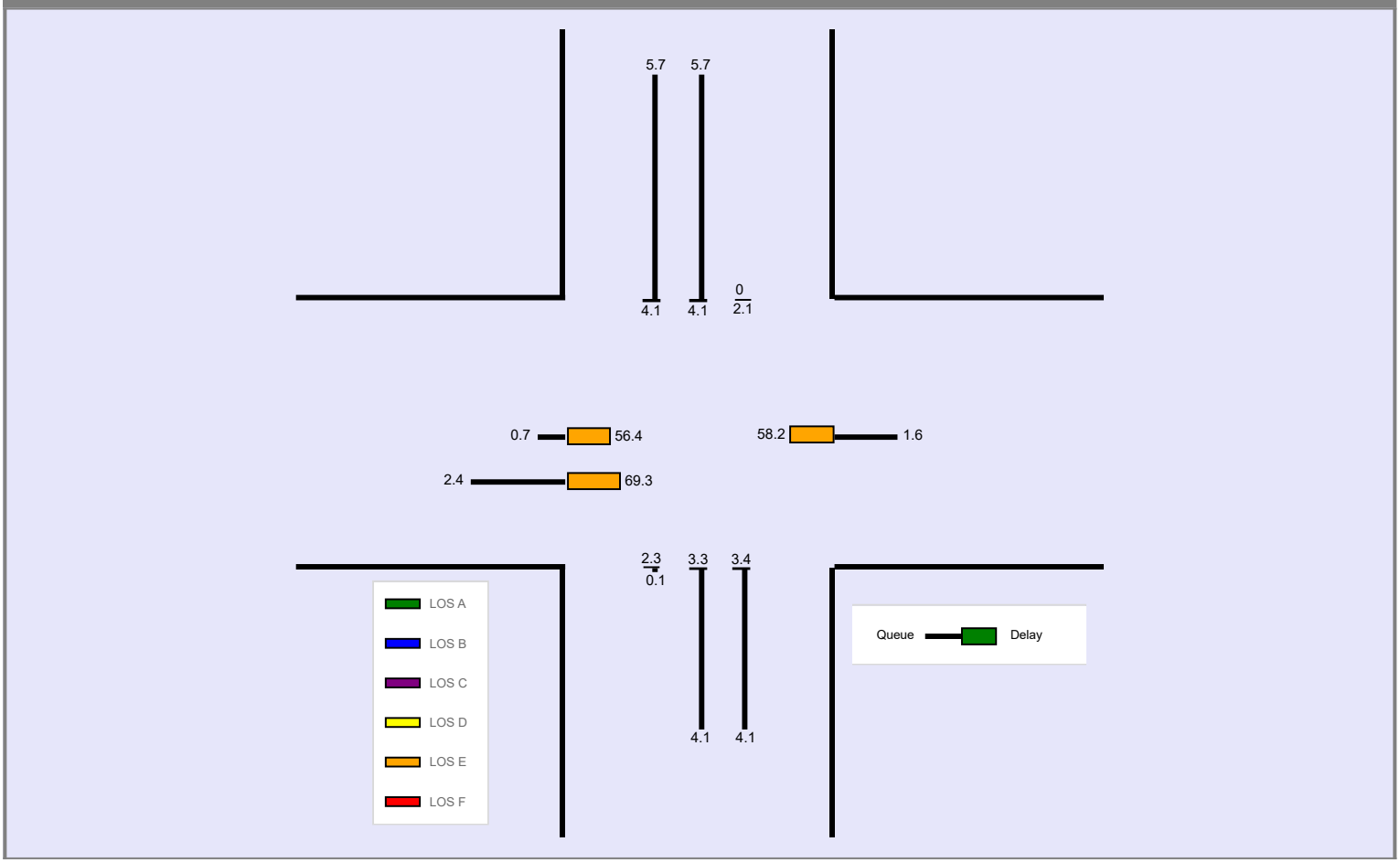
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	9	2	39	21	1	6	28	1177	24	10	1312	20

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.3	99.9	4.6	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		16.3	59.8		41		2.1	114.7	102.7	1	158.2	142.7
Back of Queue (*Q*), veh/ln (95 th percentile)		0.7	2.4		1.6		0.1	4.1	4.1	0.0	5.7	5.7
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.01	0.00	0.00	0.01	0.00	0.00
Control Delay (*d*), s/veh		56.4	69.3		58.2		2.3	3.3	3.4	2.1	4.1	4.1
Level of Service (LOS)		E	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	66.2	E		58.2	E		3.3	A		4.1	A	
Intersection Delay, s/veh / LOS	5.4						A					



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--- Messages ---

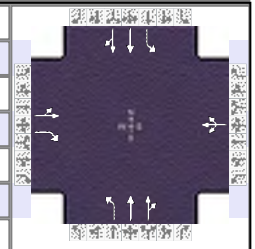
No errors or warnings exist.

--- Comments ---

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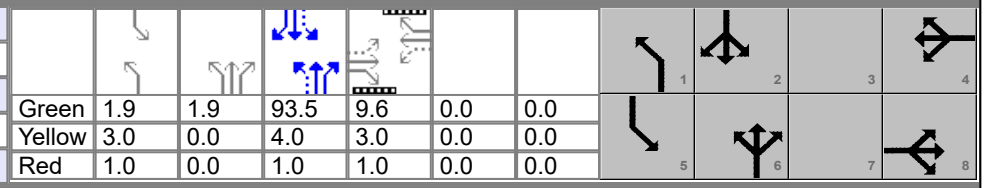
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	18	94	47	6	11	96	1196	25	19	1292	53

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	1.9	1.9		93.5	9.6	0.0	0.0					
Yellow	3.0	0.0		4.0	3.0	0.0	0.0					
Red	1.0	0.0		1.0	1.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	18	94	47	6	11	96	1196	25	19	1292	53
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		1	14		0	12	
Ped / Bike / RTOR, /h	0	0	10	0	0	2	0	0	3	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

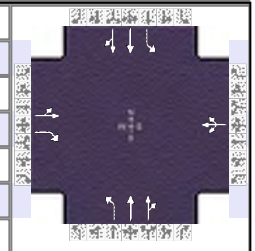
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0		25.0	16.0	79.0	16.0	79.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	18	94	47	6	11	96	1196	25	19	1292	53

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
Green	1.9	1.9	93.5	9.6	0.0	0.0	5	6	7	8
Yellow	3.0	0.0	4.0	3.0	0.0	0.0				
Red	1.0	0.0	1.0	1.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		13.6		13.6	7.9	100.4	5.9	98.5
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		8.6		6.8	3.4		2.3	
Green Extension Time (*g e*), s		1.0		1.1	0.1	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.97		0.49	
Max Out Probability		0.05		0.02	0.00		0.00	

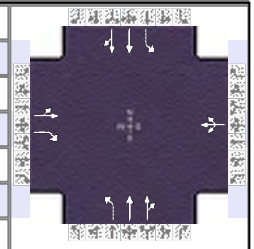
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		85	88		65		101	643	639	20	708	701
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1505	1610		1522		1795	1693	1682	1810	1722	1701
Queue Service Time (*g s*), s		1.8	6.4		0.0		1.4	15.1	15.1	0.3	18.5	18.6
Cycle Queue Clearance Time (*g c*), s		6.6	6.4		4.8		1.4	15.1	15.1	0.3	18.5	18.6
Green Ratio (*g/C*)		0.08	0.08		0.08		0.81	0.80	0.80	0.80	0.78	0.78
Capacity (*c*), veh/h		174	129		175		358	1346	1337	375	1342	1325
Volume-to-Capacity Ratio (*X*)		0.489	0.683		0.373		0.282	0.478	0.478	0.053	0.528	0.529
Back of Queue (*Q*), ft/ln (95 th percentile)		121.3	132.8		90.6		15	203.3	182.7	3.3	253.7	229.9
Back of Queue (*Q*), veh/ln (95 th percentile)		4.9	5.3		3.6		0.6	7.3	7.3	0.1	9.3	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.07	0.00	0.00	0.02	0.00	0.00
Uniform Delay (*d 1*), s/veh		53.8	53.7		52.9		4.2	4.1	4.1	3.5	5.0	5.0
Incremental Delay (*d 2*), s/veh		3.0	8.7		1.9		0.2	1.2	1.2	0.0	1.5	1.5
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		56.8	62.4		54.8		4.4	5.3	5.3	3.6	6.5	6.5
Level of Service (LOS)		E	E		D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	59.6	E		54.8	D		5.2	A		6.4	A	
Intersection Delay, s/veh / LOS	9.9						A					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.61	B	1.85	B
Bicycle LOS Score / LOS	0.77	A	0.60	A	1.63	B	1.67	B

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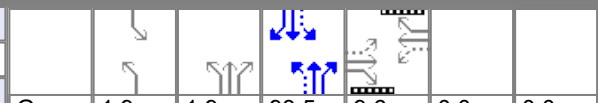
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected Mid.xus		
Project Description	23-018				

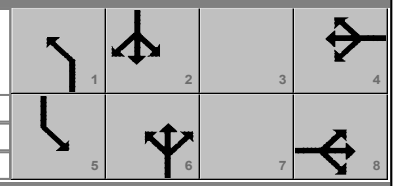


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	18	94	47	6	11	96	1196	25	19	1292	53

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	1.9		93.5	9.6	0.0	0.0					
Yellow	3.0	0.0		4.0	3.0	0.0	0.0					
Red	1.0	0.0		1.0	1.0	0.0	0.0					



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.992	0.891	1.000	1.000	0.906	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.792	0.792		0.808	0.801		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.801		0.994	0.994		0.987	0.987
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	1171	335	1610	1154	147	221	1795	3313	61	1810	3303	120
Proportion of Vehicles Arriving on Green (P)	0.08	0.08	0.08	0.08	0.08	0.08	0.03	0.80	0.80	0.02	0.78	0.78
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

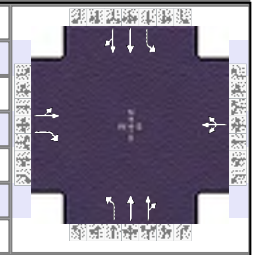
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.08		0.08	0.81	0.80	0.80	0.78
Permitted Saturation Flow Rate (s_p), veh/h/ln		1420		1416	385	0	438	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1504		1509				
Permitted Effective Green Time (g_p), s		9.6		9.6	93.5	0.0	93.5	0.0
Permitted Service Time (g_u), s		4.8		3.0	74.9	0.0	78.3	0.0
Permitted Queue Service Time (g_{ps}), s		1.8		0.0	6.6		0.7	
Time to First Blockage (g_f), s		0.0		0.6	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		0.0		0.6				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.004	1.557	0.009	0.972	0.003	1.198	0.014
Pedestrian F_s / F_{delay}	0.000	0.157	0.000	0.157	0.000	0.037	0.000	0.043
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	160.79	50.74	160.79	50.74	1590.10	2.52	1558.17	2.93
Bicycle F_w / F_v	-3.64	0.29	-3.64	0.11	-3.64	1.14	-3.64	1.18

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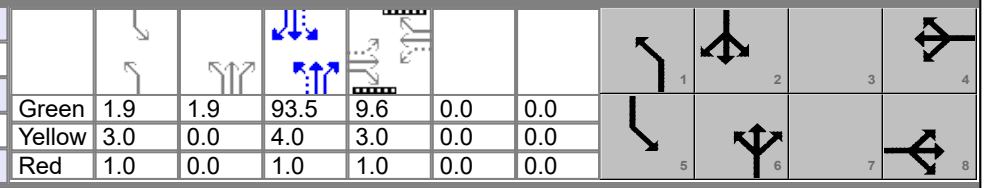
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected Mid.xus		
Project Description	23-018				



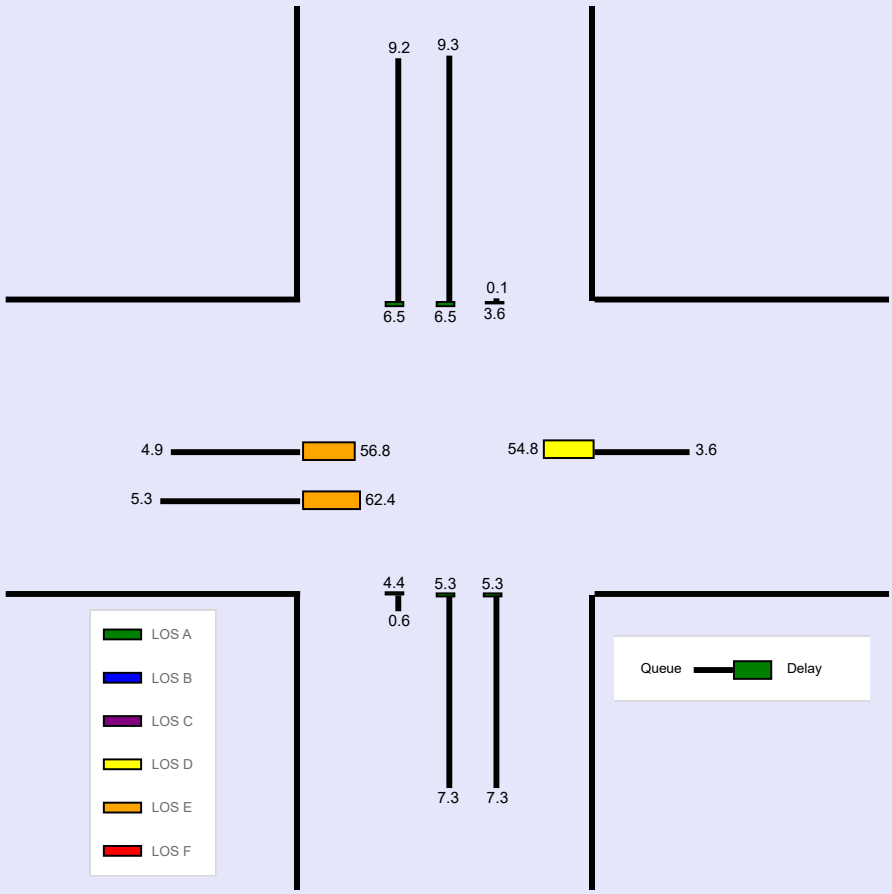
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	63	18	94	47	6	11	96	1196	25	19	1292	53

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	1.9	1.9	93.5	9.6	0.0	0.0						
Yellow	3.0	0.0	4.0	3.0	0.0	0.0						
Red	1.0	0.0	1.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		121.3	132.8		90.6		15	203.3	182.7	3.3	253.7	229.9
Back of Queue (*Q*), veh/ln (95 th percentile)		4.9	5.3		3.6		0.6	7.3	7.3	0.1	9.3	9.2
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.07	0.00	0.00	0.02	0.00	0.00
Control Delay (*d*), s/veh		56.8	62.4		54.8		4.4	5.3	5.3	3.6	6.5	6.5
Level of Service (LOS)		E	E		D		A	A	A	A	A	A
Approach Delay, s/veh / LOS	59.6	E		54.8	D		5.2	A		6.4	A	
Intersection Delay, s/veh / LOS	9.9						A					



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--- Messages ---

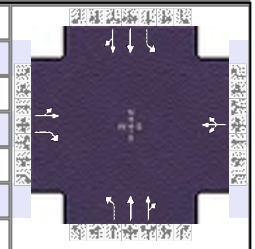
No errors or warnings exist.

--- Comments ---

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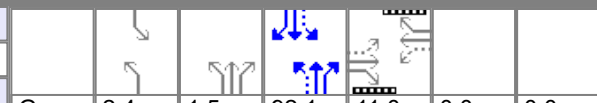
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected PM.xus		
Project Description	23-018-1				

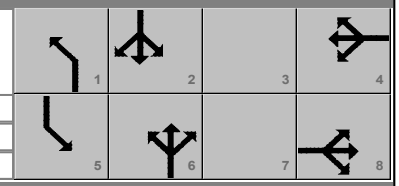


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	27	79	63	16	28	100	1606	72	26	1336	54

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.4	1.5	92.1	11.0	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	27	79	63	16	28	100	1606	72	26	1336	54
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0	0		0		0	6		0	6	
Ped / Bike / RTOR, /h	0	0	8	0	0	3	0	0	8	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft		12.0	12.0		12.0		12.0	12.0		12.0	12.0	
Turn Bay Length, ft		0	0		0		230	0		190	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	20	20	20	20	20	20	40	40	40	40	40	40

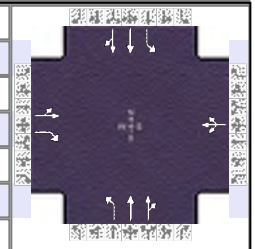
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		22.0		22.0	16.0	82.0	16.0	82.0
Yellow Change Interval (*Y*), s		3.0		3.0	3.0	4.0	3.0	4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		4		4	4	4	4	4
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		4.0		4.0	1.0	2.0	1.0	2.0
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		Yes		Yes	No	Yes	No	Yes
Walk (*Walk*), s		4.0		4.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		25.0		25.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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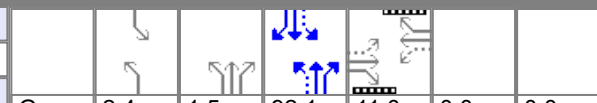
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected PM.xus		
Project Description	23-018-1				

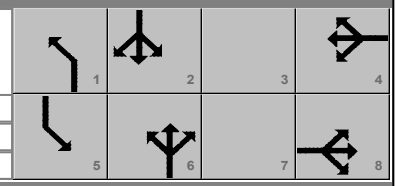


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	27	79	63	16	28	100	1606	72	26	1336	54

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.4	1.5	92.1	11.0	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		7.0		8.0	1.1	4.0	1.1	4.0
Phase Duration, s		15.0		15.0	7.9	98.6	6.4	97.1
Change Period, (*Y+R c*), s		4.0		4.0	4.0	5.0	4.0	5.0
Max Allow Headway (*MAH*), s		5.4		5.4	2.1	0.0	2.1	0.0
Queue Clearance Time (*g s*), s		7.5		10.2	3.5		2.4	
Green Extension Time (*g e*), s		1.0		0.9	0.0	0.0	0.0	0.0
Phase Call Probability		1.00		1.00	0.97		0.60	
Max Out Probability		0.12		0.37	0.00		0.00	

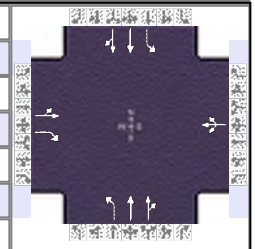
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h		77	75		109		105	881	877	27	732	725
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1573	1610		1553		1810	1811	1786	1810	1811	1789
Queue Service Time (*g s*), s		0.0	5.3		2.7		1.5	25.0	25.5	0.4	18.9	19.0
Cycle Queue Clearance Time (*g c*), s		5.5	5.3		8.2		1.5	25.0	25.5	0.4	18.9	19.0
Green Ratio (*g/C*)		0.09	0.09		0.09		0.80	0.78	0.78	0.79	0.77	0.77
Capacity (*c*), veh/h		194	148		191		344	1412	1393	249	1390	1372
Volume-to-Capacity Ratio (*X*)		0.397	0.505		0.573		0.306	0.624	0.630	0.110	0.527	0.528
Back of Queue (*Q*), ft/ln (95 th percentile)		105.5	105		156.4		17.5	320.9	308.1	5.5	261.8	249.5
Back of Queue (*Q*), veh/ln (95 th percentile)		4.2	4.2		6.3		0.7	12.2	12.3	0.2	10.0	10.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.08	0.00	0.00	0.03	0.00	0.00
Uniform Delay (*d 1*), s/veh		51.8	51.9		53.1		4.7	5.7	5.7	5.9	5.5	5.5
Incremental Delay (*d 2*), s/veh		1.9	3.7		3.8		0.2	2.1	2.2	0.1	1.4	1.5
Initial Queue Delay (*d 3*), s/veh		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		53.7	55.6		56.9		4.9	7.8	7.9	6.0	6.9	6.9
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	54.7	D		56.9	E		7.7	A		6.9	A	
Intersection Delay, s/veh / LOS	10.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.32	B	2.32	B	1.62	B	1.86	B
Bicycle LOS Score / LOS	0.74	A	0.67	A	2.02	B	1.71	B

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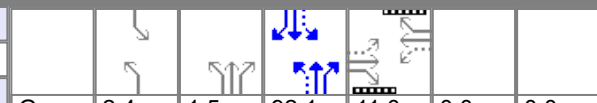
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected PM.xus		
Project Description	23-018-1				

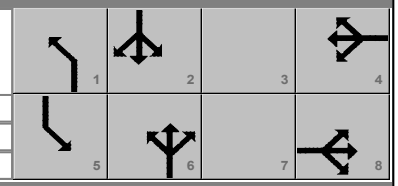


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	27	79	63	16	28	100	1606	72	26	1336	54

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	2.4	1.5	92.1	11.0	0.0	0.0
Yellow	3.0	0.0	4.0	3.0	0.0	0.0
Red	1.0	0.0	1.0	1.0	0.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.953	1.000	1.000	0.953	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.828	0.828		0.834	0.817		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.817		0.986	0.986		0.988	0.988
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)	1.00			1.00								
Movement Saturation Flow Rate (s), veh/h	991	582	1610	941	239	373	1810	3460	137	1810	3475	125
Proportion of Vehicles Arriving on Green (P)	0.09	0.09	0.09	0.09	0.09	0.09	0.03	0.78	0.78	0.02	0.77	0.77
Incremental Delay Factor (k)		0.15	0.15		0.15		0.04	0.50	0.50	0.04	0.50	0.50

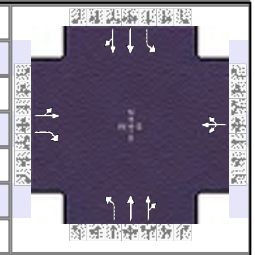
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		4.0	4.0	5.0	4.0	5.0
Green Ratio (g/C)		0.09		0.09	0.80	0.78	0.79	0.77
Permitted Saturation Flow Rate (s_p), veh/h/ln		1385		1403	371	0	277	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln		1532		1565				
Permitted Effective Green Time (g_p), s		11.0		11.0	92.1	0.0	92.1	0.0
Permitted Service Time (g_u), s		2.9		5.6	73.0	0.0	66.1	0.0
Permitted Queue Service Time (g_{ps}), s		0.0		2.7	7.6		2.9	
Time to First Blockage (g_f), s		1.2		0.7	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s		1.2		0.7				
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.011	1.557	0.009	0.972	0.004	1.198	0.011
Pedestrian F_s / F_{delay}	0.000	0.156	0.000	0.156	0.000	0.043	0.000	0.047
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	183.98	49.47	183.98	49.47	1559.46	2.91	1534.68	3.25
Bicycle F_w / F_v	-3.64	0.25	-3.64	0.18	-3.64	1.54	-3.64	1.22

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HCS Signalized Intersection Results Graphical Summary

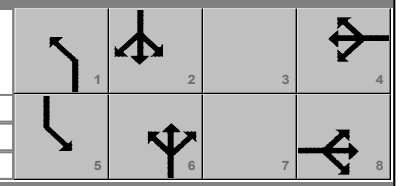
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	Paris Rd	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Solidelle St	File Name	Paris Rd at Solidelle St 2045 Projected PM.xus		
Project Description	23-018-1				



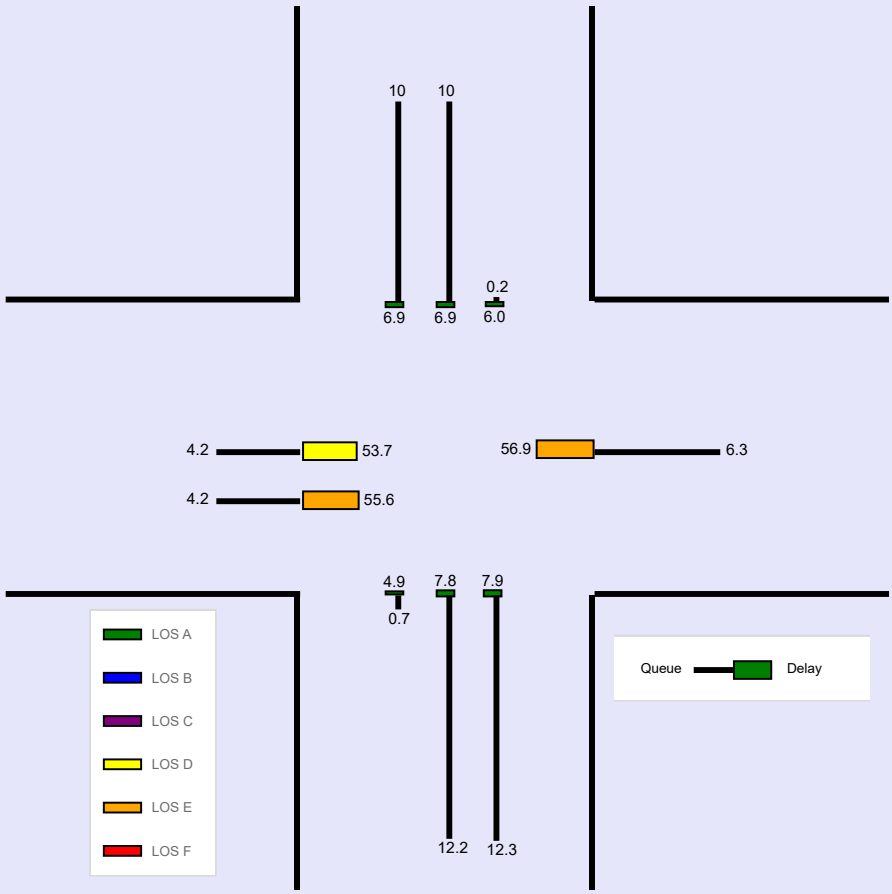
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	27	79	63	16	28	100	1606	72	26	1336	54

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	2.4	1.5	92.1	11.0	0.0	0.0	
Yellow	3.0	0.0	4.0	3.0	0.0	0.0	
Red	1.0	0.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)		105.5	105		156.4		17.5	320.9	308.1	5.5	261.8	249.5
Back of Queue (*Q*), veh/ln (95 th percentile)		4.2	4.2		6.3		0.7	12.2	12.3	0.2	10.0	10.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00		0.00		0.08	0.00	0.00	0.03	0.00	0.00
Control Delay (*d*), s/veh		53.7	55.6		56.9		4.9	7.8	7.9	6.0	6.9	6.9
Level of Service (LOS)		D	E		E		A	A	A	A	A	A
Approach Delay, s/veh / LOS	54.7	D		56.9	E		7.7	A		6.9	A	
Intersection Delay, s/veh / LOS	10.8						B					



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--- Messages ---

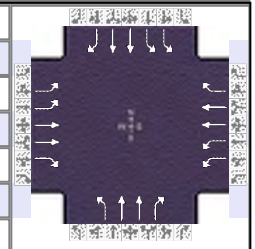
No errors or warnings exist.

--- Comments ---

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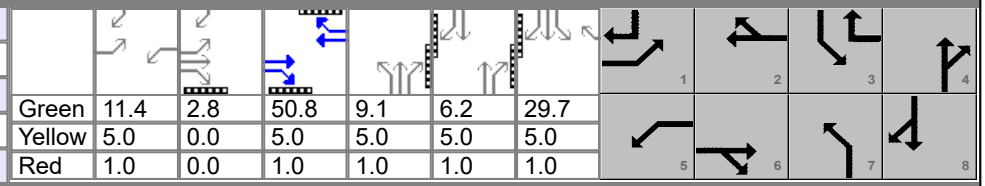
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected AM (w. impr…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	277	590	80	199	1149	542	87	409	104	484	545	430

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.4	2.8	50.8	9.1	6.2	29.7						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	277	590	80	199	1149	542	87	409	104	484	545	430
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	4	0	6	2	28	1	2	11	33	5	1
Ped / Bike / RTOR, /h	0	0	8	0	0	55	0	0	11	0	0	43
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

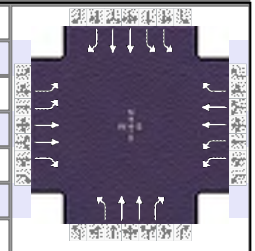
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	47.0	30.0	52.0	23.0	35.0	28.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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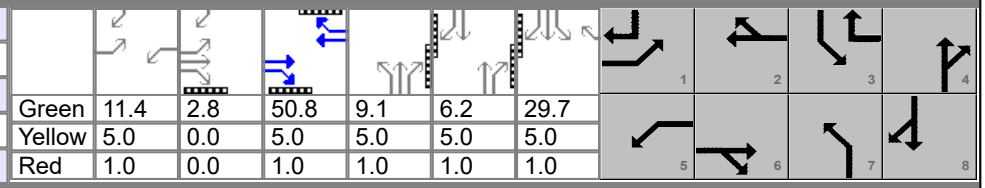
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected AM (w. impr…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	277	590	80	199	1149	542	87	409	104	484	545	430

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	11.4	2.8	50.8	9.1	6.2	29.7
Yellow	5.0	0.0	5.0	5.0	5.0	5.0
Red	1.0	0.0	1.0	1.0	1.0	1.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	20.2	59.6	17.4	56.8	15.1	27.3	35.7	47.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.4	4.4
Queue Clearance Time (g_s), s	13.8		10.9		9.3	18.9	29.8	32.0
Green Extension Time (g_e), s	0.5	0.0	0.5	0.0	0.1	2.4	0.0	5.4
Phase Call Probability	1.00		1.00		0.97	1.00	1.00	1.00
Max Out Probability	0.31		0.00		0.00	0.26	1.00	0.60

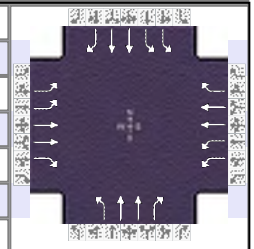
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	301	641	78	216	1249	529	95	445	101	526	592	421
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1752	1610	1675	1781	1259	1795	1781	1472	1305	1738	1598
Queue Service Time (g_s), s	11.8	19.3	4.4	8.9	48.2	43.2	7.3	16.9	8.8	27.8	20.2	30.0
Cycle Queue Clearance Time (g_c), s	11.8	19.3	4.4	8.9	48.2	43.2	7.3	16.9	8.8	27.8	20.2	30.0
Green Ratio (*g/C*)	0.10	0.38	0.38	0.08	0.36	0.57	0.07	0.15	0.15	0.21	0.30	0.40
Capacity (*c*), veh/h	357	1342	617	273	1291	723	117	542	224	554	1040	640
Volume-to-Capacity Ratio (*X*)	0.842	0.478	0.127	0.793	0.967	0.732	0.809	0.821	0.452	0.950	0.570	0.657
Back of Queue (*Q*), ft/ln (95 th percentile)	240.1	340.1	80.5	184.9	817.7	527.6	156.7	321.4	157	519.3	351.1	441.9
Back of Queue (*Q*), veh/ln (95 th percentile)	9.6	13.2	3.2	7.1	32.2	17.2	6.2	12.7	5.8	16.4	13.5	17.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.86	0.00	0.00	0.86	0.00	2.11	0.44	0.00	0.65	2.36	0.00	3.40
Uniform Delay (d_1), s/veh	61.8	32.6	28.0	63.1	43.8	21.5	64.6	57.5	10.8	54.4	41.4	34.1
Incremental Delay (d_2), s/veh	9.1	1.2	0.4	3.9	18.3	6.4	5.0	6.4	2.0	26.0	0.9	2.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	70.9	33.8	28.4	67.0	62.1	27.9	69.5	63.9	12.8	80.4	42.4	36.9
Level of Service (LOS)	E	C	C	E	E	C	E	E	B	F	D	D
Approach Delay, s/veh / LOS	44.3	D		53.6	D		56.6	E		53.9	D	
Intersection Delay, s/veh / LOS	52.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.65	C	2.68	C	2.60	C
Bicycle LOS Score / LOS	1.33	A	2.13	B	1.02	A	1.76	B

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HCS Signalized Intersection Intermediate Values

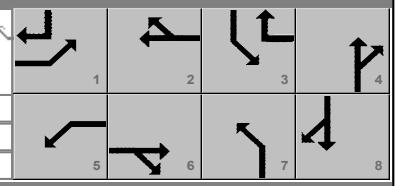
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected AM (w. impr…		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	277	590	80	199	1149	542	87	409	104	484	545	430

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.4	2.8	50.8	9.1	6.2	29.7						
Yellow	5.0	0.0	5.0	5.0	5.0	5.0						
Red	1.0	0.0	1.0	1.0	1.0	1.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.969	1.000	0.953	0.984	0.782	0.992	0.984	0.914	0.743	0.961	0.992
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3505	1610	3350	3561	1259	1795	3561	1472	2610	3477	1598
Proportion of Vehicles Arriving on Green (P)	0.10	0.38	0.38	0.08	0.36	0.36	0.07	0.15	0.15	0.21	0.30	0.30
Incremental Delay Factor (k)	0.19	0.50	0.50	0.08	0.50	0.50	0.04	0.23	0.15	0.45	0.20	0.26

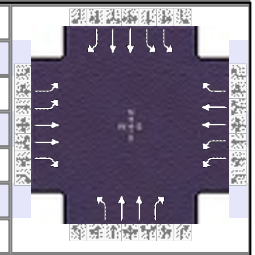
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.10	0.38	0.08	0.36	0.07	0.15	0.21	0.30
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1259		0		1598
Protected Right Effective Green Time (g_R), s		0.0		29.7		0.0		14.2

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.016	1.852	0.061	1.852	0.078	1.852	0.011
Pedestrian F_s / F_{delay}	0.000	0.132	0.000	0.134	0.000	0.151	0.000	0.142
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	765.83	26.66	725.20	28.44	424.41	43.44	598.38	34.38
Bicycle F_w / F_v	-3.64	0.84	-3.64	1.65	-3.64	0.53	-3.64	1.27

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected AM (w. impr…		
Project Description	23-018				

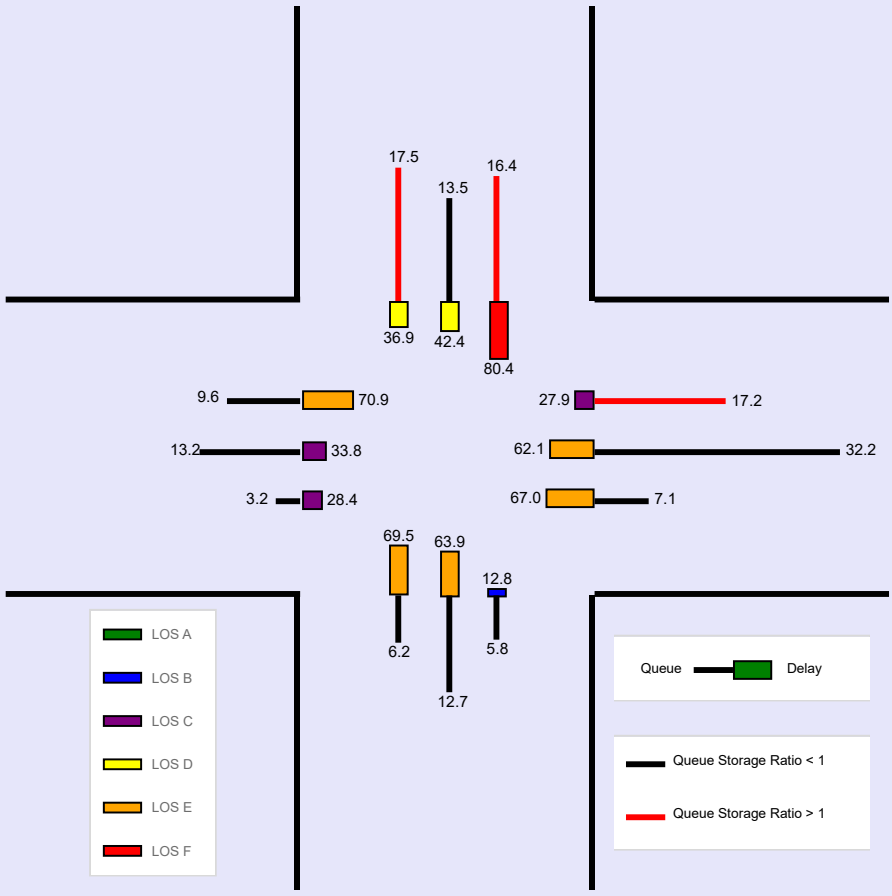


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	277	590	80	199	1149	542	87	409	104	484	545	430

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	11.4	2.8	50.8	9.1	6.2	29.7	1	2	3	4		
Yellow	5.0	0.0	5.0	5.0	5.0	5.0	5	6	7	8		
Red	1.0	0.0	1.0	1.0	1.0	1.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	240.1	340.1	80.5	184.9	817.7	527.6	156.7	321.4	157	519.3	351.1	441.9
Back of Queue (*Q*), veh/ln (95 th percentile)	9.6	13.2	3.2	7.1	32.2	17.2	6.2	12.7	5.8	16.4	13.5	17.5
Queue Storage Ratio (*RQ*) (95 th percentile)	0.86	0.00	0.00	0.86	0.00	2.11	0.44	0.00	0.65	2.36	0.00	3.40
Control Delay (*d*), s/veh	70.9	33.8	28.4	67.0	62.1	27.9	69.5	63.9	12.8	80.4	42.4	36.9
Level of Service (LOS)	E	C	C	E	E	C	E	E	B	F	D	D
Approach Delay, s/veh / LOS	44.3		D	53.6		D	56.6		E	53.9		D
Intersection Delay, s/veh / LOS	52.2						D					



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--- Messages ---

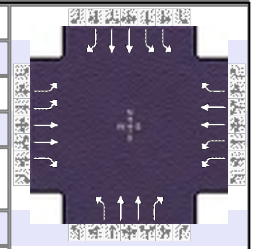
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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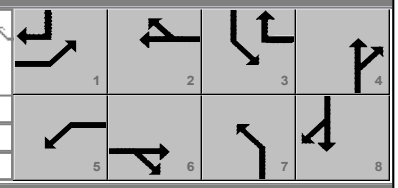
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected Mid (w. impr…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	413	873	125	127	810	479	131	503	96	554	451	453

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	132	Reference Point	End	Green	7.7	5.0		44.3	12.4	5.9	28.7					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	1.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	413	873	125	127	810	479	131	503	96	554	451	453
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	2	0	9	2	29	2	6	10	25	4	0
Ped / Bike / RTOR, /h	0	0	13	0	0	48	0	0	10	0	0	46
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

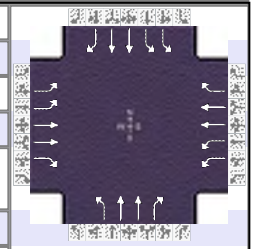
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	45.0	30.0	50.0	25.0	35.0	30.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected Mid (w. impr…		
Project Description	23-018-1				

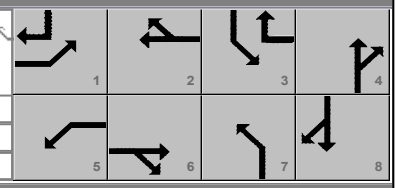


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	413	873	125	127	810	479	131	503	96	554	451	453

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	5.0	44.3	12.4	5.9	28.7
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	24.7	61.3	13.7	50.3	18.4	30.3	34.7	46.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	3.1	5.0	4.3	4.3
Queue Clearance Time (g_s), s	18.7		7.5		12.4	22.2	29.8	30.0
Green Extension Time (g_e), s	0.1	0.0	0.3	0.0	0.1	2.0	0.0	5.1
Phase Call Probability	1.00		0.99		0.99	1.00	1.00	1.00
Max Out Probability	1.00		0.00		0.01	0.65	1.00	0.50

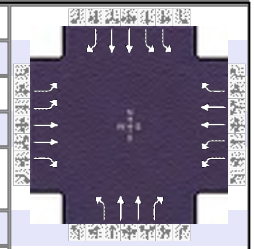
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	421	891	114	130	827	440	134	513	88	565	460	415
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1743	1781	1610	1634	1781	1246	1781	1724	1485	1414	1752	1610
Queue Service Time (g_s), s	16.7	28.3	6.5	5.5	28.9	36.6	10.4	20.2	7.3	27.8	15.0	28.0
Cycle Queue Clearance Time (g_c), s	16.7	28.3	6.5	5.5	28.9	36.6	10.4	20.2	7.3	27.8	15.0	28.0
Green Ratio (*g/C*)	0.13	0.39	0.39	0.06	0.32	0.52	0.09	0.17	0.17	0.21	0.29	0.42
Capacity (*c*), veh/h	467	1406	636	180	1126	650	158	598	257	581	1017	683
Volume-to-Capacity Ratio (*X*)	0.903	0.633	0.180	0.720	0.734	0.677	0.848	0.859	0.341	0.974	0.453	0.609
Back of Queue (*Q*), ft/ln (95 th percentile)	338.9	466.8	4.9	114.3	489.9	402.2	222.7	380.9	129.9	537.8	275.1	411.6
Back of Queue (*Q*), veh/ln (95 th percentile)	13.4	18.4	0.2	4.3	19.3	13.1	8.8	14.5	4.8	17.9	10.7	16.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.21	0.00	0.00	0.53	0.00	1.61	0.62	0.00	0.54	2.44	0.00	3.17
Uniform Delay (d_1), s/veh	59.7	34.2	27.6	65.1	42.6	18.8	62.9	56.2	11.5	55.3	40.6	31.3
Incremental Delay (d_2), s/veh	20.1	2.2	0.6	4.0	4.3	5.6	9.9	9.7	1.1	30.5	0.5	1.9
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	79.8	36.4	28.2	69.1	46.9	24.4	72.8	65.9	12.6	85.8	41.1	33.2
Level of Service (LOS)	E	D	C	E	D	C	E	E	B	F	D	C
Approach Delay, s/veh / LOS	48.6	D		41.8	D		60.8	E		56.3	E	
Intersection Delay, s/veh / LOS	50.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.66	C	2.67	C	2.61	C
Bicycle LOS Score / LOS	1.66	B	1.64	B	1.09	A	1.68	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected Mid (w. impr…		
Project Description	23-018-1				

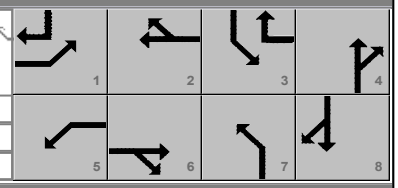


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	413	873	125	127	810	479	131	503	96	554	451	453

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.7	5.0	44.3	12.4	5.9	28.7
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	1.0	1.0	1.0	1.0	1.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	0.984	1.000	0.930	0.984	0.774	0.984	0.953	0.922	0.805	0.969	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3487	3561	1610	3267	3561	1246	1781	3448	1485	2829	3505	1610
Proportion of Vehicles Arriving on Green (P)	0.13	0.39	0.39	0.06	0.32	0.32	0.09	0.17	0.17	0.21	0.29	0.29
Incremental Delay Factor (k)	0.41	0.50	0.50	0.08	0.50	0.50	0.09	0.31	0.15	0.48	0.15	0.23

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.13	0.39	0.06	0.32	0.09	0.17	0.21	0.29
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1246		0		1610
Protected Right Effective Green Time (g_R), s		0.0		28.7		0.0		18.7

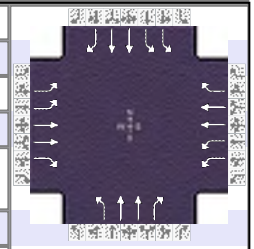
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.014	1.852	0.065	1.852	0.068	1.852	0.018
Pedestrian F_s / F_{delay}	0.000	0.130	0.000	0.140	0.000	0.152	0.000	0.143
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	789.80	25.63	632.41	32.73	410.44	44.22	580.14	35.28

Bicycle F_w / F_v	-3.64	1.18	-3.64	1.15	-3.64	0.61	-3.64	1.19

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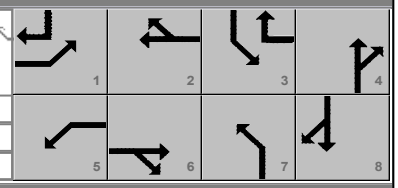
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.98
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Projected Mid (w. impr…		
Project Description	23-018-1				

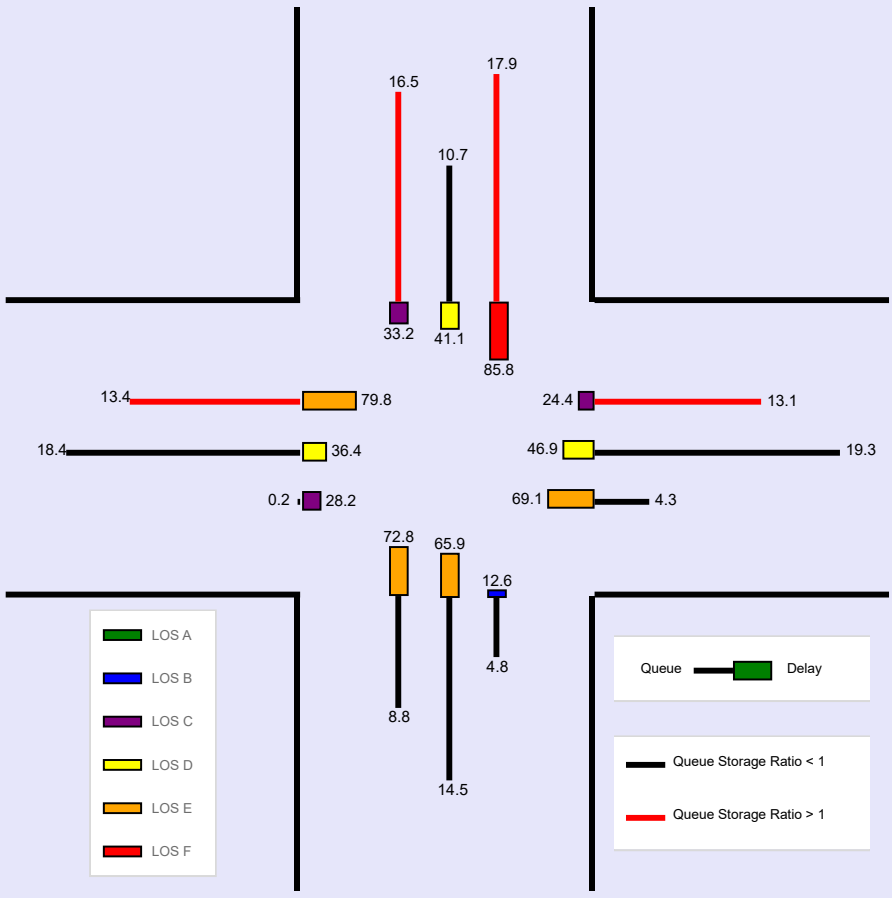


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	413	873	125	127	810	479	131	503	96	554	451	453

Signal Information					EB			WB			NB			SB		
Cycle, s	140.0	Reference Phase	2													
Offset, s	132	Reference Point	End	Green	7.7	5.0		44.3	12.4	5.9	28.7					
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0		5.0	5.0	5.0	5.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	1.0	1.0	1.0					



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	338.9	466.8	4.9	114.3	489.9	402.2	222.7	380.9	129.9	537.8	275.1	411.6
Back of Queue (*Q*), veh/ln (95 th percentile)	13.4	18.4	0.2	4.3	19.3	13.1	8.8	14.5	4.8	17.9	10.7	16.5
Queue Storage Ratio (*RQ*) (95 th percentile)	1.21	0.00	0.00	0.53	0.00	1.61	0.62	0.00	0.54	2.44	0.00	3.17
Control Delay (*d*), s/veh	79.8	36.4	28.2	69.1	46.9	24.4	72.8	65.9	12.6	85.8	41.1	33.2
Level of Service (LOS)	E	D	C	E	D	C	E	E	B	F	D	C
Approach Delay, s/veh / LOS	48.6	D		41.8	D		60.8	E		56.3	E	
Intersection Delay, s/veh / LOS	50.7						D					



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--- Messages ---

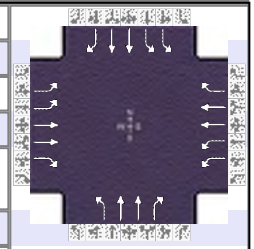
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Build PM (opt, EBR,…		
Project Description	23-018				

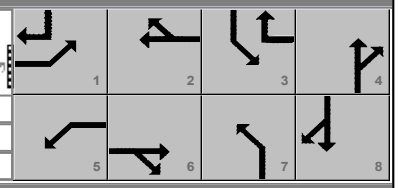


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	1	1	4	1	15	2	2	5	13	2	0
Ped / Bike / RTOR, /h	0	0	13	0	0	53	0	0	12	0	0	42
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Turn Bay Length, ft	280	0	0	215	0	250	360	0	240	220	0	130
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	40	40	40	40	40	40

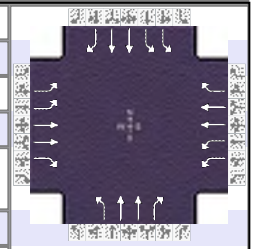
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	30.0	58.0	13.0	41.0	29.0	36.0	33.0	40.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	10	4	10	4	7	4	4
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0	2.0	4.0	2.0	4.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
Walk (*Walk*), s		7.0		7.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		28.0		28.0		14.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Build PM (opt, EBR,…		
Project Description	23-018				

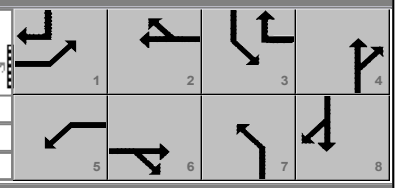


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	30.0	58.0	13.0	41.0	31.7	36.0	33.0	37.3
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0	4.8	4.8	3.1	5.1
Queue Clearance Time (g_s), s	25.3		7.8		9.7	32.0	28.5	28.9
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	5.2	0.0	0.0	2.5
Phase Call Probability	1.00		1.00		0.99	1.00	1.00	1.00
Max Out Probability	1.00		1.00		0.18	1.00	1.00	1.00

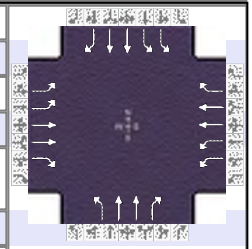
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	589	1311	121	142	831	491	112	763	108	600	502	388
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757	1795	1598	1702	1795	1422	1781	1781	1547	1579	1781	1610
Queue Service Time (g_s), s	23.3	50.7	7.2	5.8	31.6	35.0	7.7	30.0	8.3	26.5	17.8	26.9
Cycle Queue Clearance Time (g_c), s	23.3	50.7	7.2	5.8	31.6	35.0	7.7	30.0	8.3	26.5	17.8	26.9
Green Ratio (*g/C*)	0.17	0.37	0.37	0.05	0.25	0.44	0.18	0.21	0.21	0.19	0.22	0.40
Capacity (*c*), veh/h	602	1333	593	170	897	630	327	763	332	609	796	636
Volume-to-Capacity Ratio (*X*)	0.977	0.984	0.203	0.836	0.926	0.779	0.344	1.000	0.326	0.985	0.630	0.609
Back of Queue (*Q*), ft/ln (95 th percentile)	468.5	864	130.2	147.6	573.4	293.4	156.8	593.1	151.7	526.3	321.7	399.1
Back of Queue (*Q*), veh/ln (95 th percentile)	18.7	34.3	5.2	5.7	22.8	10.5	6.2	23.4	5.8	19.1	12.7	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.67	0.00	0.00	0.69	0.00	1.17	0.44	0.00	0.63	2.39	0.00	3.07
Uniform Delay (d_1), s/veh	57.7	43.6	29.2	65.9	51.2	6.9	49.8	55.0	46.5	56.3	49.1	33.7
Incremental Delay (d_2), s/veh	30.8	21.0	0.8	28.2	16.7	9.2	0.2	32.5	0.8	32.5	1.6	1.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh	88.5	64.6	30.0	94.1	67.9	16.1	50.0	87.5	47.3	88.8	50.7	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	69.5	E		53.1	D		78.8	E		62.1	E	
Intersection Delay, s/veh / LOS	65.2						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.67	C	2.68	C	2.62	C
Bicycle LOS Score / LOS	2.15	B	1.70	B	1.30	A	1.72	B

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HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Build PM (opt, EBR,…		
Project Description	23-018				

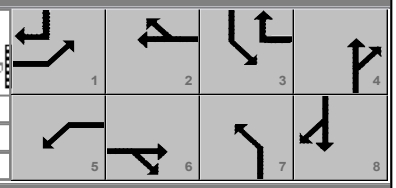


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7
Yellow	5.0	5.0	5.0	5.0	0.0	5.0
Red	1.0	1.0	1.0	1.0	0.0	1.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.992	0.992	0.969	0.992	0.883	0.984	0.984	0.961	0.899	0.984	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	0.952	1.000	0.971	0.952	1.000	1.000	0.952	1.000	0.971	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.000	0.847		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00			1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	3514	3589	1598	3404	3589	1422	1781	3561	1547	3158	3561	1610
Proportion of Vehicles Arriving on Green (P)	0.17	0.37	0.37	0.05	0.25	0.25	0.18	0.21	0.21	0.19	0.22	0.22
Incremental Delay Factor (k)	0.48	0.50	0.50	0.36	0.50	0.50	0.04	0.50	0.15	0.49	0.21	0.21

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Green Ratio (g/C)	0.17	0.37	0.05	0.25	0.18	0.21	0.19	0.22
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		1422		0		1610
Protected Right Effective Green Time (g_R), s		0.0		27.0		0.0		24.0

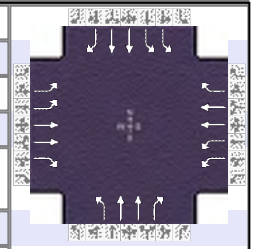
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.710	0.017	1.852	0.060	1.852	0.075	1.852	0.018
Pedestrian F_s / F_{delay}	0.000	0.133	0.000	0.155	0.000	0.151	0.000	0.154
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	742.86	27.66	342.86	48.06	428.57	43.21	367.04	46.66

Bicycle F_w / F_v	-3.64	1.67	-3.64	1.21	-3.64	0.81	-3.64	1.23

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FM	Analysis Date	Feb 18, 2022	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Paris Rd	File Name	Judge Perez at Paris 2045 Build PM (opt, EBR,…		
Project Description	23-018				

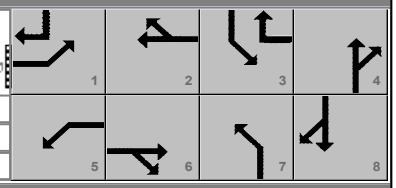


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	571	1272	130	138	806	529	109	740	117	582	487	418

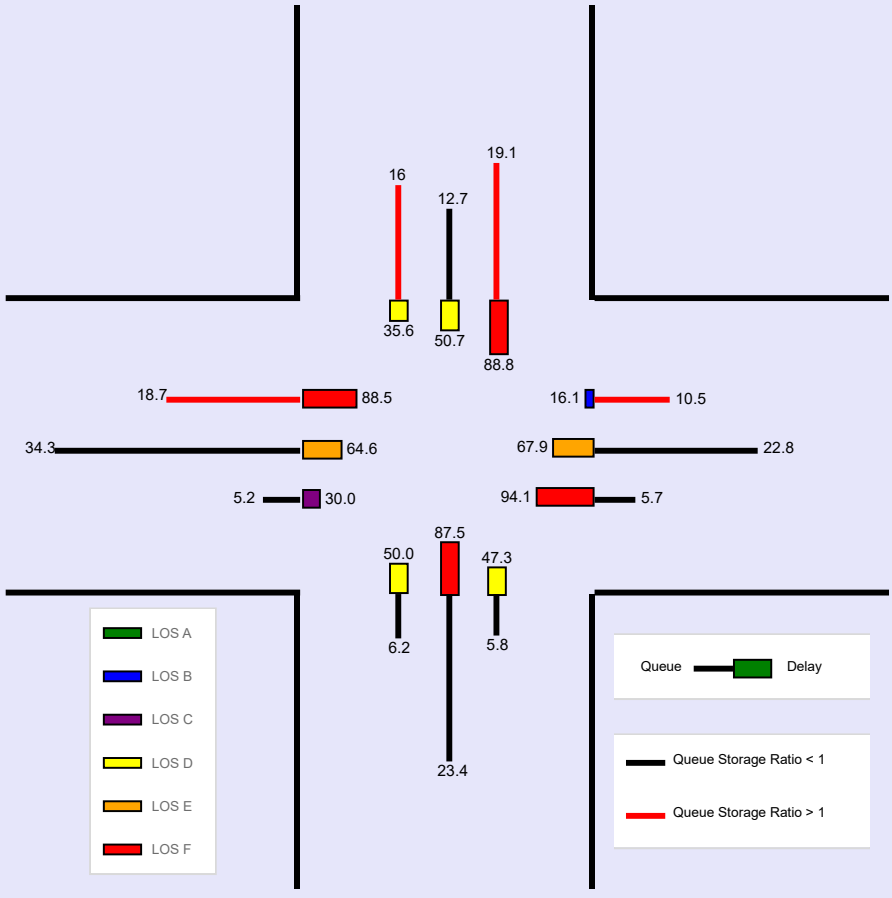
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	132	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	22.0	24.0	27.0	4.3	25.7						
Yellow	5.0	5.0	5.0	5.0	0.0	5.0						
Red	1.0	1.0	1.0	1.0	0.0	1.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	468.5	864	130.2	147.6	573.4	293.4	156.8	593.1	151.7	526.3	321.7	399.1
Back of Queue (*Q*), veh/ln (95 th percentile)	18.7	34.3	5.2	5.7	22.8	10.5	6.2	23.4	5.8	19.1	12.7	16.0
Queue Storage Ratio (*RQ*) (95 th percentile)	1.67	0.00	0.00	0.69	0.00	1.17	0.44	0.00	0.63	2.39	0.00	3.07
Control Delay (*d*), s/veh	88.5	64.6	30.0	94.1	67.9	16.1	50.0	87.5	47.3	88.8	50.7	35.6
Level of Service (LOS)	F	E	C	F	E	B	D	F	D	F	D	D
Approach Delay, s/veh / LOS	69.5	E		53.1	D		78.8	E		62.1	E	
Intersection Delay, s/veh / LOS	65.2						E					



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--- Messages ---

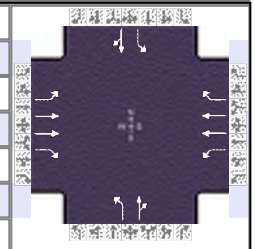
WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

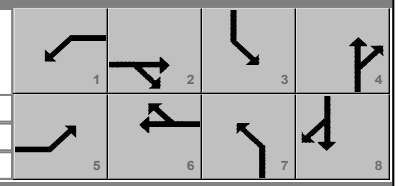


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	20	1	0	11	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

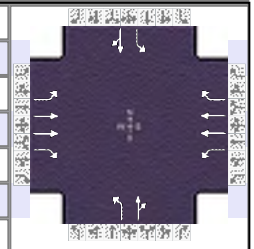
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	18.0	43.0	23.0	48.0	18.0	18.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

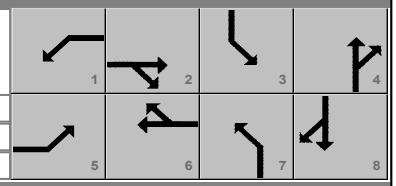


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	12.5	60.1	11.1	58.7		14.7		14.1
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	7.1		5.9			9.5		9.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.92		0.86			1.00		1.00
Max Out Probability	1.00		0.00			0.14		1.00

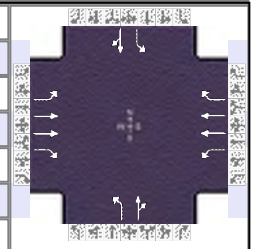
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	93	1113	153	71	1953	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1527	1598	1810	1654	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	5.1	26.4	4.9	3.9	52.7	0.9	7.5	6.7		5.0	7.0	
Cycle Queue Clearance Time (g_c), s	5.1	26.4	4.9	3.9	52.7	0.9	7.5	6.7		5.0	7.0	
Green Ratio (*g/C*)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10		0.09	0.09	
Capacity (*c*), veh/h	118	1651	864	92	1742	848	176	164		165	157	
Volume-to-Capacity Ratio (*X*)	0.787	0.674	0.177	0.769	1.121	0.037	0.788	0.714		0.578	0.788	
Back of Queue (*Q*), ft/ln (95 th percentile)	140	402.5	78.7	83.1	1283.3	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	13.9	3.1	3.3	47.2	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	46.1	16.6	11.7	46.9	23.7	11.7	44.1	43.8		43.6	44.5	
Incremental Delay (d_2), s/veh	26.8	2.2	0.4	4.9	62.9	0.1	3.9	2.2		1.2	13.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	72.8	18.8	12.1	51.8	86.5	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	F	B	D	D		D	E	
Approach Delay, s/veh / LOS	21.8	C		84.2	F		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	58.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.96	B	2.46	B	2.49	B
Bicycle LOS Score / LOS	1.61	B	2.18	B	0.91	A	0.85	A

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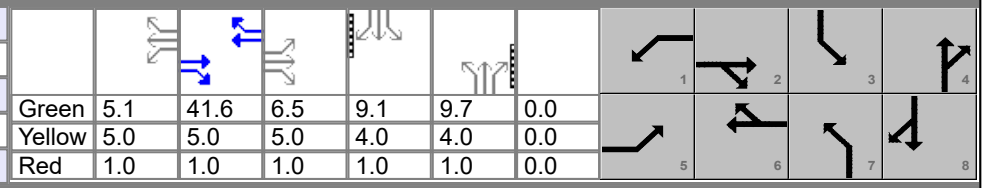
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.1	41.6	6.5	9.1	9.7	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.844	0.992	1.000	0.914	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3053	1598	1810	3307	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.05	0.53	0.53	0.10	0.10	0.10	0.09	0.09	0.09
Incremental Delay Factor (k)	0.30	0.50	0.50	0.04	0.50	0.50	0.05	0.04		0.04	0.18	

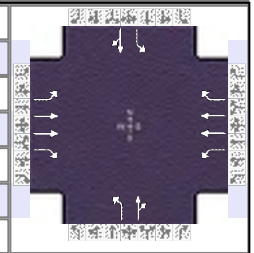
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.07	0.54	0.05	0.53		0.10		0.09
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.094	0.000	0.151	0.000	0.149	0.000	0.157
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1081.44	10.55	130.32	43.70	194.41	40.75		56.18
Bicycle F_w / F_v	-3.64	1.12	-3.64	1.70	-3.64	0.42	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				

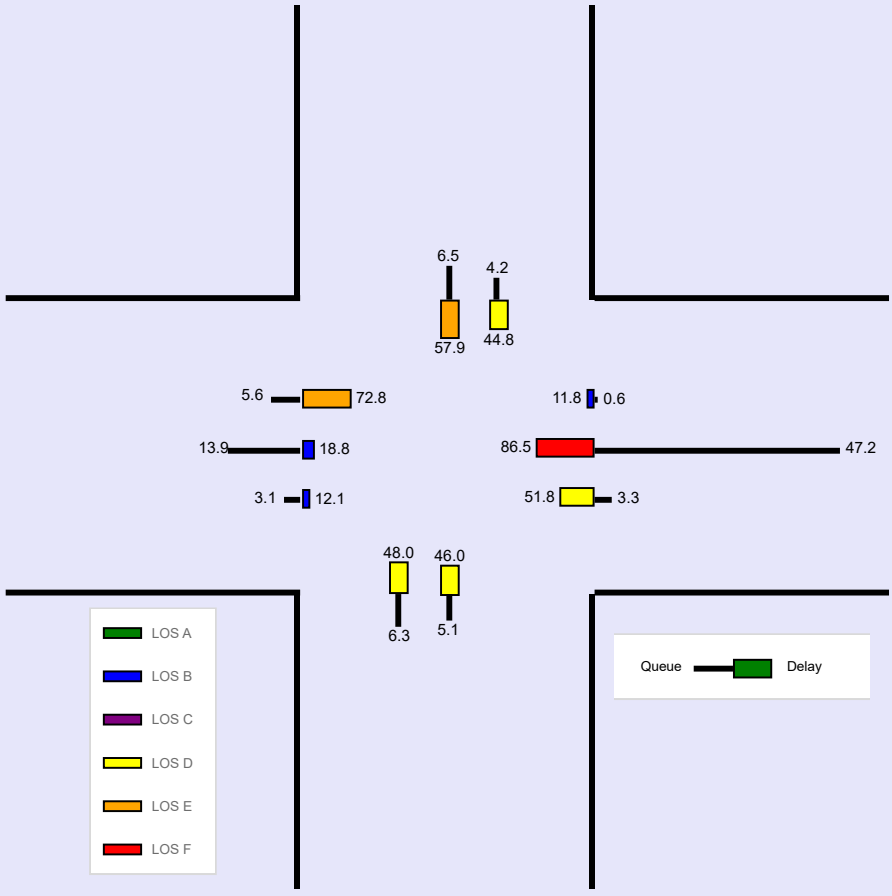


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.1	41.6	6.5	9.1	9.7	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	5	6	7	8		
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	140	402.5	78.7	83.1	1283.3	15.3	156.7	128.5		105.6	163.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.6	13.9	3.1	3.3	47.2	0.6	6.3	5.1		4.2	6.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.65	0.00	0.39	0.38	0.00	0.10	0.78	0.00		0.00	0.00	
Control Delay (*d*), s/veh	72.8	18.8	12.1	51.8	86.5	11.8	48.0	46.0		44.8	57.9	
Level of Service (LOS)	E	B	B	D	F	B	D	D		D	E	
Approach Delay, s/veh / LOS	21.8	C		84.2	F		47.1	D		52.2	D	
Intersection Delay, s/veh / LOS	58.1						E					



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--- Messages ---

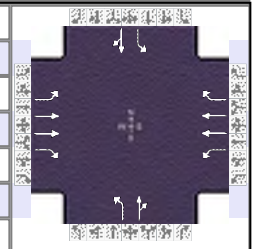
No errors or warnings exist.

--- Comments ---

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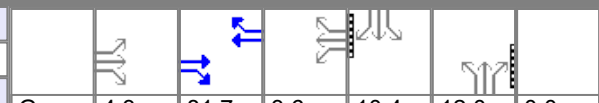
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected Mid.xus		
Project Description	23-018				

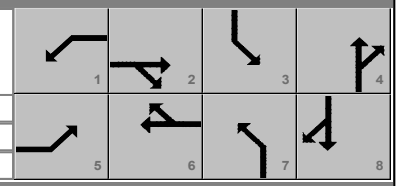


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1269	83	22	1135	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	81.7	3.6	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1269	83	22	1135	45	102	43	77	61	29	73
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	13	0	0	15	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	9	0	0	5	0	0	8	0	0	8
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

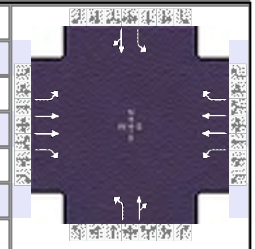
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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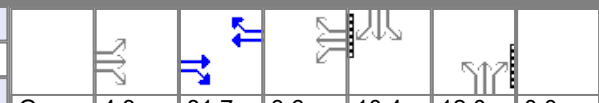
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected Mid.xus		
Project Description	23-018				

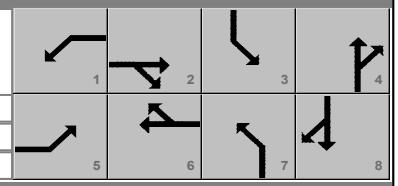


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1269	83	22	1135	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	81.7	3.6	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	10.3	98.0	9.6	97.3		17.0		15.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.3		3.8			11.6		10.2
Green Extension Time (g_e), s	0.0	0.0	2.2	0.0		0.4		0.3
Phase Call Probability	0.81		0.60			1.00		1.00
Max Out Probability	0.00		0.02			0.00		0.00

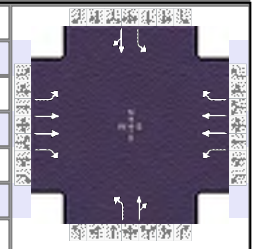
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	43	1350	79	23	1207	43	109	119		65	100	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1625	1610	1810	1597	1610	1810	1710		1810	1690	
Queue Service Time (g_s), s	3.3	34.1	2.5	1.8	29.6	1.3	8.2	9.6		4.8	8.2	
Cycle Queue Clearance Time (g_c), s	3.3	34.1	2.5	1.8	29.6	1.3	8.2	9.6		4.8	8.2	
Green Ratio (*g/C*)	0.03	0.66	0.66	0.03	0.65	0.65	0.09	0.09		0.07	0.07	
Capacity (*c*), veh/h	55	2136	1058	46	2083	1050	155	146		135	126	
Volume-to-Capacity Ratio (*X*)	0.767	0.632	0.074	0.504	0.580	0.041	0.700	0.813		0.482	0.795	
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	496.8	39.6	38.9	441.8	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	18.0	1.6	1.6	15.8	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.20	0.18	0.00	0.14	0.86	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.4	14.1	6.9	67.3	13.6	8.7	62.3	62.9		62.2	63.7	
Incremental Delay (d_2), s/veh	7.9	1.4	0.1	3.1	1.2	0.1	2.1	4.1		1.0	4.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	75.3	15.5	7.1	70.4	14.8	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	16.8	B		15.6	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	22.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.98	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	1.70	B	1.54	B	0.86	A	0.76	A

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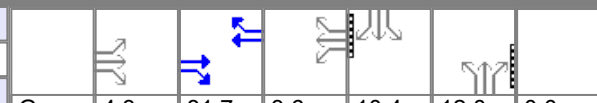
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected Mid.xus		
Project Description	23-018				

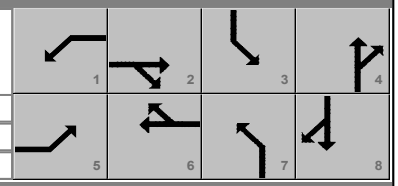


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1269	83	22	1135	45	102	43	77	61	29	73

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	81.7	3.6	10.4	12.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.899	1.000	1.000	0.883	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.900	0.900		0.889	0.889
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3251	1610	1810	3194	1610	1810	657	1054	1810	521	1168
Proportion of Vehicles Arriving on Green (P)	0.03	0.66	0.66	0.03	0.65	0.65	0.09	0.09	0.09	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

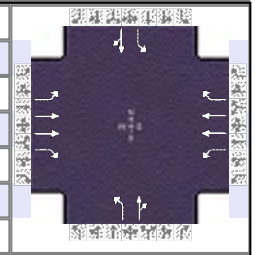
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.66	0.03	0.65		0.09		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.011	1.710	0.007	1.710	0.013
Pedestrian F_s / F_{delay}	0.000	0.168	0.000	0.086	0.000	0.163	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	51.32	66.45	1304.25	8.47	171.30	58.52	-85.71	76.13
Bicycle F_w / F_v	-3.64	1.21	-3.64	1.05	-3.64	0.38	-3.64	0.27

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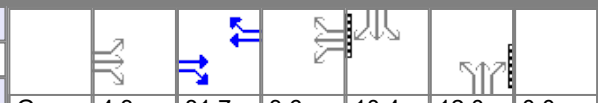
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected Mid.xus		
Project Description	23-018				

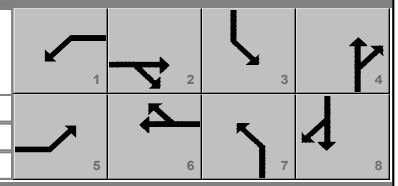


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	40	1269	83	22	1135	45	102	43	77	61	29	73

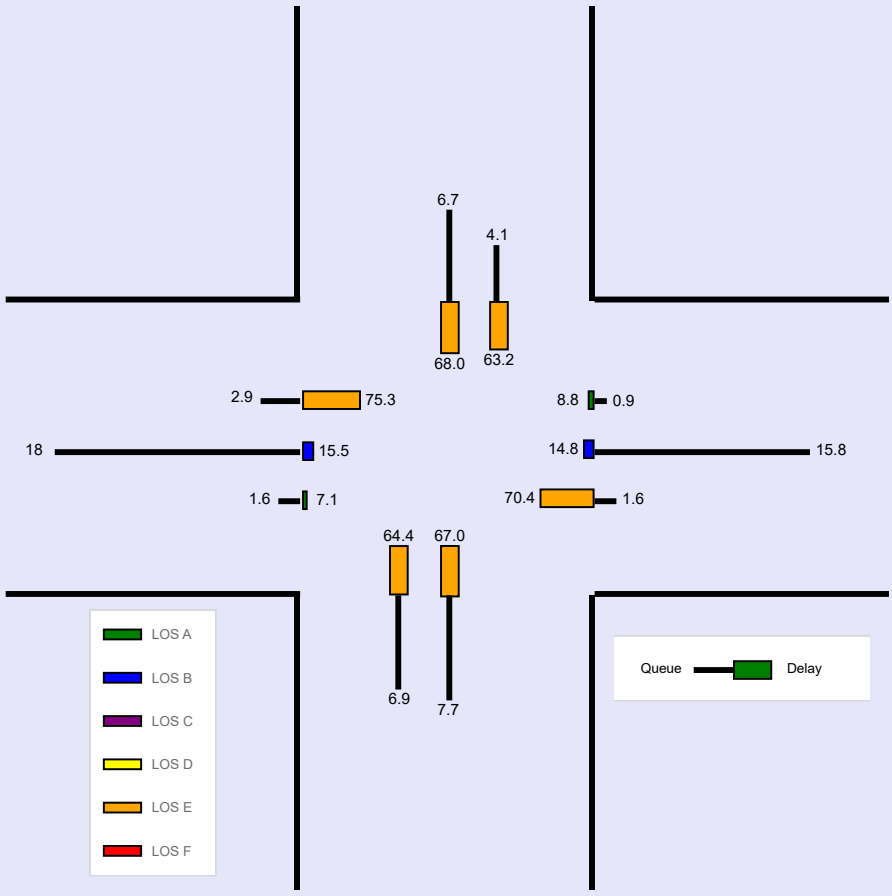
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.3	81.7	3.6	10.4	12.0	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	73.4	496.8	39.6	38.9	441.8	21.4	172.7	193.3		103.2	167.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	18.0	1.6	1.6	15.8	0.9	6.9	7.7		4.1	6.7	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.34	0.00	0.20	0.18	0.00	0.14	0.86	0.00		0.00	0.00	
Control Delay (*d*), s/veh	75.3	15.5	7.1	70.4	14.8	8.8	64.4	67.0		63.2	68.0	
Level of Service (LOS)	E	B	A	E	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	16.8	B		15.6	B		65.8	E		66.1	E	
Intersection Delay, s/veh / LOS	22.5						C					



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--- Messages ---

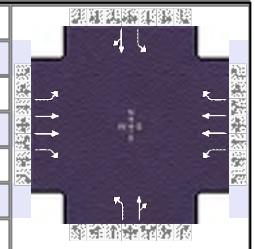
No errors or warnings exist.

--- Comments ---

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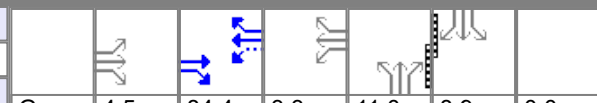
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected PM.xus		
Project Description	23-018				

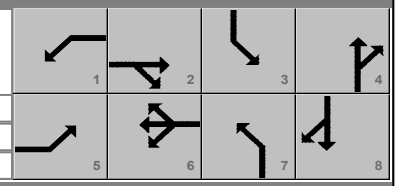


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1769	68	29	1294	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.4	3.3	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1769	68	29	1294	55	52	54	57	74	17	66
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	5	0	0	7	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	7	0	0	6	0	0	6	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

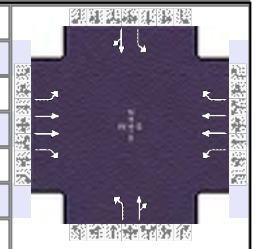
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	22.0	75.0	22.0	75.0	25.0	25.0	18.0	18.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1769	68	29	1294	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.4	3.3	11.0	8.9	0.0	1	2	3	4		
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	5	6	7	8		
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		4		8
Case Number	2.0	3.0	1.3	3.0		10.0		10.0
Phase Duration, s	10.5	100.8	9.3	99.7		16.0		13.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	5.4		2.0			10.7		8.6
Green Extension Time (g_e), s	0.0	0.0	2.7	0.0		0.3		0.3
Phase Call Probability	0.82		0.69			1.00		1.00
Max Out Probability	0.00		0.02			0.00		0.00

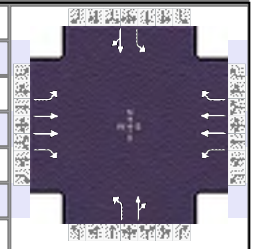
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	44	1862	64	31	1362	52	55	111		78	80	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1738	1610	1810	1710	1610	1810	1747		1810	1667	
Queue Service Time (g_s), s	3.4	52.1	1.9	0.0	30.7	1.5	4.0	8.7		5.9	6.6	
Cycle Queue Clearance Time (g_c), s	3.4	52.1	1.9	0.0	30.7	1.5	4.0	8.7		5.9	6.6	
Green Ratio (*g/C*)	0.03	0.68	0.68	0.61	0.67	0.67	0.08	0.08		0.06	0.06	
Capacity (*c*), veh/h	58	2355	1091	166	2288	1077	142	137		115	106	
Volume-to-Capacity Ratio (*X*)	0.767	0.791	0.059	0.183	0.595	0.048	0.386	0.807		0.676	0.754	
Back of Queue (*Q*), ft/ln (95 th percentile)	76	706	29.7	37.2	447.6	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	27.2	1.2	1.5	17.0	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.17	0.00	0.16	0.42	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	67.3	15.7	8.2	37.5	12.7	7.9	61.3	63.5		64.1	64.5	
Incremental Delay (d_2), s/veh	7.6	2.8	0.1	0.2	1.2	0.1	0.6	4.2		2.6	4.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	74.9	18.5	8.3	37.7	13.9	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	D	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	19.4	B		14.2	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.97	B	1.89	B	2.48	B	2.49	B
Bicycle LOS Score / LOS	2.11	B	1.68	B	0.76	A	0.75	A

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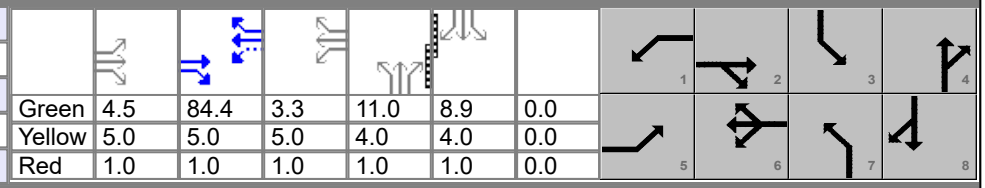
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1769	68	29	1294	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	4.5	84.4	3.3	11.0	8.9	0.0						
Yellow	5.0	5.0	5.0	4.0	4.0	0.0						
Red	1.0	1.0	1.0	1.0	1.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.961	1.000	1.000	0.945	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.920	0.920		0.877	0.877
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3477	1610	1810	3420	1610	1810	899	849	1810	373	1294
Proportion of Vehicles Arriving on Green (P)	0.03	0.68	0.68	0.02	0.67	0.67	0.08	0.08	0.08	0.06	0.06	0.06
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04		0.04	0.04	

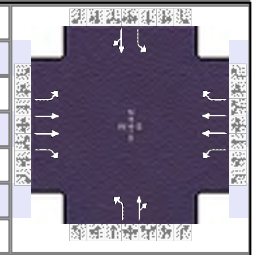
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.03	0.68	0.61	0.67		0.08		0.06
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	250	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	82.4	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	40.7	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s			13.3					
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.009	1.198	0.010	1.710	0.009	1.710	0.010
Pedestrian F_s / F_{delay}	0.000	0.168	0.000	0.082	0.000	0.165	0.000	0.170
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	46.68	66.77	1337.92	7.67	127.33	61.37	-85.71	76.13
Bicycle F_w / F_v	-3.64	1.63	-3.64	1.19	-3.64	0.27	-3.64	0.26

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HCS Signalized Intersection Results Graphical Summary

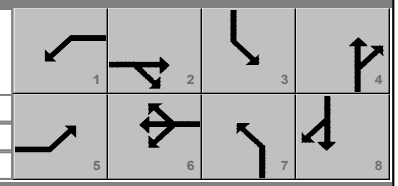
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.95
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected PM.xus		
Project Description	23-018				



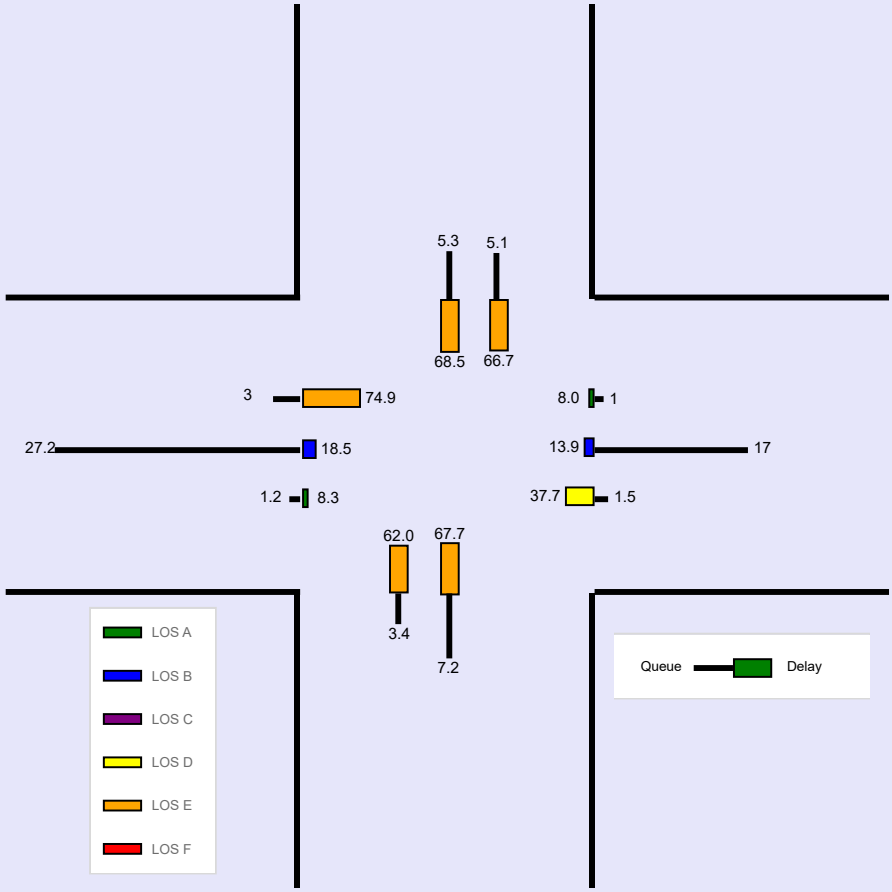
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1769	68	29	1294	55	52	54	57	74	17	66

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.5	84.4	3.3	11.0	8.9	0.0	
Yellow	5.0	5.0	5.0	4.0	4.0	0.0	
Red	1.0	1.0	1.0	1.0	1.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	76	706	29.7	37.2	447.6	24.5	84.3	181		128.1	133.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.0	27.2	1.2	1.5	17.0	1.0	3.4	7.2		5.1	5.3	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.35	0.00	0.15	0.17	0.00	0.16	0.42	0.00		0.00	0.00	
Control Delay (*d*), s/veh	74.9	18.5	8.3	37.7	13.9	8.0	62.0	67.7		66.7	68.5	
Level of Service (LOS)	E	B	A	D	B	A	E	E		E	E	
Approach Delay, s/veh / LOS	19.4	B		14.2	B		65.8	E		67.6	E	
Intersection Delay, s/veh / LOS	21.5						C					



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--- Messages ---

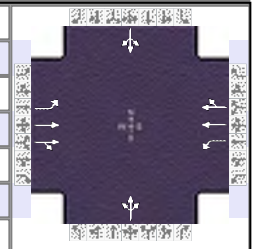
No errors or warnings exist.

--- Comments ---

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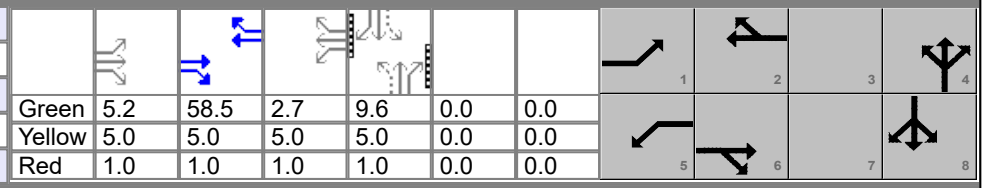
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1041	9	16	1566	18	21	7	3	24	5	57

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.2	58.5	2.7	9.6	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1041	9	16	1566	18	21	7	3	24	5	57
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	18		0	12			0			0	
Ped / Bike / RTOR, /h	0	0	1	0	0	2	0	0	1	0	0	6
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

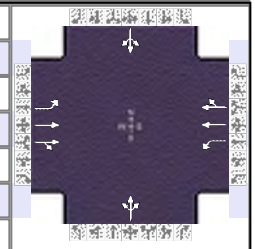
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	16.0	56.0	16.0	56.0		28.0		28.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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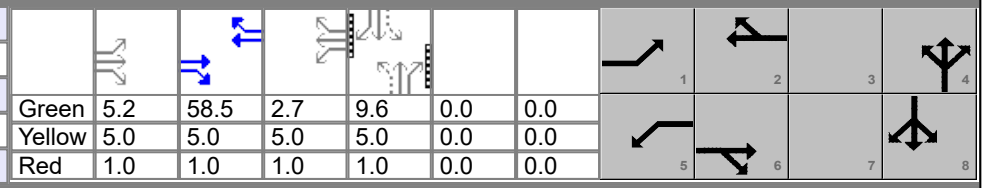
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1041	9	16	1566	18	21	7	3	24	5	57

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.2	58.5	2.7	9.6	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	11.2	75.7	8.7	73.2		15.6		15.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	4.6		2.9			3.8		7.1
Green Extension Time (g_e), s	0.1	0.0	2.5	0.0		0.1		0.1
Phase Call Probability	0.74		0.38			0.96		0.96
Max Out Probability	0.00		0.96			0.00		0.00

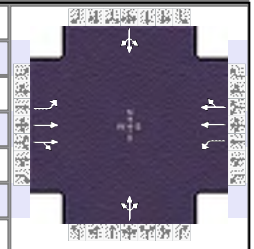
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	49	571	569	17	860	859		33			87	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1633	1629	1810	1722	1716		1517			1605	
Queue Service Time (g_s), s	2.6	16.3	16.3	0.9	32.8	32.9		0.0			2.3	
Cycle Queue Clearance Time (g_c), s	2.6	16.3	16.3	0.9	32.8	32.9		1.8			5.1	
Green Ratio (*g/C*)	0.05	0.70	0.70	0.03	0.67	0.67		0.10			0.10	
Capacity (*c*), veh/h	94	1138	1135	49	1157	1152		207			202	
Volume-to-Capacity Ratio (*X*)	0.520	0.502	0.502	0.358	0.744	0.746		0.157			0.431	
Back of Queue (*Q*), ft/ln (95 th percentile)	56.4	254.8	222.3	20.9	475.9	434.8		34.2			95	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	8.9	8.9	0.8	17.4	17.4		1.4			3.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	0.00	0.10	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	46.2	7.1	7.1	47.8	10.8	10.8		41.6			43.1	
Incremental Delay (d_2), s/veh	3.3	1.6	1.6	3.3	4.4	4.4		0.1			0.5	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	49.5	8.6	8.7	51.1	15.1	15.2		41.7			43.6	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	10.3	B		15.5	B		41.7	D		43.6	D	
Intersection Delay, s/veh / LOS	14.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.73	B	1.65	B	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.47	A	1.92	B	0.54	A	0.63	A

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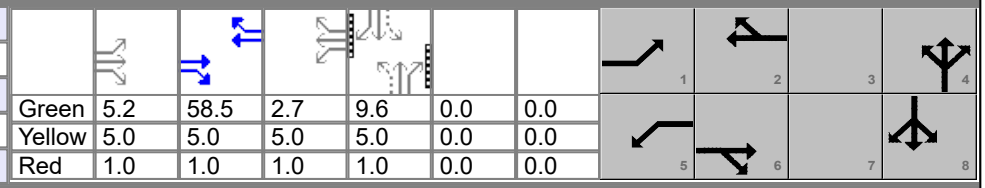
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1041	9	16	1566	18	21	7	3	24	5	57

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	5.2	58.5	2.7	9.6	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.860	1.000	1.000	0.906	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.803	0.798		0.936	0.845	
Right-Turn Adjustment Factor (f_{RT})		0.997	0.997		0.996	0.996		0.000	0.798		0.000	0.845
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3237	25	1810	3403	35	1062	354	101	482	100	1023
Proportion of Vehicles Arriving on Green (P)	0.05	0.70	0.70	0.03	0.67	0.67	0.10	0.10	0.10	0.10	0.10	0.10
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

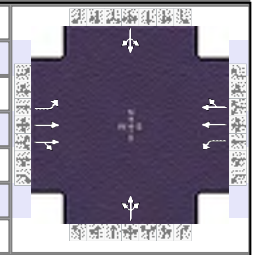
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.05	0.70	0.03	0.67		0.10		0.10
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1363		1427
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1489		1728
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.6		9.6
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		4.6		7.9
Permitted Queue Service Time (g_{ps}), s						0.0		2.3
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.9		2.8
Queue Service Time Before Blockage (g_{fs}), s						0.9		2.8
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.009	1.557	0.003	1.557	0.001
Pedestrian F_s / F_{delay}	0.000	0.155	0.000	0.068	0.000	0.149	0.000	0.149
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	53.64	47.35	1343.19	5.39	192.79	40.83	192.79	40.83
Bicycle F_w / F_v	-3.64	0.98	-3.64	1.43	-3.64	0.05	-3.64	0.14

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HCS Signalized Intersection Results Graphical Summary

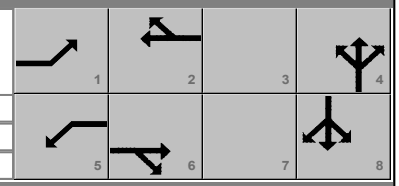
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected AM.xus		
Project Description	23-018-1 Pono LIT				



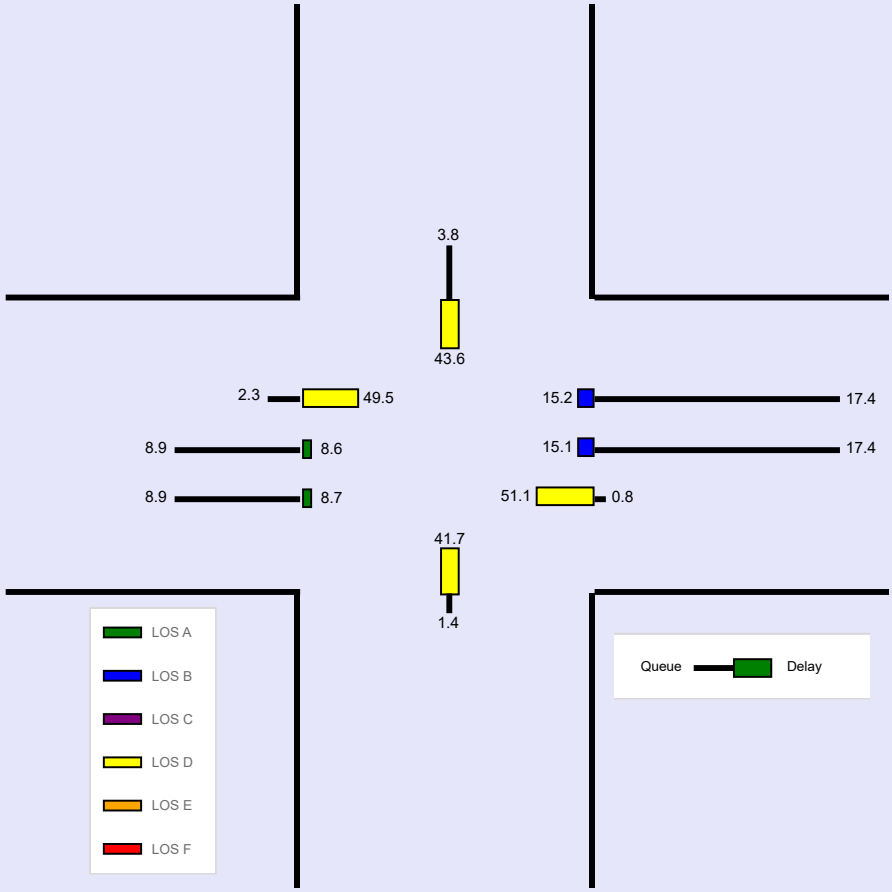
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	45	1041	9	16	1566	18	21	7	3	24	5	57

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	5.2	58.5	2.7	9.6	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	56.4	254.8	222.3	20.9	475.9	434.8		34.2			95	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	8.9	8.9	0.8	17.4	17.4		1.4			3.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	0.00	0.10	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	49.5	8.6	8.7	51.1	15.1	15.2		41.7			43.6	
Level of Service (LOS)	D	A	A	D	B	B		D			D	
Approach Delay, s/veh / LOS	10.3	B		15.5	B		41.7	D		43.6	D	
Intersection Delay, s/veh / LOS	14.6						B					



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--- Messages ---

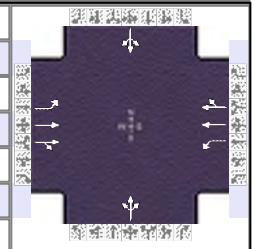
No errors or warnings exist.

--- Comments ---

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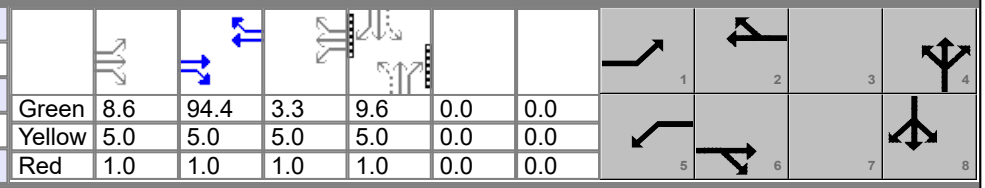
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	1314	33	16	1042	15	19	2	11	17	0	40

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.6	94.4	3.3	9.6	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	1314	33	16	1042	15	19	2	11	17	0	40
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	12		0	16			0			0	
Ped / Bike / RTOR, /h	0	0	4	0	0	2	0	0	2	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

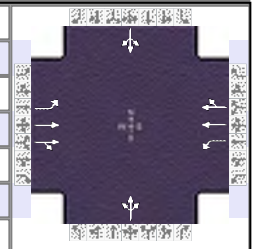
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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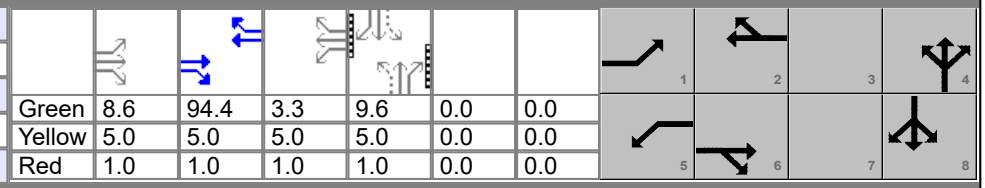
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	1314	33	16	1042	15	19	2	11	17	0	40

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.6	94.4	3.3	9.6	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	14.6	115.0	9.3	109.7		15.6		15.6
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	8.8		3.3			4.5		6.5
Green Extension Time (g_e), s	0.2	0.0	1.5	0.0		0.1		0.1
Phase Call Probability	0.97		0.47			0.96		0.96
Max Out Probability	0.00		0.97			0.00		0.00

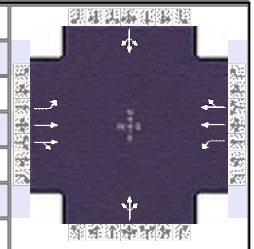
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	89	694	690	16	545	543		31			55	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1722	1709	1810	1663	1656		1540			1590	
Queue Service Time (g_s), s	6.8	20.9	21.0	1.3	17.7	17.7		0.0			1.6	
Cycle Queue Clearance Time (g_c), s	6.8	20.9	21.0	1.3	17.7	17.7		2.5			4.5	
Green Ratio (*g/C*)	0.06	0.78	0.78	0.02	0.74	0.74		0.07			0.07	
Capacity (*c*), veh/h	112	1341	1331	43	1232	1227		148			143	
Volume-to-Capacity Ratio (*X*)	0.794	0.518	0.518	0.385	0.442	0.442		0.209			0.381	
Back of Queue (*Q*), ft/ln (95 th percentile)	152.7	307.8	280.2	28.3	284.1	251		48.3			87	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	11.2	11.2	1.1	10.1	10.0		1.9			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.73	0.00	0.00	0.13	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	64.8	5.7	5.7	67.3	7.0	7.0		61.8			62.7	
Incremental Delay (d_2), s/veh	9.1	1.4	1.4	4.2	1.2	1.2		0.3			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	73.9	7.2	7.2	71.5	8.1	8.2		62.1			63.4	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	11.2	B		9.1	A		62.1	E		63.4	E	
Intersection Delay, s/veh / LOS	12.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	1.70	B	1.40	A	0.54	A	0.58	A

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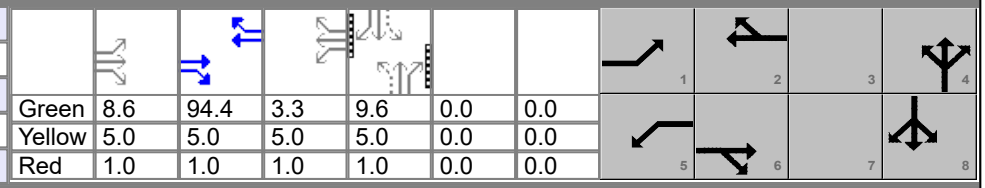
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected Mid.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	1314	33	16	1042	15	19	2	11	17	0	40

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.6	94.4	3.3	9.6	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.906	1.000	1.000	0.875	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.835	0.810		0.933	0.837	
Right-Turn Adjustment Factor (f_{RT})		0.992	0.992		0.996	0.996		0.000	0.810		0.000	0.837
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3357	74	1810	3278	41	975	103	462	510	0	1080
Proportion of Vehicles Arriving on Green (P)	0.06	0.78	0.78	0.02	0.74	0.74	0.07	0.07	0.07	0.07	0.00	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

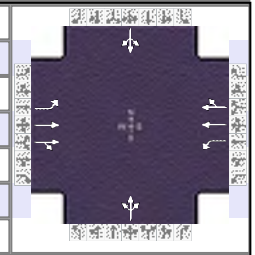
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.78	0.02	0.74		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1393		1425
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1544		1717
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.6		9.6
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		5.2		7.2
Permitted Queue Service Time (g_{ps}), s						0.0		1.6
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.1		2.9
Queue Service Time Before Blockage (g_{fs}), s						1.1		2.9
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.003	0.972	0.006	1.557	0.003	1.557	0.006
Pedestrian F_s / F_{delay}	0.000	0.168	0.000	0.062	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	47.35	66.72	1481.76	4.70	137.73	60.69	137.73	60.69
Bicycle F_w / F_v	-3.64	1.22	-3.64	0.91	-3.64	0.05	-3.64	0.09

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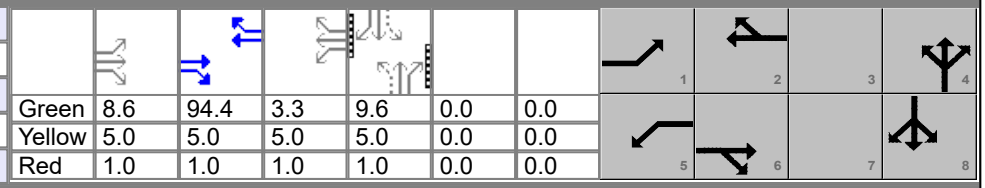
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected Mid.xus		
Project Description	23-018-1				



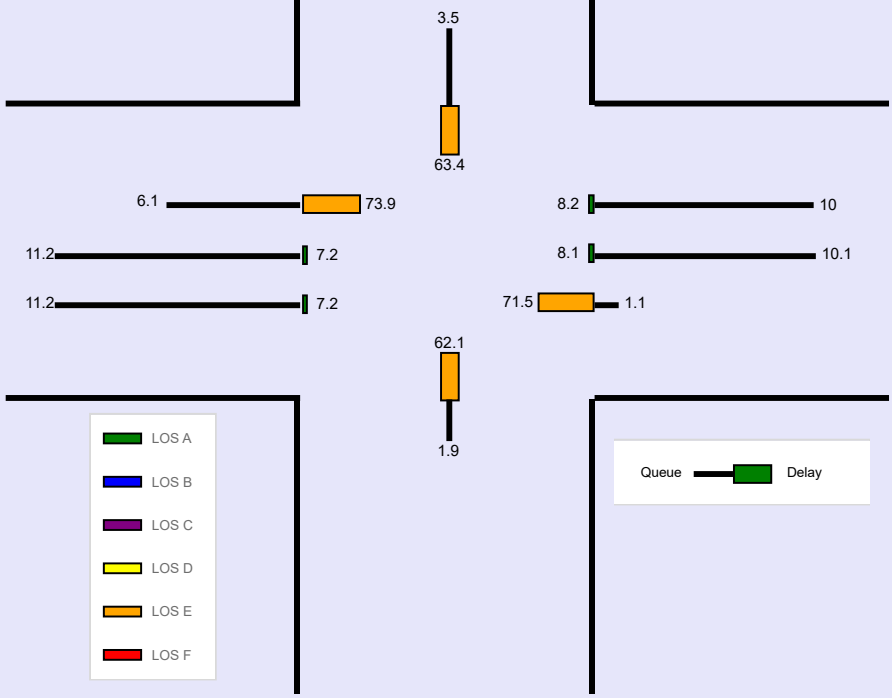
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	86	1314	33	16	1042	15	19	2	11	17	0	40

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.6	94.4	3.3	9.6	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	152.7	307.8	280.2	28.3	284.1	251		48.3			87	
Back of Queue (*Q*), veh/ln (95 th percentile)	6.1	11.2	11.2	1.1	10.1	10.0		1.9			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.73	0.00	0.00	0.13	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	73.9	7.2	7.2	71.5	8.1	8.2		62.1			63.4	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	11.2		B	9.1		A	62.1		E	63.4		E
Intersection Delay, s/veh / LOS	12.0						B					



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--- Messages ---

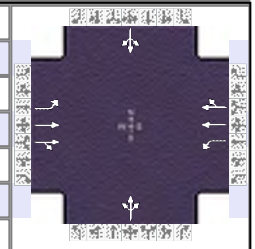
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

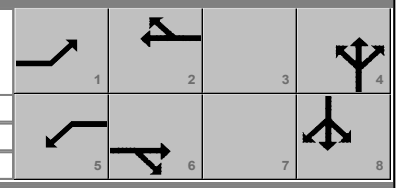
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1720	25	16	1196	17	25	5	10	26	2	32

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.4	94.4	3.4	9.8	0.0	0.0	
Yellow	5.0	5.0	5.0	5.0	0.0	0.0	
Red	1.0	1.0	1.0	1.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1720	25	16	1196	17	25	5	10	26	2	32
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	6		0	8			0			0	
Ped / Bike / RTOR, /h	0	0	3	0	0	2	0	0	1	0	0	4
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0		12.0	12.0			12.0			12.0	
Turn Bay Length, ft	210	0		220	0			0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	20	20	20	20	20	20

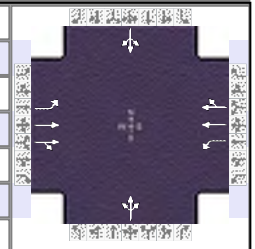
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	25.0	93.0	25.0	93.0		22.0		22.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0		5.0		5.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0		1.0		1.0
Minimum Green (G_{min}), s	7	15	7	15		10		10
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	2.5	2.0	2.5	2.0		1.5		1.5
Recall Mode	Off	Min	Off	Min		Off		Off
Dual Entry	No	Yes	No	Yes		Yes		Yes
Walk (*Walk*), s		0.0		0.0		4.0		4.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		20.0		20.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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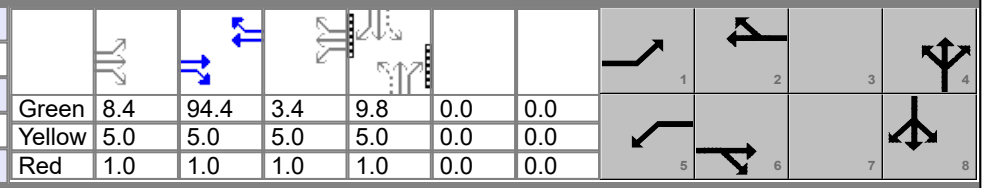
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1720	25	16	1196	17	25	5	10	26	2	32

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.4	94.4	3.4	9.8	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	0.0	0.0
Red	1.0	1.0	1.0	1.0	0.0	0.0

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	2.0	4.0	2.0	4.0		8.0		8.0
Phase Duration, s	14.4	114.8	9.4	109.8		15.8		15.8
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	3.6	0.0	3.6	0.0		2.9		2.9
Queue Clearance Time (g_s), s	8.6		3.3			5.4		6.9
Green Extension Time (g_e), s	0.1	0.0	1.7	0.0		0.1		0.1
Phase Call Probability	0.96		0.48			0.98		0.98
Max Out Probability	0.00		0.99			0.00		0.00

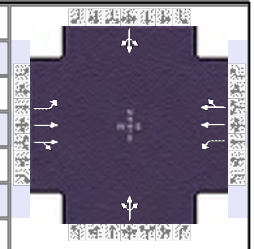
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (*v*), veh/h	86	927	926	17	645	643		41			60	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1811	1803	1810	1781	1774		1552			1585	
Queue Service Time (g_s), s	6.6	32.7	33.0	1.3	20.6	20.6		0.0			1.5	
Cycle Queue Clearance Time (g_c), s	6.6	32.7	33.0	1.3	20.6	20.6		3.4			4.9	
Green Ratio (*g/C*)	0.06	0.78	0.78	0.02	0.74	0.74		0.07			0.07	
Capacity (*c*), veh/h	109	1408	1401	44	1321	1315		151			149	
Volume-to-Capacity Ratio (*X*)	0.792	0.659	0.661	0.388	0.489	0.489		0.275			0.401	
Back of Queue (*Q*), ft/ln (95 th percentile)	148.6	446.4	427.6	29.2	319.7	299.6		65.3			95	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	17.0	17.1	1.2	12.0	12.0		2.6			3.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.71	0.00	0.00	0.13	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	64.9	7.1	7.1	67.3	7.3	7.4		62.1			62.7	
Incremental Delay (d_2), s/veh	9.2	2.4	2.5	4.1	1.3	1.3		0.4			0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	74.1	9.5	9.6	71.4	8.6	8.7		62.4			63.4	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	12.4	B		9.5	A		62.4	E		63.4	E	
Intersection Delay, s/veh / LOS	12.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.74	B	1.64	B	2.32	B	2.33	B
Bicycle LOS Score / LOS	2.09	B	1.56	B	0.56	A	0.59	A

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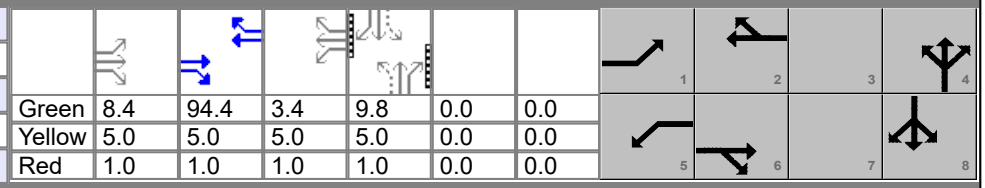
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Campagna Dr	File Name	Judge Perez at Campagna 2045 Projected PM.xus		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1720	25	16	1196	17	25	5	10	26	2	32

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.4	94.4	3.4	9.8	0.0	0.0						
Yellow	5.0	5.0	5.0	5.0	0.0	0.0						
Red	1.0	1.0	1.0	1.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.953	1.000	1.000	0.938	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.835	0.817		0.892	0.834	
Right-Turn Adjustment Factor (f_{RT})		0.995	0.995		0.996	0.996		0.000	0.817		0.000	0.834
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1810	3568	46	1810	3511	44	995	199	358	736	57	793
Proportion of Vehicles Arriving on Green (P)	0.06	0.78	0.78	0.02	0.74	0.74	0.07	0.07	0.07	0.07	0.07	0.07
Incremental Delay Factor (k)	0.08	0.50	0.50	0.08	0.50	0.50		0.04			0.04	

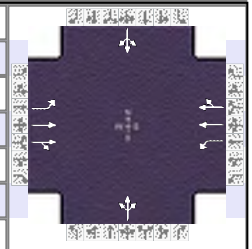
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.06	0.78	0.02	0.74		0.07		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1399		1421
Shared Saturation Flow Rate (s_{sh}), veh/h/ln						1545		1643
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		9.8		9.8
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		4.9		6.4
Permitted Queue Service Time (g_{ps}), s						0.0		1.5
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		1.1		2.0
Queue Service Time Before Blockage (g_{fs}), s						1.1		1.7
Protected Right Saturation Flow (s_R), veh/h/ln								
Protected Right Effective Green Time (g_R), s								

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	0.972	0.001	0.972	0.006	1.557	0.003	1.557	0.004
Pedestrian F_s / F_{delay}	0.000	0.168	0.000	0.062	0.000	0.165	0.000	0.165
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	48.42	66.65	1482.53	4.69	140.05	60.54	140.05	60.54
Bicycle F_w / F_v	-3.64	1.60	-3.64	1.08	-3.64	0.07	-3.64	0.10

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HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street		Analysis Year	2045 Projected	Analysis Period	
Intersection		File Name			
Project Description					



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	81	1720	25	16	1196	17	25	5	10	26	2	32

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	3	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	148.6	446.4	427.6	29.2	319.7	299.6		65.3			95	
Back of Queue (*Q*), veh/ln (95 th percentile)	5.9	17.0	17.1	1.2	12.0	12.0		2.6			3.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.71	0.00	0.00	0.13	0.00	0.00		0.00			0.00	
Control Delay (*d*), s/veh	74.1	9.5	9.6	71.4	8.6	8.7		62.4			63.4	
Level of Service (LOS)	E	A	A	E	A	A		E			E	
Approach Delay, s/veh / LOS	12.4	B		9.5	A		62.4	E		63.4	E	
Intersection Delay, s/veh / LOS	12.8						B					

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--- Messages ---

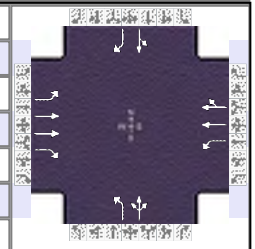
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	761	124	71	1131	4	105	32	70	7	56	172

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	2.8	73.3	15.4	10.2	0.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	5	6	7	8		
Red	1.5	0.0	1.5	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	761	124	71	1131	4	105	32	70	7	56	172
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	24	2	0	16		0	0			0	0
Ped / Bike / RTOR, /h	0	0	13	0	0	1	0	0	7	0	0	18
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

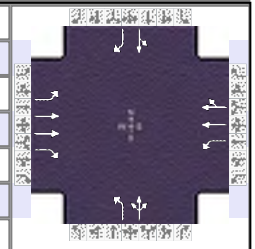
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

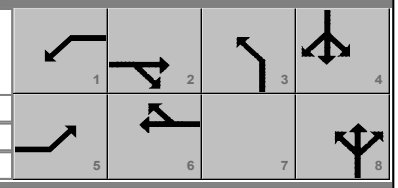
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	761	124	71	1131	4	105	32	70	7	56	172

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	2.8	73.3	15.4	10.2	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	10.3	79.3	13.1	82.1		16.2		21.4
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.7		3.0
Queue Clearance Time (g_s), s	4.5		7.5			10.1		15.3
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.2		0.1
Phase Call Probability	0.72		0.94			1.00		1.00
Max Out Probability	0.00		0.00			0.00		1.00

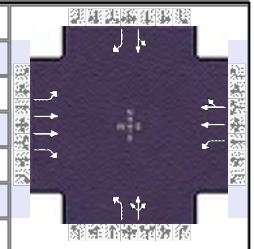
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	35	827	121	77	617	616	114	103			68	167
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1470	1585	1810	1663	1661	1810	1697			1890	1610
Queue Service Time (g_s), s	2.5	22.2	4.7	5.5	31.8	31.8	8.1	7.8			4.3	13.3
Cycle Queue Clearance Time (g_c), s	2.5	22.2	4.7	5.5	31.8	31.8	8.1	7.8			4.3	13.3
Green Ratio (*g/C*)	0.03	0.56	0.56	0.05	0.59	0.59	0.08	0.08			0.12	0.12
Capacity (*c*), veh/h	60	1658	894	98	973	972	143	134			223	190
Volume-to-Capacity Ratio (*X*)	0.582	0.499	0.135	0.784	0.633	0.634	0.800	0.772			0.307	0.879
Back of Queue (*Q*), ft/ln (95 th percentile)	52.6	347.4	76.2	117.2	500.3	443.2	173.4	156.1			94.8	282.8
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	11.7	3.0	4.7	17.7	17.7	6.9	6.2			3.8	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	0.41	0.53	0.00	0.00	0.79	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	62.0	17.2	13.4	60.7	17.8	17.8	58.9	58.7			52.4	56.4
Incremental Delay (d_2), s/veh	3.3	1.1	0.3	5.1	3.1	3.1	3.9	3.5			0.3	28.2
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	65.3	18.3	13.7	65.8	20.9	20.9	62.7	62.3			52.7	84.6
Level of Service (LOS)	E	B	B	E	C	C	E	E			D	F
Approach Delay, s/veh / LOS	19.4	B		23.5	C		62.5	E		75.4	E	
Intersection Delay, s/veh / LOS	29.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.30	A	1.57	B	0.85	A	0.88	A

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HCS Signalized Intersection Intermediate Values

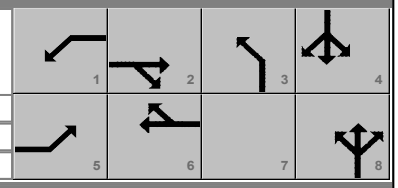
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	761	124	71	1131	4	105	32	70	7	56	172

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	2.8	73.3	15.4	10.2	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.813	0.984	1.000	0.875	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.994	0.994	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.999	0.999		0.893	0.893		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	2940	1585	1810	3315	9	1810	572	1126	210	1680	1610
Proportion of Vehicles Arriving on Green (P)	0.03	0.56	0.56	0.05	0.59	0.59	0.08	0.08	0.08	0.12	0.12	0.12
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04			0.04	0.31

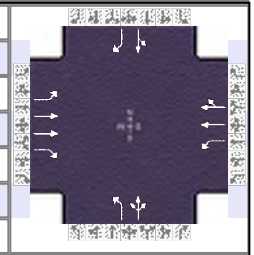
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.03	0.56	0.05	0.59		0.08		0.12
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.010	1.198	0.026	1.557	0.001	1.710	0.018
Pedestrian F_s / F_{delay}	0.000	0.101	0.000	0.097	0.000	0.167	0.000	0.161
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1127.90	12.36	1170.65	11.18		72.19	157.63	55.16
Bicycle F_w / F_v	-3.64	0.81	-3.64	1.08	-3.64	0.36	-3.64	0.39

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HCS Signalized Intersection Results Graphical Summary

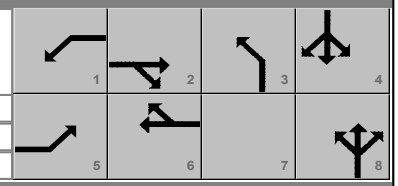
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1 Pono LIT				



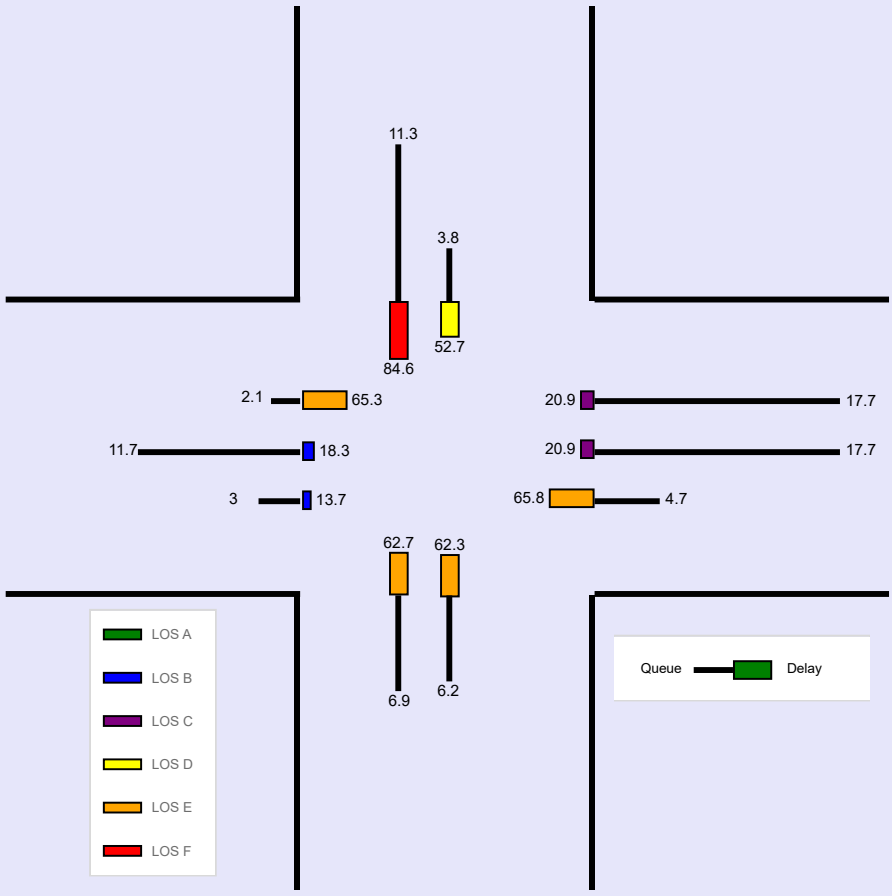
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	761	124	71	1131	4	105	32	70	7	56	172

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	4.3	2.8	73.3	15.4	10.2	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	52.6	347.4	76.2	117.2	500.3	443.2	173.4	156.1			94.8	282.8
Back of Queue (*Q*), veh/ln (95 th percentile)	2.1	11.7	3.0	4.7	17.7	17.7	6.9	6.2			3.8	11.3
Queue Storage Ratio (*RQ*) (95 th percentile)	0.27	0.00	0.41	0.53	0.00	0.00	0.79	0.00			0.00	0.00
Control Delay (*d*), s/veh	65.3	18.3	13.7	65.8	20.9	20.9	62.7	62.3			52.7	84.6
Level of Service (LOS)	E	B	B	E	C	C	E	E			D	F
Approach Delay, s/veh / LOS	19.4	B		23.5	C		62.5	E		75.4	E	
Intersection Delay, s/veh / LOS	29.6						C					



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--- Messages ---

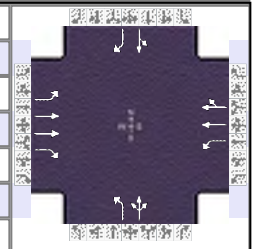
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	913	158	78	727	18	107	49	138	22	35	93

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.1	1.3	69.6	9.7	17.4	0.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	5	6	7	8		
Red	1.5	0.0	1.5	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	913	158	78	727	18	107	49	138	22	35	93
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	18	1	0	23		1	0			0	0
Ped / Bike / RTOR, /h	0	0	16	0	0	2	0	0	14	0	0	10
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

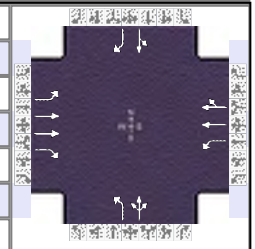
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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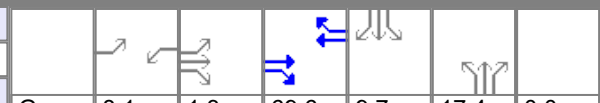
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				

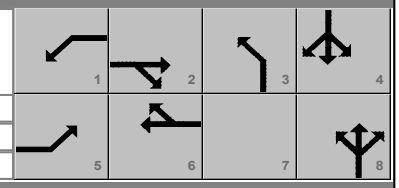


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	913	158	78	727	18	107	49	138	22	35	93

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.1	1.3	69.6	9.7	17.4	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	15.4	76.8	14.1	75.6		23.4		15.7
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	9.5		8.4			17.1		9.6
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.3		0.1
Phase Call Probability	0.98		0.96			1.00		1.00
Max Out Probability	0.00		0.00			0.02		0.00

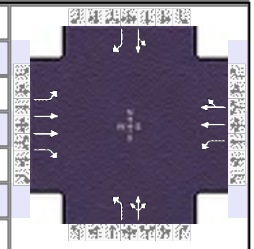
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	106	1049	163	90	429	425	123	199			66	95
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1555	1598	1810	1559	1547	1795	1683			1864	1610
Queue Service Time (g_s), s	7.5	30.1	6.7	6.4	22.9	22.9	8.3	15.1			4.4	7.6
Cycle Queue Clearance Time (g_c), s	7.5	30.1	6.7	6.4	22.9	22.9	8.3	15.1			4.4	7.6
Green Ratio (*g/C*)	0.07	0.54	0.54	0.06	0.54	0.54	0.13	0.13			0.07	0.07
Capacity (*c*), veh/h	130	1695	871	113	834	828	240	225			139	120
Volume-to-Capacity Ratio (*X*)	0.812	0.619	0.187	0.796	0.514	0.514	0.512	0.884			0.472	0.795
Back of Queue (*Q*), ft/ln (95 th percentile)	158.7	456.1	111.1	135.3	386.8	325.2	172.1	295.1			96.3	148
Back of Queue (*Q*), veh/ln (95 th percentile)	6.3	15.9	4.4	5.4	13.1	13.0	6.8	11.8			3.9	5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.81	0.00	0.60	0.62	0.00	0.00	0.78	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	59.5	20.3	15.0	60.1	19.4	19.4	52.4	55.3			57.7	59.2
Incremental Delay (d_2), s/veh	4.5	1.7	0.5	4.7	2.3	2.3	0.6	15.2			0.9	4.5
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	64.0	22.0	15.5	64.9	21.6	21.6	53.0	70.5			58.6	63.6
Level of Service (LOS)	E	C	B	E	C	C	D	E			E	E
Approach Delay, s/veh / LOS	24.6	C		25.7	C		63.8	E		61.6	E	
Intersection Delay, s/veh / LOS	31.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	1.92	B	2.33	B	2.49	B
Bicycle LOS Score / LOS	1.58	B	1.27	A	1.02	A	0.75	A

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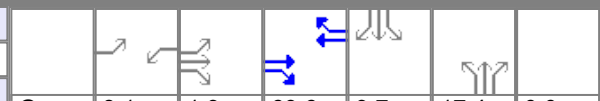
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				

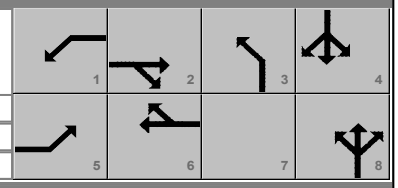


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	913	158	78	727	18	107	49	138	22	35	93

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	8.1	1.3	69.6	9.7	17.4	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.860	0.992	1.000	0.821	1.000	0.992	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.981	0.981	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.992	0.992		0.886	0.886		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3110	1598	1810	3039	67	1795	477	1206	719	1145	1610
Proportion of Vehicles Arriving on Green (P)	0.07	0.54	0.54	0.06	0.54	0.54	0.13	0.13	0.13	0.07	0.07	0.07
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.16			0.04	0.04

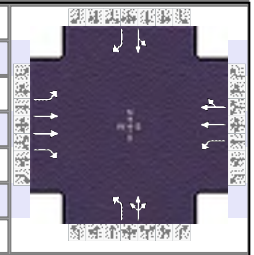
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.07	0.54	0.06	0.54		0.13		0.07
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1795		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.020	1.198	0.014	1.557	0.003	1.710	0.023
Pedestrian F_s / F_{delay}	0.000	0.104	0.000	0.106	0.000	0.167	0.000	0.156
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1089.86	13.46	1070.37	14.04		72.19	267.46	48.78
Bicycle F_w / F_v	-3.64	1.09	-3.64	0.78	-3.64	0.53	-3.64	0.27

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HCS Signalized Intersection Results Graphical Summary

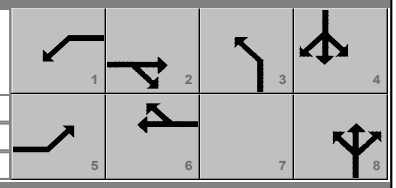
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.87
Urban Street	E Judge Perez	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				



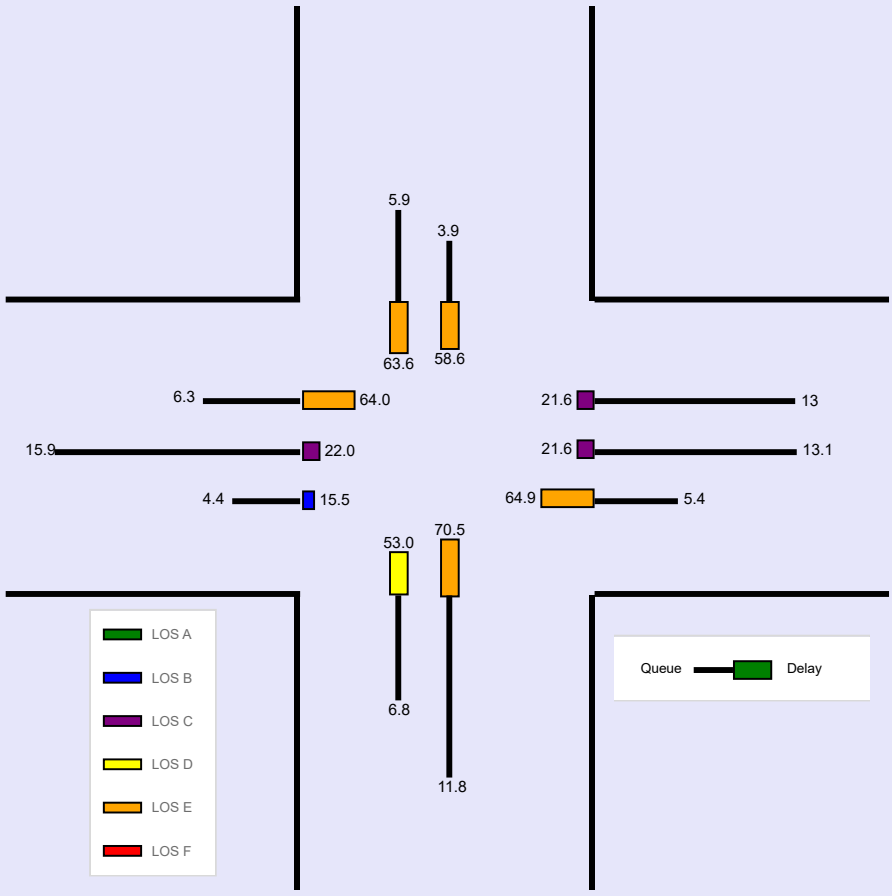
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	92	913	158	78	727	18	107	49	138	22	35	93

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	8.1	1.3	69.6	9.7	17.4	0.0	
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	
Red	1.5	0.0	1.5	2.0	2.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	158.7	456.1	111.1	135.3	386.8	325.2	172.1	295.1			96.3	148
Back of Queue (*Q*), veh/ln (95 th percentile)	6.3	15.9	4.4	5.4	13.1	13.0	6.8	11.8			3.9	5.9
Queue Storage Ratio (*RQ*) (95 th percentile)	0.81	0.00	0.60	0.62	0.00	0.00	0.78	0.00			0.00	0.00
Control Delay (*d*), s/veh	64.0	22.0	15.5	64.9	21.6	21.6	53.0	70.5			58.6	63.6
Level of Service (LOS)	E	C	B	E	C	C	D	E			E	E
Approach Delay, s/veh / LOS	24.6	C		25.7	C		63.8	E		61.6	E	
Intersection Delay, s/veh / LOS	31.7						C					



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--- Messages ---

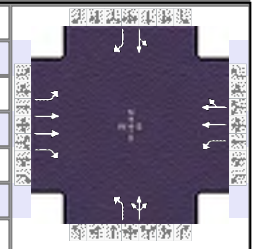
WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1139	223	98	733	19	151	61	212	36	39	119

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	1.4	62.8	10.9	21.9	0.0	1	2	3	4		
Yellow	4.5	0.0	4.5	4.0	4.0	0.0	5	6	7	8		
Red	1.5	0.0	1.5	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1139	223	98	733	19	151	61	212	36	39	119
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	8	1	0	13		0	0			0	0
Ped / Bike / RTOR, /h	0	0	23	0	0	2	0	0	22	0	0	12
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft	195	0	185	220	0		220	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	45	45	45	45	45	45	30	30	30	20	20	20

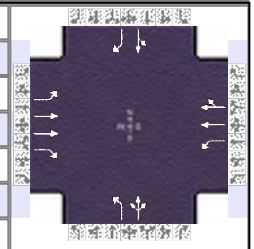
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	24.0	60.0	24.0	60.0	23.0	23.0		23.0
Yellow Change Interval (*Y*), s	4.5	4.5	4.5	4.5	4.0	4.0		4.0
Red Clearance Interval (R_c), s	1.5	1.5	1.5	1.5	2.0	2.0		2.0
Minimum Green (G_{min}), s	6	15	6	15	6	6		6
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	1.5	1.5		1.5
Recall Mode	Off	Min	Off	Min	Off	Off		Off
Dual Entry	No	No	No	No	No	No		No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1139	223	98	733	19	151	61	212	36	39	119

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	9.0	1.4	62.8	10.9	21.9	0.0	1	2	3	4	5	6	7	8
Yellow	4.5	0.0	4.5	4.0	4.0	0.0								
Red	1.5	0.0	1.5	2.0	2.0	0.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		10.0		11.0
Phase Duration, s	16.4	70.2	15.0	68.8		27.9		16.9
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		6.0		6.0
Max Allow Headway (*MAH*), s	2.5	0.0	2.5	0.0		2.8		3.0
Queue Clearance Time (g_s), s	10.5		9.2			21.8		10.8
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.1		0.1
Phase Call Probability	0.99		0.97			1.00		1.00
Max Out Probability	0.00		0.00			1.00		0.03

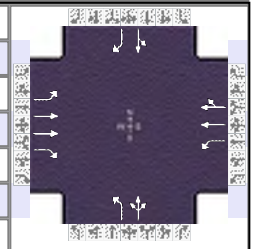
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	120	1174	206	101	388	385	156	259			77	110
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1696	1598	1810	1707	1693	1810	1672			1855	1610
Queue Service Time (g_s), s	8.5	34.8	9.7	7.2	19.8	19.8	10.2	19.8			5.2	8.8
Cycle Queue Clearance Time (g_c), s	8.5	34.8	9.7	7.2	19.8	19.8	10.2	19.8			5.2	8.8
Green Ratio (*g/C*)	0.08	0.49	0.49	0.07	0.48	0.48	0.17	0.17			0.08	0.08
Capacity (*c*), veh/h	145	1676	789	125	825	818	305	282			156	135
Volume-to-Capacity Ratio (*X*)	0.827	0.701	0.261	0.809	0.471	0.471	0.511	0.918			0.497	0.817
Back of Queue (*Q*), ft/ln (95 th percentile)	179	528.1	165.9	151.9	349.9	315.1	205	400.3			113.1	174.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.2	19.9	6.6	6.1	12.7	12.6	8.2	16.0			4.5	7.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.92	0.00	0.90	0.69	0.00	0.00	0.93	0.00			0.00	0.00
Uniform Delay (d_1), s/veh	58.9	25.5	19.1	59.7	22.5	22.5	49.2	53.2			56.9	58.6
Incremental Delay (d_2), s/veh	4.5	2.5	0.8	4.6	1.9	1.9	0.5	30.1			0.9	6.8
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh	63.4	27.9	19.9	64.3	24.4	24.4	49.7	83.3			57.8	65.4
Level of Service (LOS)	E	C	B	E	C	C	D	F			E	E
Approach Delay, s/veh / LOS	29.7	C		29.0	C		70.6	E		62.3	E	
Intersection Delay, s/veh / LOS	37.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.93	B	2.33	B	2.50	B
Bicycle LOS Score / LOS	1.73	B	1.21	A	1.17	A	0.80	A

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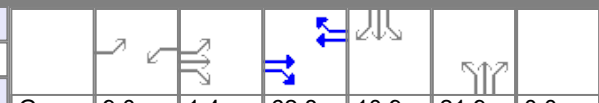
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				

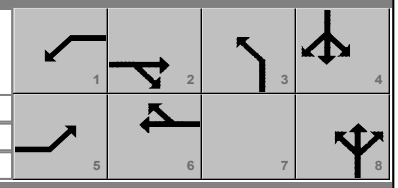


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1139	223	98	733	19	151	61	212	36	39	119

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	9.0	1.4	62.8	10.9	21.9	0.0						
Yellow	4.5	0.0	4.5	4.0	4.0	0.0						
Red	1.5	0.0	1.5	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.938	0.992	1.000	0.899	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.977	0.977	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.992	0.992		0.880	0.880		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3392	1598	1810	3324	77	1810	406	1266	891	965	1610
Proportion of Vehicles Arriving on Green (P)	0.08	0.49	0.49	0.07	0.48	0.48	0.17	0.17	0.17	0.08	0.08	0.08
Incremental Delay Factor (k)	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.38			0.04	0.06

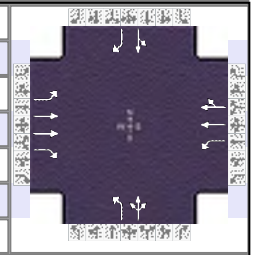
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		6.0		6.0
Green Ratio (g/C)	0.08	0.49	0.07	0.48		0.17		0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						0
Protected Right Effective Green Time (g_R), s		0.0						0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.031	1.198	0.017	1.557	0.003	1.710	0.033
Pedestrian F_s / F_{delay}	0.000	0.113	0.000	0.114	0.000	0.167	0.000	0.153
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	988.03	16.64	966.23	17.37		72.19	337.02	44.94
Bicycle F_w / F_v	-3.64	1.24	-3.64	0.72	-3.64	0.68	-3.64	0.31

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HCS Signalized Intersection Results Graphical Summary

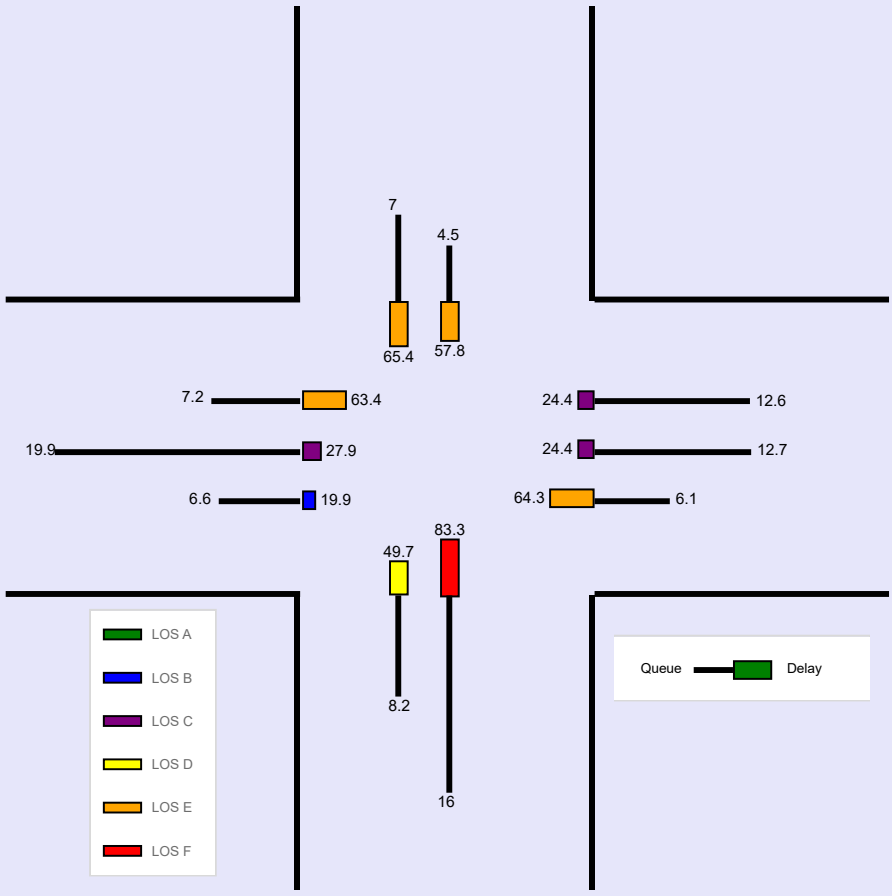
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.97
Urban Street	E Judge Perez	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Archbishop Hannan Blvd	File Name	Judge Perez at Archbishop Hannan 2045 Project…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	116	1139	223	98	733	19	151	61	212	36	39	119

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	9.0	1.4	62.8	10.9	21.9	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.5	0.0	4.5	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.5	0.0	1.5	2.0	2.0	0.0		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	179	528.1	165.9	151.9	349.9	315.1	205	400.3			113.1	174.8
Back of Queue (*Q*), veh/ln (95 th percentile)	7.2	19.9	6.6	6.1	12.7	12.6	8.2	16.0			4.5	7.0
Queue Storage Ratio (*RQ*) (95 th percentile)	0.92	0.00	0.90	0.69	0.00	0.00	0.93	0.00			0.00	0.00
Control Delay (*d*), s/veh	63.4	27.9	19.9	64.3	24.4	24.4	49.7	83.3			57.8	65.4
Level of Service (LOS)	E	C	B	E	C	C	D	F			E	E
Approach Delay, s/veh / LOS	29.7	C		29.0	C		70.6	E		62.3	E	
Intersection Delay, s/veh / LOS	37.2						D					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

--- Comments ---

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HCS Two-Way Stop-Control Report

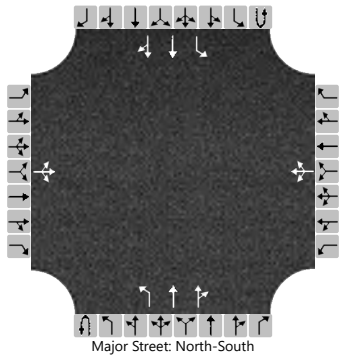
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected AM
Intersection Orientation	North-South
Project Description	23-018-1

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		16	5	6		8	7	21	0	32	820	8	0	59	616	12
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			29				38			34				63		
Capacity, c (veh/h)			238				312			931				776		
v/c Ratio			0.12				0.12			0.04				0.08		
95% Queue Length, Q_{95} (veh)			0.4				0.4			0.1				0.3		
Control Delay (s/veh)			22.2				18.2			9.0				10.0		
Level of Service (LOS)			C				C			A				B		
Approach Delay (s/veh)	22.2				18.2				0.3				0.9			
Approach LOS	C				C				A				A			

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HCS Two-Way Stop-Control Report

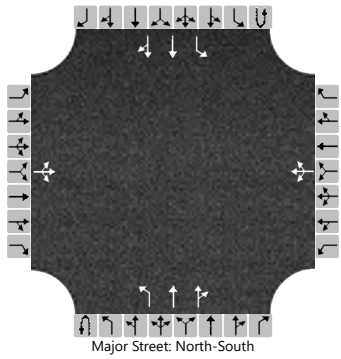
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected Mid
Intersection Orientation	North-South
Project Description	23-018-1

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.90
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		10	15	13		10	11	21	0	28	586	7	0	76	763	12
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42				47			31				84		
Capacity, c (veh/h)			229				296			789				939		
v/c Ratio			0.18				0.16			0.04				0.09		
95% Queue Length, Q_{95} (veh)			0.7				0.6			0.1				0.3		
Control Delay (s/veh)			24.3				19.4			9.7				9.2		
Level of Service (LOS)			C				C			A				A		
Approach Delay (s/veh)	24.3				19.4				0.4				0.8			
Approach LOS	C				C				A				A			

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HCS Two-Way Stop-Control Report

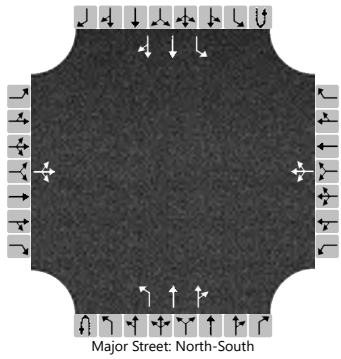
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Guerra at Judge Perez
Jurisdiction	LADOTD
East/West Street	Guerra Dr
North/South Street	Judge Perez Dr
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	2	0	0	1	2	0
Configuration			LTR				LTR			L	T	TR		L	T	TR
Volume (veh/h)		15	13	21		13	6	19	0	32	599	18	0	154	876	19
Percent Heavy Vehicles (%)		0	0	0		0	0	0	0	0			0	0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	6.90		7.50	6.50	6.90		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

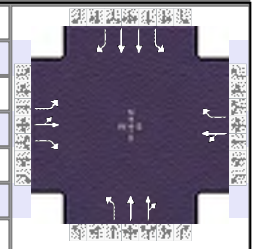
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			52				40			34				164		
Capacity, c (veh/h)			178				233			730				941		
v/c Ratio			0.29				0.17			0.05				0.17		
95% Queue Length, Q_{95} (veh)			1.2				0.6			0.1				0.6		
Control Delay (s/veh)			33.4				23.7			10.2				9.6		
Level of Service (LOS)			D				C			B				A		
Approach Delay (s/veh)	33.4				23.7				0.5				1.4			
Approach LOS	D				C				A				A			

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected AM.…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	10	43	2	13	6	38	604	4	1	436	187

Signal Information			
Cycle, s	65.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.2	3.6	24.0	11.7	2.3	0.0	1	2	3	4		
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	5	6	7	8		
Red	1.0	0.0	1.0	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	10	43	2	13	6	38	604	4	1	436	187
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	1	0	0		0	0	0	30		0	42	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

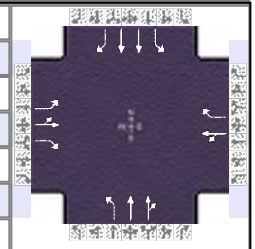
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

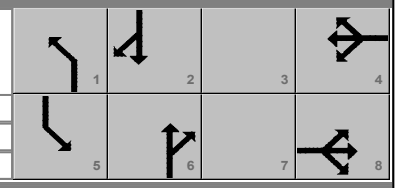
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected AM.…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	10	43	2	13	6	38	604	4	1	436	187

Signal Information			
Cycle, s	65.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.2	3.6	24.0	11.7	2.3	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.5		8.1	9.8	33.6	6.2	30.0
Change Period, (*Y+R c*), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.0	3.5	5.2	3.0	5.2
Queue Clearance Time (*g s*), s		6.4		2.6	3.5	13.6	2.0	12.4
Green Extension Time (*g e*), s		1.0		0.0	0.0	11.4	0.0	11.5
Phase Call Probability		0.97		0.34	0.54	1.00	0.02	1.00
Max Out Probability		0.00		0.00	0.00	0.07	0.00	0.06

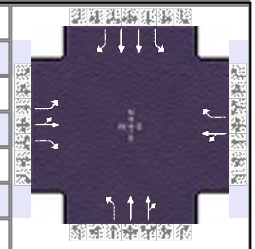
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	136	11	48		17	6	43	341	341	1	490	210
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1795	1900			1887	1610	1810	1455	1453	1810	1216	
Queue Service Time (*g s*), s	4.4	0.3			0.6	0.2	1.5	11.6	11.6	0.0	10.4	
Cycle Queue Clearance Time (*g c*), s	4.4	0.3			0.6	0.2	1.5	11.6	11.6	0.0	10.4	
Green Ratio (*g/C*)	0.18	0.18			0.04	0.04	0.06	0.42	0.42	0.00	0.37	
Capacity (*c*), veh/h	320	339			68	58	105	614	613	5	892	
Volume-to-Capacity Ratio (*X*)	0.425	0.033			0.248	0.097	0.408	0.555	0.556	0.249	0.549	
Back of Queue (*Q*), ft/ln (95 th percentile)	85.1	6.3			13.3	4.4	29.1	183.8	148	1.3	152.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	0.3			0.5	0.2	1.2	5.9	5.9	0.1	4.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.10	0.00	0.00	0.01	0.00	
Uniform Delay (*d 1*), s/veh	23.9	22.2			30.7	30.5	29.7	14.3	14.3	32.5	16.4	
Incremental Delay (*d 2*), s/veh	1.2	0.1			2.5	1.0	1.9	1.2	1.2	10.3	0.8	
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	25.1	22.3	0.0		33.1	31.4	31.6	15.5	15.5	42.8	17.2	0.0
Level of Service (LOS)	C	C	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	18.7	B		32.7	C		16.4	B		12.1	B	
Intersection Delay, s/veh / LOS	15.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	1.89	B	2.09	B
Bicycle LOS Score / LOS	0.81	A	0.52	A	1.09	A	1.07	A

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HCS Signalized Intersection Intermediate Values

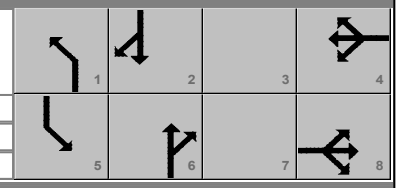
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected AM.…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	10	43	2	13	6	38	604	4	1	436	187

Signal Information			
Cycle, s	65.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	0.2	3.6	24.0	11.7	2.3	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.992	1.000	1.000	1.000	1.000	1.000	1.000	0.766	1.000	1.000	0.672	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.993	0.993		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.998	0.998		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1795	1900	1610	252	1636	1610	1810	2894	14	1810	2432	1610
Proportion of Vehicles Arriving on Green (P)	0.18	0.18	0.18	0.04	0.04	0.04	0.06	0.42	0.42	0.00	0.37	0.37
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

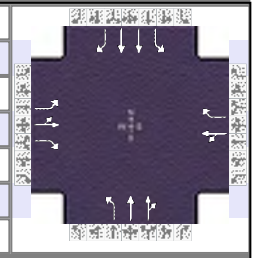
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.18		0.04	0.06	0.42	0.00	0.37
Permitted Saturation Flow Rate (s_p), veh/h/ln		1795		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.140	0.000	0.137	0.000	0.096	0.000	0.103
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-208.11	39.83	71.89	30.37	844.10	10.91	733.36	13.11
Bicycle F_w / F_v	-3.64	0.32	-3.64	0.04	-3.64	0.60	-3.64	0.58

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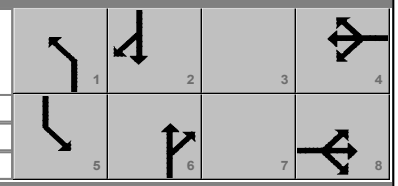
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.89
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected AM....		
Project Description	23-018-1 Pono LIT				

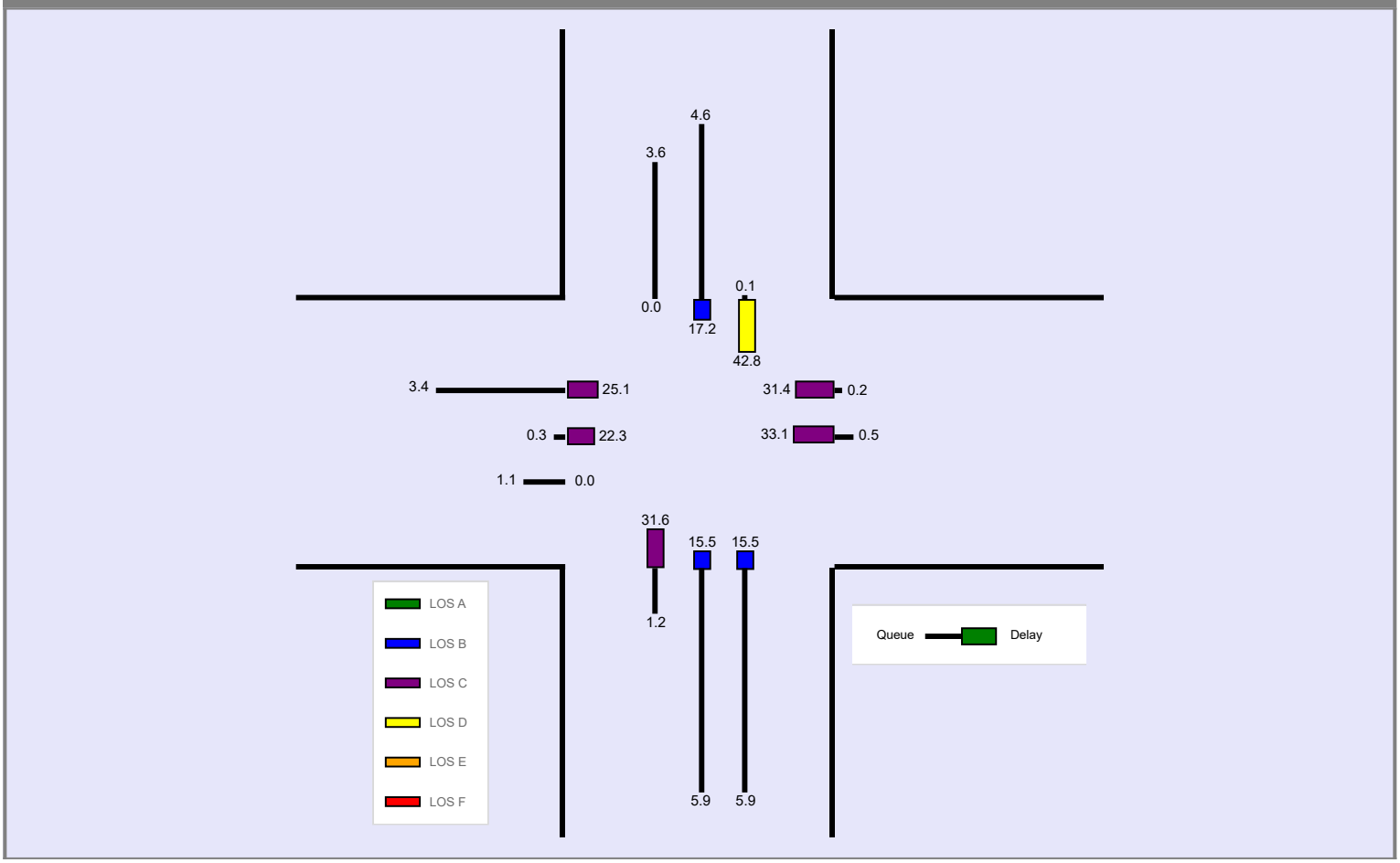


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	121	10	43	2	13	6	38	604	4	1	436	187

Signal Information												
Cycle, s	65.4	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	0.2	3.6	24.0	11.7	2.3	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	85.1	6.3			13.3	4.4	29.1	183.8	148	1.3	152.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.4	0.3			0.5	0.2	1.2	5.9	5.9	0.1	4.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.10	0.00	0.00	0.01	0.00	
Control Delay (*d*), s/veh	25.1	22.3	0.0		33.1	31.4	31.6	15.5	15.5	42.8	17.2	0.0
Level of Service (LOS)	C	C	A		C	C	C	B	B	D	B	A
Approach Delay, s/veh / LOS	18.7		B	32.7		C	16.4		B	12.1		B
Intersection Delay, s/veh / LOS	15.1						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

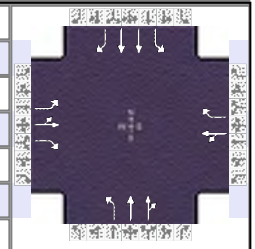
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

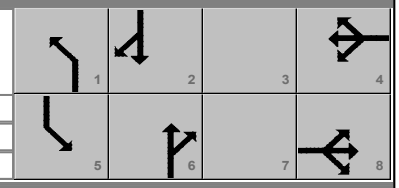
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected Mid.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	10	45	2	5	7	16	406	1	7	514	167

Signal Information			
Cycle, s	61.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	0.9	22.9	11.3	1.6	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	10	45	2	5	7	16	406	1	7	514	167
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	6	41		0	31	0
Ped / Bike / RTOR, /h	0	0	0	0	0	1	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

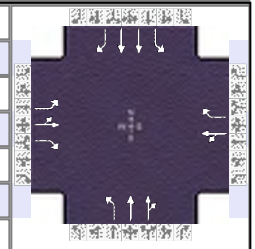
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

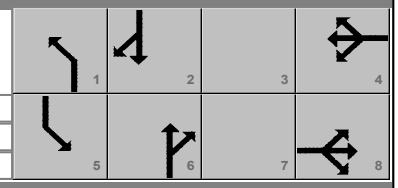
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected Mid.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	10	45	2	5	7	16	406	1	7	514	167

Signal Information			
Cycle, s	61.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	0.9	22.9	11.3	1.6	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.1		7.4	7.9	29.8	7.0	28.9
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.1		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		5.1		2.3	2.6	10.1	2.3	12.4
Green Extension Time (g_e), s		0.8		0.0	0.0	10.6	0.0	10.5
Phase Call Probability		0.94		0.22	0.27	1.00	0.13	1.00
Max Out Probability		0.00		0.00	0.00	0.03	0.00	0.03

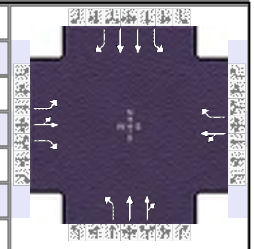
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	106	11	51		8	7	18	461	0	8	584	190
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1873	1610	1725	1292	0	1810	1371	
Queue Service Time (g_s), s	3.1	0.3			0.3	0.3	0.6	8.1	0.0	0.3	10.4	
Cycle Queue Clearance Time (g_c), s	3.1	0.3			0.3	0.3	0.6	8.1	0.0	0.3	10.4	
Green Ratio (*g/C*)	0.18	0.18			0.03	0.03	0.03	0.39		0.02	0.37	
Capacity (*c*), veh/h	334	351			48	41	53	1003		30	1026	
Volume-to-Capacity Ratio (*X*)	0.316	0.032			0.167	0.166	0.345	0.460	0.000	0.265	0.569	
Back of Queue (*Q*), ft/ln (95 th percentile)	58.5	5.9			6.2	5.5	13.2	119.4	0	5.4	154.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	0.2			0.2	0.2	0.5	3.6	0.0	0.2	4.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	21.6	20.5			29.2	29.2	29.1	14.0		29.8	15.2	
Incremental Delay (d_2), s/veh	0.7	0.0			2.2	2.5	2.9	0.5	0.0	1.7	0.8	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	22.3	20.5	0.0		31.4	31.7	32.0	14.5		31.5	16.0	0.0
Level of Service (LOS)	C	C	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	15.4	B		31.5	C		15.1	B		12.3	B	
Intersection Delay, s/veh / LOS	13.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.45	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.77	A	0.51	A	0.88	A	1.13	A

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HCS Signalized Intersection Intermediate Values

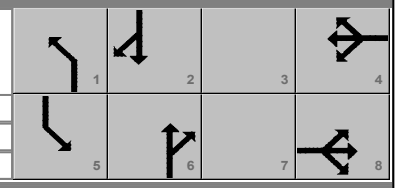
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected Mid.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	10	45	2	5	7	16	406	1	7	514	167

Signal Information			
Cycle, s	61.3	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.0	0.9	22.9	11.3	1.6	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	0.953	0.680	1.000	1.000	0.758	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.986	0.986		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		1.000	1.000		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	535	1338	1610	1725	2585	0	1810	2743	1610
Proportion of Vehicles Arriving on Green (P)	0.18	0.18	0.18	0.03	0.03	0.03	0.03	0.39	0.00	0.02	0.37	0.37
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17		0.04	0.17	0.17

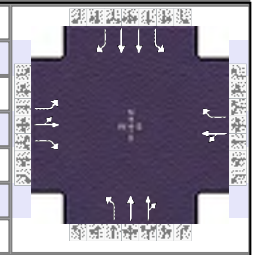
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.18		0.03	0.03	0.39	0.02	0.37
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.001	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.135	0.000	0.098	0.000	0.100
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-221.97	37.81	50.91	29.10	776.10	11.47	748.31	12.00
Bicycle F_w / F_v	-3.64	0.28	-3.64	0.02	-3.64	0.40	-3.64	0.65

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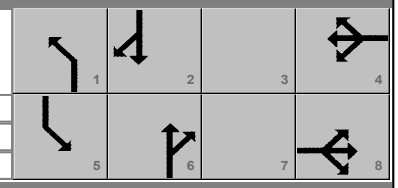
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.88
Urban Street	E Judge Perez Dr	Analysis Year	2045 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected Mid....		
Project Description	23-018-1				

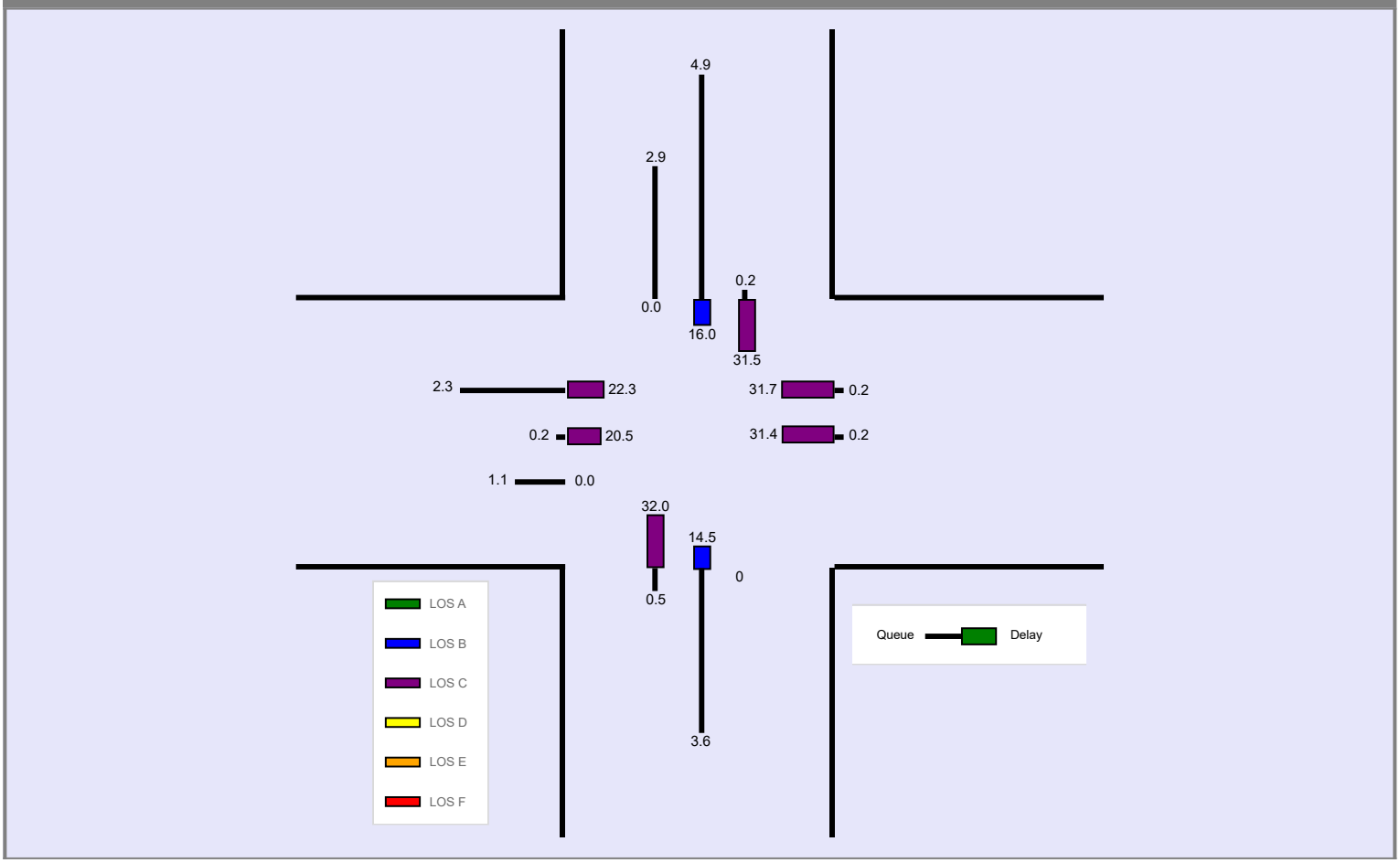


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	93	10	45	2	5	7	16	406	1	7	514	167

Signal Information												
Cycle, s	61.3	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	1.0	0.9	22.9	11.3	1.6	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.0	0.0	5.0	3.8	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	2.0	2.0	0.0		



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	58.5	5.9			6.2	5.5	13.2	119.4	0	5.4	154.1	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	0.2			0.2	0.2	0.5	3.6	0.0	0.2	4.9	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.04	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	22.3	20.5	0.0		31.4	31.7	32.0	14.5		31.5	16.0	0.0
Level of Service (LOS)	C	C	A		C	C	C	B		C	B	A
Approach Delay, s/veh / LOS	15.4	B		31.5	C		15.1	B		12.3	B	
Intersection Delay, s/veh / LOS	13.8						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

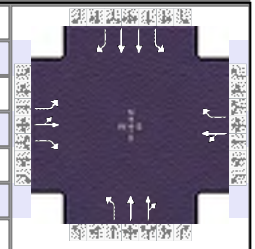
INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected PM.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	14	47	5	2	11	27	390	7	9	562	201

Signal Information			
Cycle, s	61.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.5	21.4	11.7	1.8	0.0	1	2	3	4		
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	5	6	7	8		
Red	1.0	0.0	1.0	2.0	2.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	14	47	5	2	11	27	390	7	9	562	201
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	0	0		0	0	0	24		0	17	0
Ped / Bike / RTOR, /h	0	0	0	0	0	2	0	0	1	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0		12.0	12.0	12.0	12.0		12.0	12.0	12.0
Turn Bay Length, ft	0	0	0		0	0	300	0		260	0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	30	30	30	30	30	30	45	45	45	45	45	45

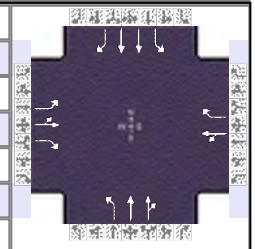
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0		20.0	20.0	55.0	20.0	55.0
Yellow Change Interval (*Y*), s		3.8		3.8	5.0	5.0	5.0	5.0
Red Clearance Interval (R_c), s		2.0		2.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s		12		7	7	20	8	20
Start-Up Lost Time (*l*t), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		3.8		3.8	2.5	4.2	2.0	4.2
Recall Mode		Off		Off	Off	Min	Off	Min
Dual Entry		No		No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Signalized Intersection Results Summary

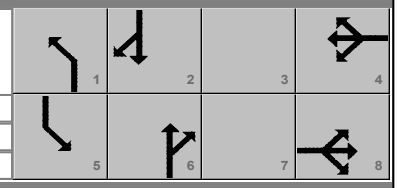
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected PM.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	14	47	5	2	11	27	390	7	9	562	201

Signal Information			
Cycle, s	61.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.5	21.4	11.7	1.8	0.0	
Yellow	5.0	0.0	5.0	3.8	3.8	0.0	
Red	1.0	0.0	1.0	2.0	2.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		8		4	1	6	5	2
Case Number		9.0		11.0	2.0	4.0	2.0	3.0
Phase Duration, s		17.5		7.6	8.7	28.9	7.2	27.4
Change Period, ($Y+R_c$), s		5.8		5.8	6.0	6.0	6.0	6.0
Max Allow Headway (*MAH*), s		5.0		5.1	3.5	5.2	3.0	5.2
Queue Clearance Time (g_s), s		6.3		2.4	2.9	8.1	2.3	11.4
Green Extension Time (g_e), s		1.0		0.0	0.0	10.1	0.0	10.0
Phase Call Probability		0.97		0.25	0.39	1.00	0.15	1.00
Max Out Probability		0.00		0.00	0.00	0.02	0.00	0.03

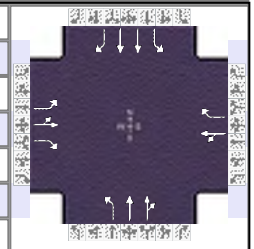
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	3	8	18	7	4	14	1	6	16	5	2	12
Adjusted Flow Rate (*v*), veh/h	144	15	50		7	10	29	211	210	10	598	214
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1900			1834	1610	1810	1544	1536	1810	1569	
Queue Service Time (g_s), s	4.3	0.4			0.2	0.4	0.9	6.1	6.1	0.3	9.4	
Cycle Queue Clearance Time (g_c), s	4.3	0.4			0.2	0.4	0.9	6.1	6.1	0.3	9.4	
Green Ratio (*g/C*)	0.19	0.19			0.03	0.03	0.04	0.37	0.37	0.02	0.35	
Capacity (*c*), veh/h	345	362			53	46	80	579	576	36	1099	
Volume-to-Capacity Ratio (*X*)	0.416	0.041			0.141	0.206	0.358	0.365	0.365	0.268	0.544	
Back of Queue (*Q*), ft/ln (95 th percentile)	80.7	7.6			5.6	7.5	18.6	97.5	81.5	6.3	146	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	0.3			0.2	0.3	0.7	3.3	3.3	0.3	5.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.06	0.00	0.00	0.02	0.00	
Uniform Delay (d_1), s/veh	21.7	20.2			28.9	29.0	28.4	13.8	13.8	29.5	15.9	
Incremental Delay (d_2), s/veh	1.1	0.1			1.6	2.9	2.0	0.6	0.6	1.5	0.6	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh	22.8	20.2	0.0		30.5	31.9	30.4	14.4	14.4	31.0	16.6	0.0
Level of Service (LOS)	C	C	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	17.2	B		31.3	C		15.5	B		12.4	B	
Intersection Delay, s/veh / LOS	14.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.44	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	0.83	A	0.52	A	0.86	A	1.17	A

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HCS Signalized Intersection Intermediate Values

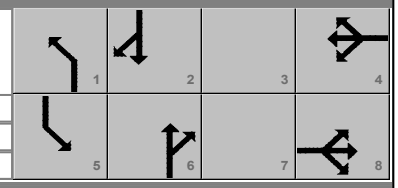
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected PM.…		
Project Description	23-018-1				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	14	47	5	2	11	27	390	7	9	562	201

Signal Information			
Cycle, s	61.1	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	1.2	1.5	21.4	11.7	1.8	0.0						
Yellow	5.0	0.0	5.0	3.8	3.8	0.0						
Red	1.0	0.0	1.0	2.0	2.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.813	1.000	1.000	0.867	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.966	0.966		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.995	0.995		0.000	0.847
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00			1.00		
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	1900	1610	1310	524	1610	1810	3034	47	1810	3138	1610
Proportion of Vehicles Arriving on Green (P)	0.19	0.19	0.19	0.03	0.03	0.03	0.04	0.37	0.37	0.02	0.35	0.35
Incremental Delay Factor (k)	0.14	0.14	0.14		0.14	0.14	0.08	0.17	0.17	0.04	0.17	0.17

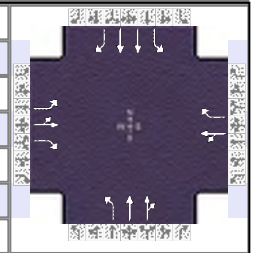
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0		5.8	6.0	6.0	6.0	6.0
Green Ratio (g/C)		0.19		0.03	0.04	0.37	0.02	0.35
Permitted Saturation Flow Rate (s_p), veh/h/ln		1810		0	0	0	0	0
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Service Time (g_u), s		0.0		0.0	0.0	0.0	0.0	0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0		0.0	0.0	0.0	0.0	0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				0
Protected Right Effective Green Time (g_R), s		0.0		0.0				0.0

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.001	1.710	0.000	1.198	0.003	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.137	0.000	0.135	0.000	0.099	0.000	0.103
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-222.54	37.74	57.61	28.82	749.28	11.95	700.09	12.91
Bicycle F_w / F_v	-3.64	0.34	-3.64	0.03	-3.64	0.37	-3.64	0.68

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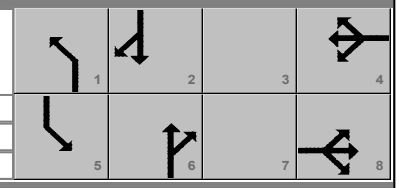
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.94
Urban Street	E Judge Perez Dr	Analysis Year	2028 Projected	Analysis Period	1> 7:00
Intersection	Colonial Blvd	File Name	Judge Perez at Colonial Blvd 2045 Projected PM.…		
Project Description	23-018-1				

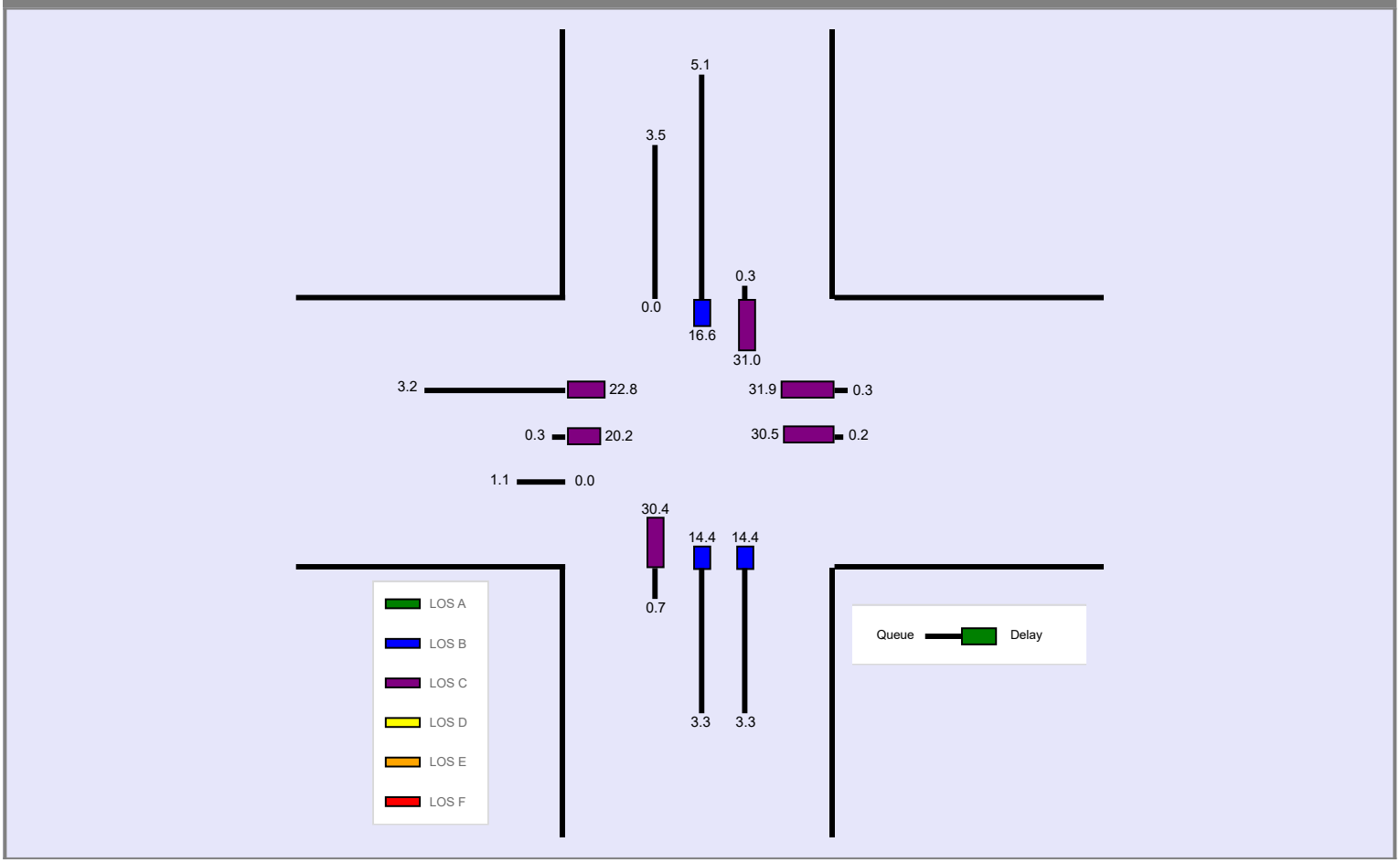


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	135	14	47	5	2	11	27	390	7	9	562	201

Signal Information										
Cycle, s	61.1	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							
				Green	1.2	1.5	21.4	11.7	1.8	0.0
				Yellow	5.0	0.0	5.0	3.8	3.8	0.0
				Red	1.0	0.0	1.0	2.0	2.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	80.7	7.6			5.6	7.5	18.6	97.5	81.5	6.3	146	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.2	0.3			0.2	0.3	0.7	3.3	3.3	0.3	5.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00	0.00	0.06	0.00	0.00	0.02	0.00	
Control Delay (*d*), s/veh	22.8	20.2	0.0		30.5	31.9	30.4	14.4	14.4	31.0	16.6	0.0
Level of Service (LOS)	C	C	A		C	C	C	B	B	C	B	A
Approach Delay, s/veh / LOS	17.2		B	31.3		C	15.5		B	12.4		B
Intersection Delay, s/veh / LOS	14.2						B					



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--- Messages ---

WARNING: The shared-plus-exclusive turn lane solution is an approximation of the HCM method, because more than three lane groups cannot be accommodated. Input data for Percent Turns in Shared Lane are used to specify proportion of turning vehicles in the shared lane.

INFO: EBR was specified to have Unsignalized Delay of 0 seconds.

INFO: SBR was specified to have Unsignalized Delay of 0 seconds.

--- Comments ---

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HCS Two-Way Stop-Control Report

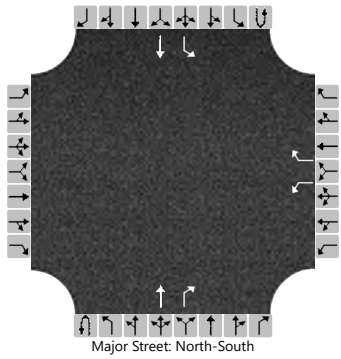
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected AM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						103		87			523	103		70	224	
Percent Heavy Vehicles (%)						0		0						3		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						113		96						77		
Capacity, c (veh/h)						257		522						902		
v/c Ratio						0.44		0.18						0.09		
95% Queue Length, Q_{95} (veh)						2.1		0.7						0.3		
Control Delay (s/veh)						29.5		13.4						9.4		
Level of Service (LOS)						D		B						A		
Approach Delay (s/veh)						22.2								2.2		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

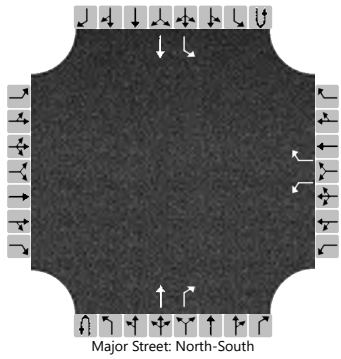
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						103		61			379	76		74	320	
Percent Heavy Vehicles (%)						0		2						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.22						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.32						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						110		65						79		
Capacity, c (veh/h)						289		646						1089		
v/c Ratio						0.38		0.10						0.07		
95% Queue Length, Q_{95} (veh)						1.7		0.3						0.2		
Control Delay (s/veh)						24.9		11.2						8.6		
Level of Service (LOS)						C		B						A		
Approach Delay (s/veh)						19.8								1.6		
Approach LOS						C								A		

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HCS Two-Way Stop-Control Report

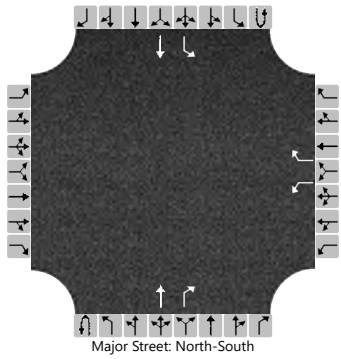
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected PM
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Colonial Blvd at E St Bernard Hwy
Jurisdiction	LADOTD
East/West Street	Colonial Blvd
North/South Street	E St Bernard Hwy
Peak Hour Factor	0.97
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		1	0	1	0	0	1	1	0	1	1	0
Configuration						L		R			T	R		L	T	
Volume (veh/h)						135		84			394	97		106	475	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized						No					No					
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						139		87						109		
Capacity, c (veh/h)						209		649						1069		
v/c Ratio						0.67		0.13						0.10		
95% Queue Length, Q_{95} (veh)						4.1		0.5						0.3		
Control Delay (s/veh)						51.3		11.4						8.8		
Level of Service (LOS)						F		B						A		
Approach Delay (s/veh)						36.0								1.6		
Approach LOS						E								A		

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HCS Two-Way Stop-Control Report

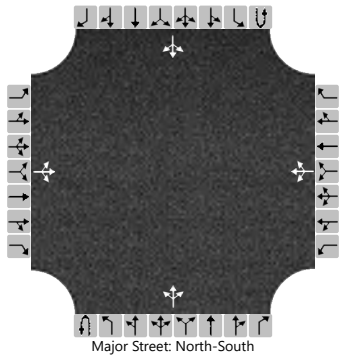
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected AM
Intersection Orientation	North-South
Project Description	

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.77
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		14	0	40		0	475	9		16	268	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				70			0				21		
Capacity, c (veh/h)			0				367			1222				963		
v/c Ratio							0.19			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.7			0.0				0.1		
Control Delay (s/veh)							17.1			7.9	0.0	0.0		8.8	0.2	0.2
Level of Service (LOS)							C			A	A	A		A	A	A
Approach Delay (s/veh)					17.1				0.0				0.7			
Approach LOS					C				A				A			

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HCS Two-Way Stop-Control Report

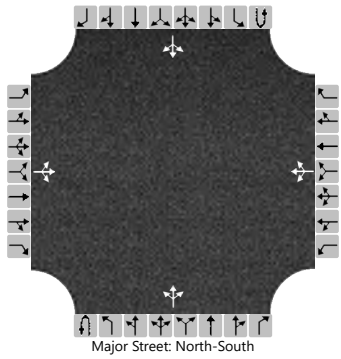
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	0		8	0	19		0	328	5		23	376	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				29			0				25		
Capacity, c (veh/h)			0				494			1165				1212		
v/c Ratio							0.06			0.00				0.02		
95% Queue Length, Q_{95} (veh)							0.2			0.0				0.1		
Control Delay (s/veh)							12.7			8.1	0.0	0.0		8.0	0.2	0.2
Level of Service (LOS)							B			A	A	A		A	A	A
Approach Delay (s/veh)						12.7				0.0				0.7		
Approach LOS						B				A				A		

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HCS Two-Way Stop-Control Report

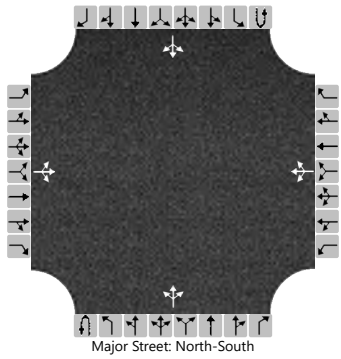
General Information

Analyst	RAW
Agency/Co.	USI
Date Performed	8/16/24
Analysis Year	2045
Time Analyzed	2045 Projected Mid
Intersection Orientation	North-South
Project Description	23-018

Site Information

Intersection	Riverbend Dr at E St Bern
Jurisdiction	LADOTD
East/West Street	Riverbend Dr
North/South Street	E St Bernard
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	0	1		13	1	23		0	387	19		33	516	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			2				40			0				35		
Capacity, c (veh/h)			274				345			1026				1134		
v/c Ratio			0.01				0.12			0.00				0.03		
95% Queue Length, Q_{95} (veh)			0.0				0.4			0.0				0.1		
Control Delay (s/veh)			18.2				16.8			8.5	0.0	0.0		8.3	0.4	0.4
Level of Service (LOS)			C				C			A	A	A		A	A	A
Approach Delay (s/veh)	18.2				16.8				0.0				0.8			
Approach LOS	C				C				A				A			

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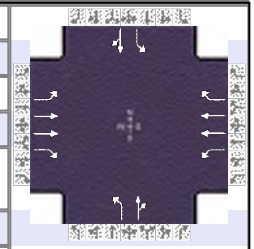
Appendix H
2045 No Build and Build Conditions

Appendix H.4 2045 Build Conditions with Improvements Capacity Analysis

URBAN SYSTEMS inc.

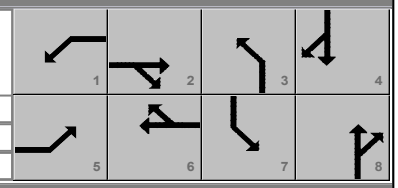
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM (w.…		
Project Description	23-018-1 Pono LIT				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

Signal Information												
Cycle, s	140.0	Reference Phase	2									
Offset, s	51	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On	Green	7.0	74.2	8.8	11.0	11.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	5.0	4.0	4.0	0.0		
				Red	1.0	1.0	1.0	1.0	1.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %	0	20	1	0	11	0	0	0		0	0	
Ped / Bike / RTOR, /h	0	0	15	0	0	3	0	0	8	0	0	7
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Width (*W*), ft	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	
Turn Bay Length, ft	215	0	200	220	0	150	200	0		0	0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	20	20	20

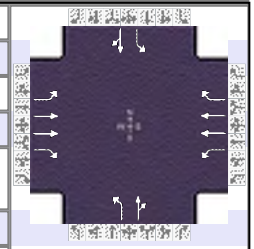
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	15.0	93.0	15.0	93.0	16.0	16.0	16.0	16.0
Yellow Change Interval (*Y*), s	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0
Red Clearance Interval (R_c), s	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Minimum Green (G_{min}), s	4	15	4	15	5	5	5	5
Start-Up Lost Time (*lt*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s	1.5	2.0	1.5	2.0	2.0	2.0	2.0	2.0
Recall Mode	Off	Min	Off	Min	Off	Off	Off	Off
Dual Entry	No	No	No	No	No	No	No	No
Walk (*Walk*), s		0.0		0.0		7.0		7.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		17.0		17.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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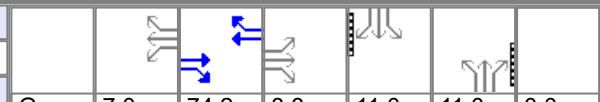
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM (w.…		
Project Description	23-018-1 Pono LIT				

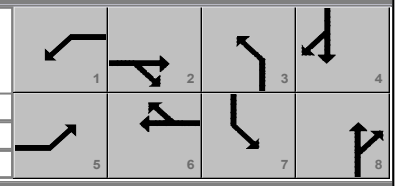


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	74.2	8.8	11.0	11.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	3.0		10.0		10.0
Phase Duration, s	14.8	95.0	13.0	93.2		16.0		16.0
Change Period, ($Y+R_c$), s	6.0	6.0	6.0	6.0		5.0		5.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		3.2		3.4
Queue Clearance Time (g_s), s	9.1		7.4			12.7		12.0
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.0		0.0
Phase Call Probability	0.97		0.94			1.00		1.00
Max Out Probability	1.00		1.00			1.00		1.00

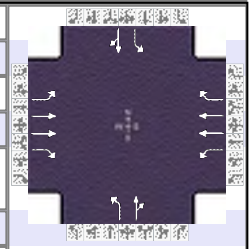
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	93	1113	153	71	1953	31	139	117		95	124	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1810	1527	1598	1810	1654	1610	1810	1684		1810	1731	
Queue Service Time (g_s), s	7.1	29.3	5.4	5.4	76.2	1.0	10.7	9.6		7.2	10.0	
Cycle Queue Clearance Time (g_c), s	7.1	29.3	5.4	5.4	76.2	1.0	10.7	9.6		7.2	10.0	
Green Ratio (*g/C*)	0.06	0.64	0.64	0.05	0.62	0.62	0.08	0.08		0.08	0.08	
Capacity (*c*), veh/h	114	1941	1016	90	2059	1002	142	132		142	136	
Volume-to-Capacity Ratio (*X*)	0.812	0.573	0.151	0.788	0.949	0.031	0.975	0.883		0.669	0.913	
Back of Queue (*Q*), ft/ln (95 th percentile)	191.8	440.9	88.7	132.7	1083.5	17.6	301.8	241.1		167.7	262.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.7	15.2	3.5	5.3	39.8	0.7	12.1	9.6		6.7	10.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.89	0.00	0.44	0.60	0.00	0.12	1.51	0.00		0.00	0.00	
Uniform Delay (d_1), s/veh	64.8	14.6	10.3	65.8	24.4	31.5	64.4	63.9		62.7	64.0	
Incremental Delay (d_2), s/veh	32.2	1.2	0.3	17.8	10.9	0.1	67.2	43.9		9.4	50.7	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (*d*), s/veh	96.9	15.8	10.6	83.6	35.3	31.6	131.6	107.8		72.2	114.7	
Level of Service (LOS)	F	B	B	F	D	C	F	F		E	F	
Approach Delay, s/veh / LOS	20.8	C		36.9	D		120.7	F		96.2	F	
Intersection Delay, s/veh / LOS	40.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.90	B	1.97	B	2.48	B	2.50	B
Bicycle LOS Score / LOS	1.61	B	2.18	B	0.91	A	0.85	A

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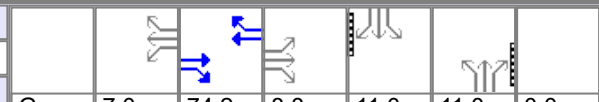
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM (w.…		
Project Description	23-018-1 Pono LIT				

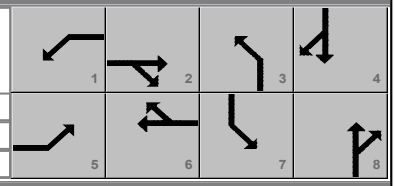


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	74.2	8.8	11.0	11.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	1.000	0.844	0.992	1.000	0.914	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	1.000	0.952	1.000	1.000	0.952	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000		0.952	0.000		0.952	0.000		0.952	0.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847		0.000	0.847		0.886	0.886		0.911	0.911
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000			1.000			1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000			1.000			1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)	1.00			1.00								
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)												
Movement Saturation Flow Rate (s), veh/h	1810	3053	1598	1810	3307	1610	1810	486	1198	1810	790	941
Proportion of Vehicles Arriving on Green (P)	0.06	0.64	0.64	0.05	0.62	0.62	0.08	0.08	0.08	0.08	0.08	0.08
Incremental Delay Factor (k)	0.33	0.50	0.50	0.14	0.50	0.50	0.48	0.39		0.20	0.42	

Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)	6.0	6.0	6.0	6.0		5.0		5.0
Green Ratio (g/C)	0.06	0.64	0.05	0.62		0.08		0.08
Permitted Saturation Flow Rate (s_p), veh/h/ln	0	0	0	0		1810		1810
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								
Permitted Effective Green Time (g_p), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Service Time (g_u), s	0.0	0.0	0.0	0.0		0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s	0.0	0.0	0.0	0.0		0.0		0.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0		0				
Protected Right Effective Green Time (g_R), s		0.0		0.0				

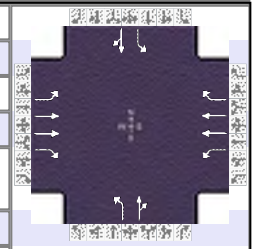
Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.198	0.011	1.198	0.010	1.710	0.004	1.710	0.021
Pedestrian F_s / F_{delay}	0.000	0.089	0.000	0.165	0.000	0.170	0.000	0.164
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	1271.75	9.28	126.30	61.44	-85.71	76.13	157.14	59.43

Bicycle F_w / F_v	-3.64	1.12	-3.64	1.70	-3.64	0.42	-3.64	0.36

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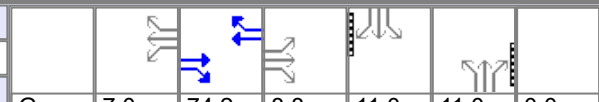
HCS Signalized Intersection Results Graphical Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	RAW	Analysis Date	Aug 16, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.83
Urban Street	E Judge Perez	Analysis Year	2045 Build (w. improvements)	Analysis Period	1> 7:00
Intersection	Palmisano St	File Name	Judge Perez at Palmisano 2045 Projected AM (w.…		
Project Description	23-018-1 Pono LIT				

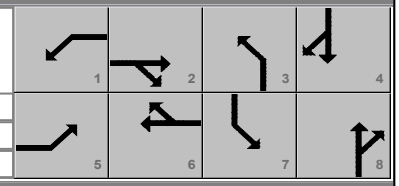


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	77	924	142	59	1621	29	115	28	77	79	47	63

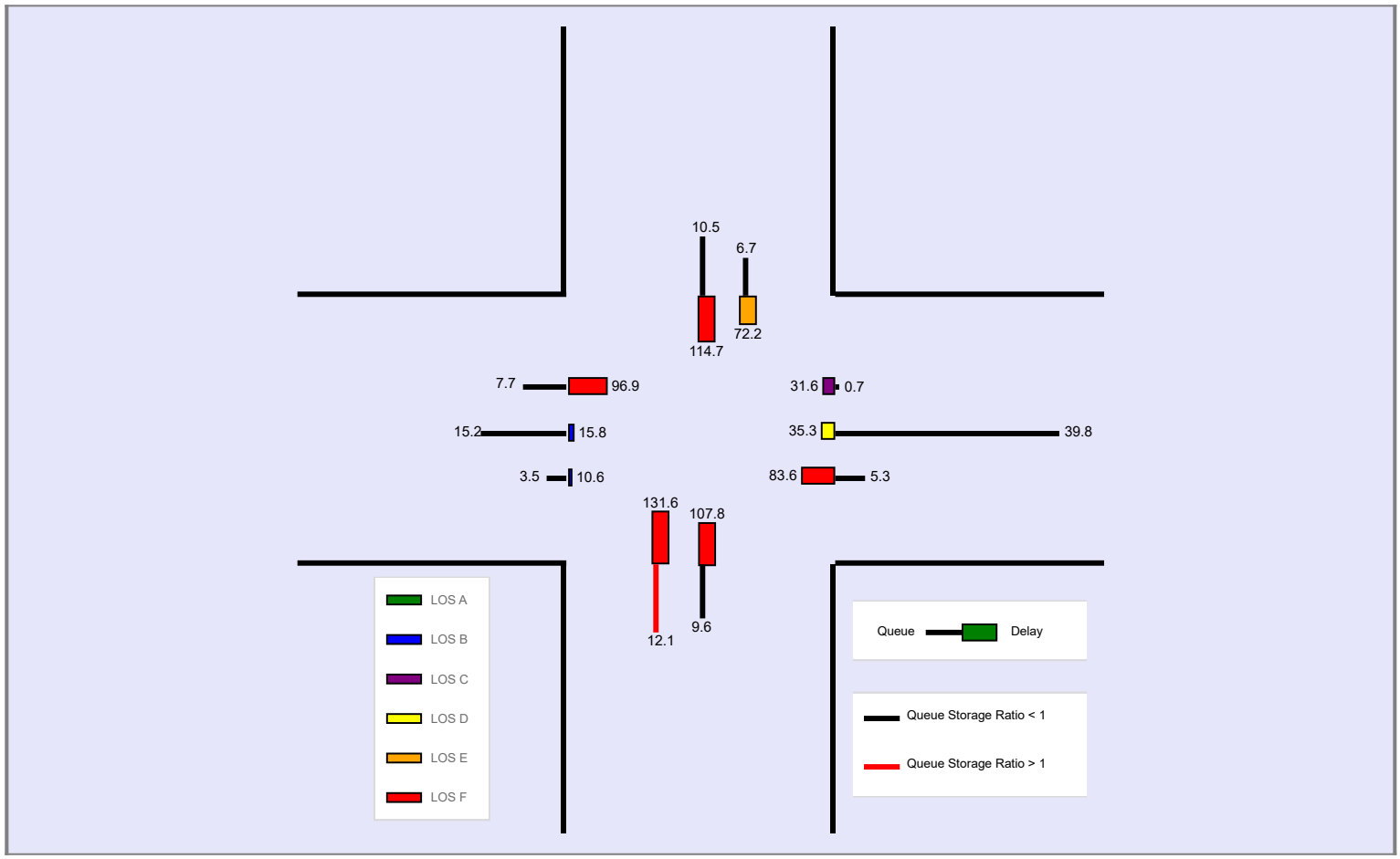
Signal Information			
Cycle, s	140.0	Reference Phase	2
Offset, s	51	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	7.0	74.2	8.8	11.0	11.0	0.0
Yellow	5.0	5.0	5.0	4.0	4.0	0.0
Red	1.0	1.0	1.0	1.0	1.0	0.0



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	191.8	440.9	88.7	132.7	1083.5	17.6	301.8	241.1		167.7	262.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	7.7	15.2	3.5	5.3	39.8	0.7	12.1	9.6		6.7	10.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.89	0.00	0.44	0.60	0.00	0.12	1.51	0.00		0.00	0.00	
Control Delay (*d*), s/veh	96.9	15.8	10.6	83.6	35.3	31.6	131.6	107.8		72.2	114.7	
Level of Service (LOS)	F	B	B	F	D	C	F	F		E	F	
Approach Delay, s/veh / LOS	20.8	C		36.9	D		120.7	F		96.2	F	
Intersection Delay, s/veh / LOS	40.1						D					



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--- Messages ---

WARNING: Since queue spillover from turn lanes and spillback into upstream intersections is not accounted for in the HCM procedures, use of a simulation tool may be advised in situations where the Queue Storage Ratio exceeds 1.0.

--- Comments ---

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Appendix I
Rail Crossing Analysis

Appendix I.1 Rail Crossing Methodology.....I-2
Appendix I.2 MUTCD Excerpts.....I-7
Appendix I.3 Rail Crossing Vehicle Volumes...I-12
Appendix I.4 Train Delay Data.....I-17

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Appendix I
Rail Crossing Analysis

Appendix I.1 Rail Crossing Methodology

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Rail Crossing Analysis Methodology

Introduction

A high-level queue analysis was performed at the following existing rail crossings, as illustrated in **Figure I-1**:

1. Paris Rd (LA 47) at Ferry Landing Crossing
2. W St Bernard Hwy (LA 46) at Norfolk Southern Railroad Crossing
3. W Judge Perez Dr (LA 39) at Norfolk Southern Railroad Crossing



Figure I-1 Rail Crossing Location Map
Source: 2024 Google Maps

According to the 11th Edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), among the types of changes at a grade crossing for which a Diagnostic Team shall conduct an engineering study are significant changes in the number or speed of trains (Section 8A.03.05). The MUTCD also states that a Diagnostic team shall involve the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company (Section 8A.05). Future steps should be taken to develop a Diagnostic Team and conduct a detailed rail crossing analysis related to the proposed LIT terminal, following the guidelines in the MUTCD. The Diagnostic Team recommendations shall be made based on the site visits, meetings, conference calls, or a combination of all of these methods, and shall be documented in an engineering study (Section 8A.03.03). Excerpts from the MUTCD manual are presented in **Appendix I.2**.

For the purpose of this study, a high-level queue analysis was conducted as a preliminary review. The objective of this review was to document the vehicular queue length at the crossings resulting from the anticipated train activity to/from the proposed LIT terminal. Analysis was conducted for 2028 and 2045 Build Conditions, assuming the trains would reach each crossing during the peak 15 minutes for vehicular traffic (worst-case scenario), travelling at 10 mph (Scenario 1) and 15 mph (Scenario 2).

Vehicular Volumes

The 2028 and 2045 build volumes at the three railroad crossings were estimated by applying the growth rate methodology (Appendix C.1) to the existing volumes, as presented in **Appendix I.3**.

Train Delay

The estimated train delay (i.e., the length of time the rail crossing will be closed to vehicular traffic) was estimated by Port NOLA, presented in **Appendix I.4**, and based on the following:

- Train activity to/from LIT in the AM will occur during a 3:00 am – 5:00 am window.
- Train activity to/from LIT in the PM will occur during a 6:00 pm – 8:00 pm window.
- At crossing #1, the gate arm will be lowered and rail crossing beacon will begin flashing 31 seconds before the train reaches the crossing and raised again / stop flashing 31 seconds after the train completes the crossing.
- One train per day is anticipated to/from LIT between 2028 and 2032 and two trains per day between 2033 and 2050.
- At crossings #2 and #3 with no gate arms, the rail crossing beacon will begin flashing 21 seconds before the train reaches the crossing and stop flashing 21 seconds after the train completes the crossing.
- The gate arm and beacon flashing durations have been included in the train delay estimates.

Queue Length Analysis

To estimate the impact of the LIT trains rail crossing to the stalled vehicular queue length, the peak fifteen-minute vehicular volume between the AM and PM crossing windows was converted into an arrival rate of vehicles per minute. The queue length was then calculated by multiplying the arrival rate by the train delay and dividing by an assumed 25-foot vehicle length. The queue length per lane was determined by dividing the queue length by the number of lanes. At rail crossing #1, the southbound number of lanes are made up of the EBR, WBL, and SBT lanes at the upstream Paris Rd at St Bernard Hwy intersection. The remaining crossings/approaches consist of two (2) vehicular travel lanes.

Detailed queue length calculations are presented in **Tables I-1** through **I-3** for each rail crossing, respectively.

Table I-1
Rail Crossing #1 Queue Length Analysis – LA 47 at Ferry Landing Crossing

Year	Peak Period	Vehicular / Roadway Input				Train Delay (min)		Maximum Queue Length Per Lane (feet)	
		Direction	Peak 15-min Volume	Arrival Rate (veh/min)	Number of lanes	Scenario 1: 10 mph train travel speed	Scenario 2: 15 mph train travel speed	Scenario 1: 10 mph train travel speed	Scenario 2: 15 mph train travel speed
2028	AM	NB	19	1.3	2	3.21	2.48	**52**	**40**
		SB	21	1.4	3	3.21	2.48	**37**	**29**
	PM	NB	48	3.2	2	3.21	2.48	**128**	**99**
		SB	27	1.8	3	3.21	2.48	**48**	**37**
2045	AM	NB	23	1.5	2	10.06	7.05	**189**	**132**
		SB	25	1.7	3	10.06	7.05	**143**	**100**
	PM	NB	58	3.9	2	10.06	7.05	**491**	**344**
		SB	32	2.1	3	10.06	7.05	**176**	**123**

Table I-2

Rail Crossing #2 Queue Length Analysis – LA 46 at Norfolk Southern Crossing

Year	Peak Period	Vehicular / Roadway Input				Train Delay (min)		Maximum Queue Length Per Lane (feet)	
		Direction	Peak 15-min Volume	Arrival Rate (veh/min)	Number of lanes	Scenario 1: 10 mph train travel speed	Scenario 2: 15 mph train travel speed	Scenario 1: 10 mph train travel speed	Scenario 2: 15 mph train travel speed
2028	AM	WB	53	3.5	2	2.88	2.15	**126**	**94**
		EB	52	3.5	2	2.88	2.15	**126**	**94**
	PM	WB	161	10.7	2	2.88	2.15	**385**	**288**
		EB	232	15.5	2	2.88	2.15	**557**	**417**
2045	AM	WB	64	4.3	2	9.73	6.72	**523**	**361**
		EB	63	4.2	2	9.73	6.72	**511**	**353**
	PM	WB	193	12.9	2	9.73	6.72	**1,569**	**1,083**
		EB	279	18.6	2	9.73	6.72	**2,262**	**1,562**

Table I-3

Rail Crossing #3 Queue Length Analysis – LA 39 at Norfolk Southern Crossing

Year	Peak Period	Vehicular / Roadway Input				Train Delay (min)		Maximum Queue Length Per Lane (feet)	
		Direction	Peak 15-min Volume	Arrival Rate (veh/min)	Number of lanes	Scenario 1: 10 mph train travel speed	Scenario 2: 15 mph train travel speed	Scenario 1: 10 mph train travel speed	Scenario 2: 15 mph train travel speed
2028	AM	WB	78	5.2	2	2.88	2.15	**187**	**140**
		EB	100	6.7	2	2.88	2.15	**241**	**180**
	PM	WB	236	15.7	2	2.88	2.15	**565**	**422**
		EB	319	21.3	2	2.88	2.15	**766**	**573**
2045	AM	WB	94	6.3	2	9.73	6.72	**766**	**529**
		EB	120	8	2	9.73	6.72	**973**	**672**
	PM	WB	284	18.9	2	9.73	6.72	**2,298**	**1,587**
		EB	383	25.5	2	9.73	6.72	**3,101**	**2,142**

Appendix I
Rail Crossing Analysis

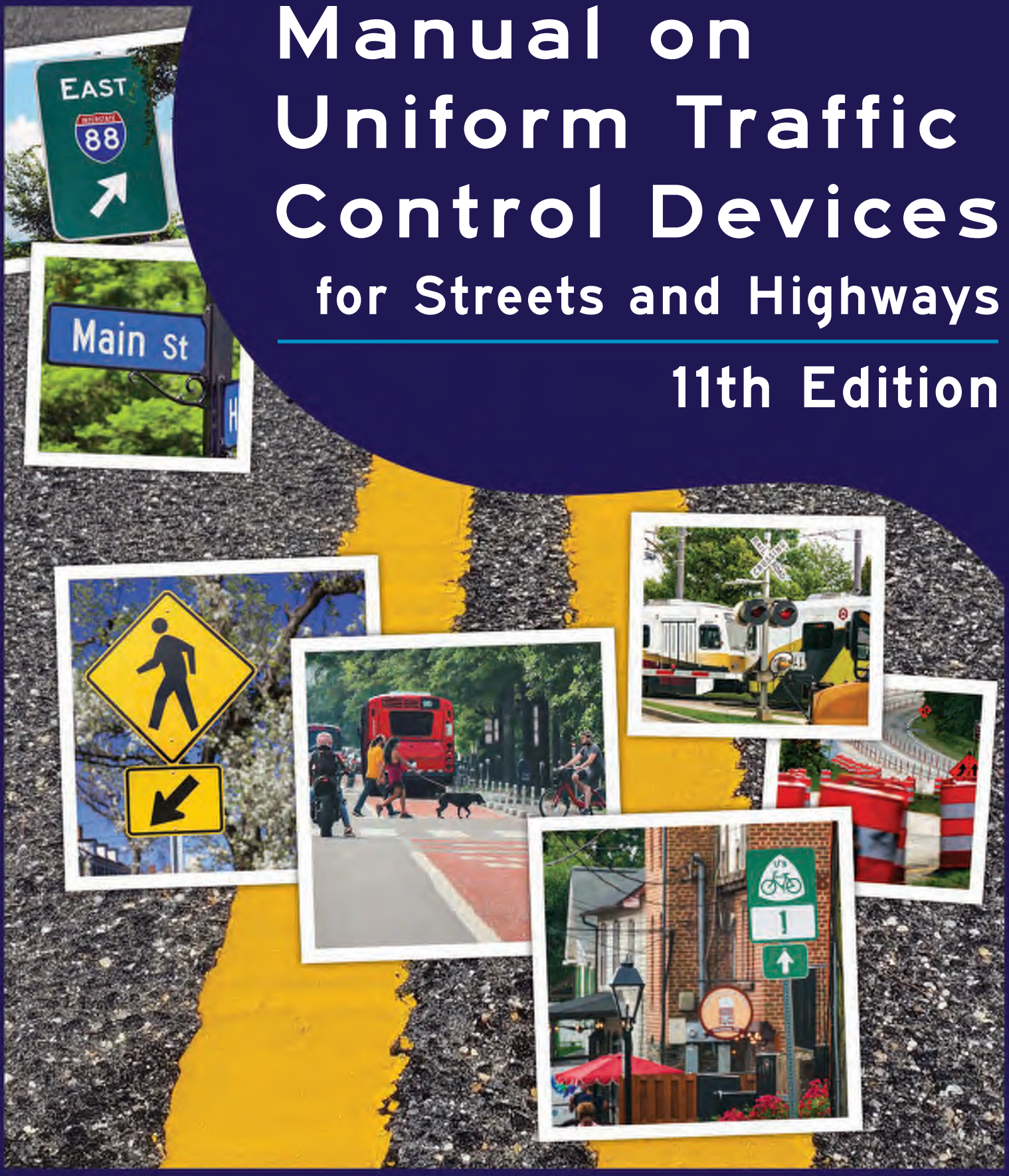
Appendix I.2 MUTCD Excerpts

URBAN SYSTEMS inc.

Manual on Uniform Traffic Control Devices

for Streets and Highways

11th Edition



December 2023

U.S. Department of Transportation
Federal Highway Administration

Excerpts from:
Manual on Uniform Traffic Control Devices for Streets and Highways 11th Edition (FHWA, December 2023)

Pages 988-989

B. Semi-exclusive: An LRT alignment that is in a separate right-of-way or along a street or railroad right-of-way where motor vehicles, pedestrians, and bicyclists have limited access and cross at designated locations only, such as at grade crossings where road users must yield the right-of-way to the light rail transit traffic.
C. Mixed-use: An alignment where LRT operates in mixed traffic with all types of road users. In a mixed-use alignment, the light rail transit traffic does not have the right-of-way over other road users at grade crossings and intersections. If the LRT traffic is controlled by traffic control signals or LRT signal faces at an intersection with a roadway, the alignment is considered to be mixed-use even if some of the approaches to the intersection are used exclusively by LRT traffic.

Guidance:

05 *If a highway-LRT grade crossing is equipped with flashing-light signals and is located 200 feet or less from an intersection or midblock location controlled by a traffic control signal, a pedestrian hybrid beacon, or an emergency-vehicle hybrid beacon, the intersection should be provided with rail preemption in accordance with Sections 4F.19 and 8D.09 unless otherwise determined by the Diagnostic Team.*

Option:

06 Where LRT vehicles are operating in a mixed-use alignment, traffic signal priority or preemption may be used as determined by a Diagnostic Team.

Standard:

07 **Where LRT and railroads use the same tracks or adjacent tracks, the traffic control devices, systems, and practices for highway-rail grade crossings shall be used.**

Section 8A.03 Traffic Control Systems and Practices at Grade Crossings

Support:

01 Because of the large number of significant variables to be considered, no single standard system of traffic control devices is universally applicable for all grade crossings.

Standard:

02 **Before any new grade crossing traffic control system is installed or before modifications are made to an existing system, approval shall be obtained from the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency.**

03 **The Diagnostic Team members shall make a recommendation, documented in an engineering study (see Section 8A.05), on new grade crossing traffic control systems and on proposed changes to an existing grade crossing traffic control system. The Diagnostic Team recommendation shall be made based on the Diagnostic Team's site visits, meetings, conference calls, or a combination of some or all of these methods.**

04 **Except as provided in Paragraph 7 of this Section, operational changes made to a grade crossing traffic control system shall be evaluated by a Diagnostic Team.**

05 **Among the types of changes at a grade crossing for which a Diagnostic Team shall conduct an engineering study are: additions, removals, or modifications of the lanes approaching or traversing the grade crossing; addition or removal of tracks; significant changes in the number or speed of trains; significant changes in the number or speed of vehicles; addition of vehicle access near the grade crossing; additions or modifications to sidewalks; additions or modifications to bicycle lanes, especially if a counter-flow bicycle lane is added on a one-way street; changes to roadway use, including conversion to or from one-way operation or reversible lanes; and the installation of or significant operational changes to traffic control signals that might affect the grade crossing.**

Option:

06 A Diagnostic Team may conduct an engineering study and make recommendations as part of the Quiet Zone establishment process (see Section 8A.11).

07 Where determined by the responsible public agency, the railroad company, and/or the transit agency, general maintenance activities or minor operational changes to the grade crossing traffic control system that do not have a negative impact on the overall operation of the traffic control system may be made without a review and determination by a Diagnostic Team.

Support:

08 Many other details of grade crossing traffic control systems that are not set forth in Part 8 are contained in publications such as the "2023 AREMA Communications and Signals Manual" published by the American Railway Engineering and Maintenance-of-Way Association (AREMA), the Third Edition of "Highway-Rail Crossing Handbook" published by the FHWA and the FRA, and the 2nd Edition of "Preemption of Traffic Signals Near Railroad Crossings" published by the Institute of Transportation Engineers (ITE).

Section 8A.04 Traffic Control Systems at Highway-LRT Grade Crossings

Support:

01 The combination of devices selected or installed at a specific highway-LRT grade crossing is referred to as a "Light Rail Transit Traffic Control System."

02 The normal rules of the road and traffic control priority identified in the "Uniform Vehicle Code" (see Section 1A.06) govern the order assigned to the movement of vehicles at an intersection unless the local agency determines that it is appropriate to assign a higher priority to LRT vehicles. Examples of different types of LRT priority control include separate traffic control signal phases for LRT movements, restriction of movement of roadway vehicles in favor of LRT operations, and preemption of highway traffic signal control to accommodate LRT movements.

Standard:

03 **Highway-LRT grade crossings in semi-exclusive alignments outside of a roadway shall be equipped with flashing-light signals, with or without automatic gates, unless a Diagnostic Team determines that the use of Crossbuck Assemblies, STOP signs, or YIELD signs alone would be adequate.**

Section 8A.05 Engineering Studies at Grade Crossings

Standard:

01 **The appropriate traffic control system to be used at a grade crossing shall be determined based on an engineering study conducted by a Diagnostic Team involving the highway agency with jurisdiction, the regulatory agency with statutory authority (if applicable), and the railroad company and/or transit agency (as applicable).**

Option:

02 The regulatory agency with statutory authority (if applicable) may approve the grade crossing traffic control system.

Guidance:

03 *Among the factors that should be considered in the determination by a Diagnostic Team of which traffic control devices would be appropriate to install at a grade crossing are road geometrics, stopping sight distance, clearing sight distance, the proximity of nearby roadway intersections (including the traffic control devices at the intersections), adjacent driveways, traffic volume across the grade crossing, extent of queuing upstream or downstream from the grade crossing, train volume, pedestrian and bicycle volumes, operation of passenger trains, presence of nearby passenger station stops, maximum allowable train speeds, variable train speeds, accelerating and decelerating trains, multiple tracks, high-speed train operation, number of school buses or hazardous material haul vehicles, and the crash history at or near the location.*

Option:

04 The engineering study may include the Highway-Rail Intersection (HRI) components of the National Intelligent Transportation Systems (ITS) architecture, which is a USDOT accepted method for linking the highway, vehicles, and traffic management systems with rail operations and wayside equipment.

Support:

05 More detail on Highway-Rail Intersection components is available from the USDOT's Federal Railroad Administration, 1200 New Jersey Avenue, SE, Washington, DC 20590, or www.fra.dot.gov.

Section 8A.06 Uniform Provisions

Standard:

01 **All signs used in grade crossing traffic control systems shall be retroreflective or illuminated as described in Section 2A.21 to show the same shape and similar color to an approaching road user during both day and night.**

02 **No sign or signal shall be located in the center of an undivided highway, unless it is crashworthy (breakaway, yielding, or shielded with a longitudinal barrier or crash cushion) or unless it is placed on a raised island.**

Guidance:

03 *Any signs or signals placed on a raised island in the center of an undivided highway should be installed with a clearance of at least 2 feet from the outer edge of the raised island to the nearest edge of the sign or signal, except as permitted in Section 2A.16.*

04 *Where a raised median island is installed supplemental to an automatic gate to discourage road users from driving around a lowered gate, the Diagnostic Team should consider the length of the vehicle queues that typically form on the approach to the grade crossing when determining how far in advance of the grade crossing to extend the island.*

Appendix I
Rail Crossing Analysis

Appendix I.3 Rail Crossing Vehicle Volumes

URBAN SYSTEMS inc.

Time	Existing 2023 Volumes					
	LA 47 at Ferry Landing Crossing		LA 46 at Norfolk Southern Rail Crossing		LA 39 at Norfolk Southern Rail Crossing	
	NB	SB	EB	WB	EB	WB
12:00 AM	1	3	16	13	42	16
12:15 AM	3	2	13	14	41	22
12:30 AM	5	1	19	1	25	26
12:45 AM	3	2	22	7	31	20
1:00 AM	0	3	8	2	29	21
1:15 AM	1	5	9	9	21	14
1:30 AM	2	0	3	11	25	14
1:45 AM	4	2	12	5	17	20
2:00 AM	3	0	6	7	15	17
2:15 AM	3	2	8	7	20	14
2:30 AM	1	1	7	8	19	16
2:45 AM	1	3	15	15	10	18
3:00 AM	2	1	10	7	14	24
3:15 AM	2	10	10	12	19	26
3:30 AM	3	6	10	21	25	31
3:45 AM	18	7	16	27	32	50
4:00 AM	3	8	13	22	27	65
4:15 AM	18	10	13	37	42	76
4:30 AM	9	17	25	33	60	65
4:45 AM	11	20	50	51	97	68
5:00 AM	17	34	46	60	115	94
5:15 AM	31	41	64	85	177	132
5:30 AM	17	46	78	141	163	193
5:45 AM	23	77	81	112	136	196
6:00 AM	32	35	80	153	105	254
6:15 AM	6	23	83	203	113	318
6:30 AM	28	48	83	249	148	385
6:45 AM	19	40	98	267	173	382
7:00 AM	29	35	121	327	158	368
7:15 AM	4	41	89	235	693	239
7:30 AM	29	24	103	234	272	572
7:45 AM	10	36	131	297	221	382
8:00 AM	40	34	118	269	207	301
8:15 AM	11	30	97	203	197	287
8:30 AM	30	22	67	164	194	274
8:45 AM	17	25	88	156	217	257
9:00 AM	34	27	63	137	181	269
9:15 AM	18	33	90	114	180	233
9:30 AM	29	24	87	134	136	223
9:45 AM	16	33	109	116	191	191
10:00 AM	30	23	84	132	184	199
10:15 AM	27	21	97	127	191	201
10:30 AM	29	25	106	104	161	209
10:45 AM	18	28	126	93	211	185
11:00 AM	46	25	129	132	152	206
11:15 AM	23	25	127	134	250	181
11:30 AM	37	33	163	134	209	225
11:45 AM	40	36	129	141	130	181
12:00 PM	25	35	130	142	288	234
12:15 PM	25	34	116	130	215	221
12:30 PM	29	26	123	123	250	241
12:45 PM	18	24	133	130	214	238
1:00 PM	38	28	107	106	200	229
1:15 PM	15	16	108	127	212	226
1:30 PM	25	21	150	130	209	218
1:45 PM	16	18	121	139	228	210
2:00 PM	28	27	155	126	249	234
2:15 PM	9	22	161	112	232	213
2:30 PM	40	28	119	151	293	240
2:45 PM	19	29	124	116	313	242
3:00 PM	43	26	104	114	306	277
3:15 PM	21	31	189	132	412	245
3:30 PM	55	31	178	161	356	234
3:45 PM	37	38	222	125	338	233
4:00 PM	72	45	232	164	358	342
4:15 PM	48	33	240	186	396	315
4:30 PM	63	39	239	240	368	354
4:45 PM	30	23	293	139	371	310
5:00 PM	54	19	284	188	414	281
5:15 PM	23	31	335	149	428	249
5:30 PM	46	24	102	70	240	232
5:45 PM	9	33	412	177	516	254
6:00 PM	44	18	225	156	309	229
6:15 PM	13	24	178	138	281	227
6:30 PM	43	26	147	151	303	221
6:45 PM	13	16	88	93	304	192
7:00 PM	47	8	155	107	215	199
7:15 PM	4	12	105	102	244	173
7:30 PM	30	13	108	98	214	161
7:45 PM	6	11	100	67	166	155
8:00 PM	14	9	104	78	190	134
8:15 PM	7	10	64	71	194	157
8:30 PM	12	3	77	53	155	128
8:45 PM	6	7	89	60	140	126
9:00 PM	6	6	52	52	131	118
9:15 PM	3	2	53	54	159	94
9:30 PM	5	2	71	52	121	83
9:45 PM	4	7	51	34	106	69
10:00 PM	5	2	57	25	97	103
10:15 PM	11	3	71	31	85	80
10:30 PM	4	0	41	32	81	60
10:45 PM	4	1	27	35	83	55
11:00 PM	1	4	40	17	70	44
11:15 PM	7	2	30	16	57	35
11:30 PM	1	3	24	13	58	25
11:45 PM	5	6	35	13	20	26

Starting Year:	2023
Ending Year:	2028
Growth Rate:	0.62%

2028 Volumes					
LA 47 at Ferry Landing Crossing		LA 46 at Norfolk Southern Rail Crossing		LA 39 at Norfolk Southern Rail Crossing	
NB	SB	EB	WB	EB	WB
1	3	17	13	43	17
3	2	13	14	42	23
5	1	20	1	26	27
3	2	23	7	32	21
0	3	8	2	30	22
1	5	9	9	22	14
2	0	3	11	26	14
4	2	12	5	18	21
3	0	6	7	15	18
3	2	8	7	21	14
1	1	7	8	20	17
1	3	15	15	10	19
2	1	10	7	14	25
2	10	10	12	20	27
3	6	10	22	26	32
19	7	17	28	33	52
3	8	13	23	28	67
19	10	13	38	43	78
9	18	26	34	62	67
11	21	52	53	100	70
18	35	47	62	119	97
32	42	66	88	183	136
18	47	80	145	168	199
24	79	84	116	140	202
33	36	83	158	108	262
6	24	86	209	117	328
29	50	86	257	153	397
20	41	101	275	178	394
30	36	125	337	163	380
4	42	92	242	715	247
30	25	106	241	281	590
10	37	135	306	228	394
41	35	122	277	213	310
11	31	100	209	203	296
31	23	69	169	200	283
18	26	91	161	224	265
35	28	65	141	187	277
19	34	93	118	186	240
30	25	90	138	140	230
17	34	112	120	197	197
31	24	87	136	190	205
28	22	100	131	197	207
30	26	109	107	166	216
19	29	130	96	218	191
47	26	133	136	157	212
24	26	131	138	258	187
38	34	168	138	216	232
41	37	133	145	134	187
26	36	134	146	297	241
26	35	120	134	222	228
30	27	127	127	258	249
19	25	137	134	221	245
39	29	110	109	206	236
15	17	111	131	219	233
26	22	155	134	216	225
17	19	125	143	235	217
29	28	160	130	257	241
9	23	166	116	239	220
41	29	123	156	302	248
20	30	128	120	323	250
44	27	107	118	316	286
22	32	195	136	425	253
57	32	184	166	367	241
38	39	229	129	349	240
74	46	239	169	369	353
50	34	248	192	408	325
65	40	247	248	380	365
31	24	302	143	383	320
56	20	293	194	427	290
24	32	346	154	441	257
47	25	105	72	248	239
9	34	425	183	532	262
45	19	232	161	319	236
13	25	184	142	290	234
44	27	152	156	313	228
13	17	91	96	314	198
48	8	160	110	222	205
4	12	108	105	252	178
31	13	111	101	221	166
6	11	103	69	171	160
14	9	107	80	196	138
7	10	66	73	200	162
12	3	79	55	160	132
6	7	92	62	144	130
6	6	54	54	135	122
3	2	55	56	164	97
5	2	73	54	125	86
4	7	53	35	109	71
5	2	59	26	100	106
11	3	73	32	88	83
4	0	42	33	84	62
4	1	28	36	86	57
1	4	41	18	72	45
7	2	31	17	59	36
1	3	25	13	60	26
5	6	36	13	21	27

Starting Year:	2028
Ending Year:	2030
Growth Rate:	0.62%

2030 Volumes					
LA 47 at Ferry Landing Crossing		LA 46 at Norfolk Southern Rail Crossing		LA 39 at Norfolk Southern Rail Crossing	
NB	SB	EB	WB	EB	WB
1	3	17	13	44	17
3	2	13	14	43	23
5	1	20	1	26	27
3	2	23	7	32	21
0	3	8	2	30	22
1	5	9	9	22	14
2	0	3	11	26	14
4	2	12	5	18	21
3	0	6	7	15	18
3	2	8	7	21	14
1	1	7	8	20	17
1	3	15	15	10	19
2	1	10	7	14	25
2	10	10	12	20	27
3	6	10	22	26	32
19	7	17	28	33	53
3	8	13	23	28	68
19	10	13	38	44	79
9	18	26	34	63	68
11	21	53	54	101	71
18	35	48	63	120	98
32	43	67	89	185	138
18	48	81	147	170	201
24	80	85	117	142	205
33	36	84	160	109	265
6	24	87	212	118	332
29	51	87	260	155	402
20	42	102	278	180	399
30	36	127	341	165	385
4	43	93	245	724	250
30	25	107	244	284	597
10	37	137	310	231	399
42	35	124	280	216	314
11	31	101	212	206	300
31	23	70	171	202	287
18	26	92	163	227	268
35	28	66	143	189	280
19	34	94	119	188	243
30	25	91	140	142	233
17	34	113	121	199	199
31	24	88	138	192	208
28	22	101	133	199	210
30	26	110	108	168	219
19	29	132	97	221	193
48	26	135	138	159	215
24	26	133	140	261	189
38	34	170	140	219	235
42	37	135	147	136	189
26	36	136	148	301	244
26	35	121	136	225	231
30	27	129	129	261	252
19	25	139	136	224	248
39	29	111	110	209	239
15	17	112	133	222	236
26	22	157	136	219	228
17	19	127	145	238	220
29	28	162	132	260	244
9	23	168	117	242	223
42	29	125	158	306	251
20	30	130	121	327	253
45	27	108	119	320	290
22	32	197	138	430	256
58	32	186	168	372	244
38	39	232	131	353	243
75	47	242	171	374	357
51	34	251	194	413	329
66	40	250	251	385	370
31	24	306	145	388	324
57	20	297	196	432	294
24	32	350	156	446	260
48	25	106	73	251	242
9	34	430	185	539	265
46	19	235	163	323	239
13	25	186	144	294	237
45	27	154	158	317	231
13	17	92	97	318	200
49	8	162	111	225	208
4	12	109	106	255	180
31	13	112	102	224	168
6	11	104	70	173	162
14	9	108	81	198	140
7	10	67	74	202	164
12	3	80	56	162	134
6	7	93	63	146	132
6	6	55	55	137	124
3	2	56	57	166	98
5	2	74	55	127	87
4	7	54	35	110	72
5	2	60	26	101	107
11	3	74	32	89	84
4	0	43	33	85	63
4	1	28	36	87	58
1	4	42	18	73	46
7	2	31	17	60	36
1	3	25	13	61	26
5	6	36	13	21	27

Starting Year:	2030
Ending Year:	2045
Growth Rate:	1.15%

2045 Volumes					
LA 47 at Ferry Landing Crossing		LA 46 at Norfolk Southern Rail Crossing		LA 39 at Norfolk Southern Rail Crossing	
NB	SB	EB	WB	EB	WB
1	4	20	15	52	20
4	2	15	17	51	27
6	1	24	1	31	32
4	2	27	8	38	25
0	4	9	2	36	26
1	6	11	11	26	17
2	0	4	13	31	17
5	2	14	6	21	25
4	0	7	8	18	21
4	2	9	8	25	17
1	1	8	9	24	20
1	4	18	18	12	23
2	1	12	8	17	30
2	12	12	14	24	32
4	7	12	26	31	38
23	8	20	33	39	63
4	9	15	27	33	81
23	12	15	45	52	94
11	21	31	40	75	81
13	25	63	64	120	84
21	42	57	75	142	116
38	51	80	106	220	164
21	57	96	175	202	239
28	95	101	139	169	243
39	43	100	190	129	315
7	28	103	252	140	394
34	61	103	309	184	477
24	50	121	330	214	474
36	43	151	405	196	457
5	51	110	291	859	297
36	30	127	290	337	709
12	44	163	368	274	474
50	42	147	332	256	373
13	37	120	252	245	356
37	27	83	203	240	341
21	31	109	193	269	318
42	33	78	170	224	332
23	40	112	141	223	288
36	30	108	166	169	277
20	40	134	144	236	236
37	28	104	164	228	247
33	26	120	158	236	249
36	31	131	128	199	260
23	34	157	115	262	229
57	31	160	164	189	255
28	31	158	166	310	224
45	40	202	166	260	279
50	44	160	175	161	224
31	43	161	176	357	290
31	42	144	161	267	274
36	32	153	153	310	299
23	30	165	161	266	294
46	34	132	131	248	284
18	20	133	158	264	280
31	26	186	161	260	271
20	23	151	172	283	261
34	33	192	157	309	290
11	27	199	139	287	265
50	34	148	188	363	298
24	36	154	144	388	300
53	32	128	141	380	344
26	38	234	164	510	304
69	38	221	199	442	290
45	46	275	156	419	288
89	56	287	203	444	424
61	40	298	230	490	391
78	47	297	298	457	439
37	28	363	172	461	385
68	24	353	233	513	349
28	38	415	185	529	309
57	30	126	87	298	287
11	40	510	220	640	315
55	23	279	193	383	284
15	30	221	171	349	281
53	32	183	188	376	274
15	20	109	115	377	237
58	9	192	132	267	247
5	14	129	126	303	214
37	15	133	121	266	199
7	13	123	83	205	192
17	11	128	96	235	166
8	12	80	88	240	195
14	4	95	66	192	159
7	8	110	75	173	157
7	7	65	65	163	147
4	2	66	68	197	116
6	2	88	65	151	103
5	8	64	42	131	85
6	2	71	31	120	127
13	4	88	38	106	100
5	0	51	39	101	75
5	1	33	43	103	69
1	5	50	21	87	55
8	2	37	20	71	43
1	4	30	15	72	31
6	7	43	15	25	32

Appendix I
Rail Crossing Analysis

Appendix I.4 Train Delay Data

URBAN SYSTEMS inc.

Year	Location	Average Train Lenth (ft)	Signal Delay (s)	Train Crossing Delay (s)		Total Delay (s)		T, Total Delay (min)	
				Train Speed = 10 mph	Train Speed = 15 mph	Train Speed = 10 mph	Train Speed = 15 mph	Train Speed = 10 mph	Train Speed = 15 mph
2028	**St Bernard at Paris**	1,916	62	130.6	87.1	192.6	149.1	3.2	2.5
	St Bernard at W Center		42	130.6	87.1	172.6	129.1	2.9	2.2
	Judge Perez near Aycock		42	130.6	87.1	172.6	129.1	2.9	2.2
2045	**St Bernard at Paris**	7,945	62	541.7	361.1	603.7	423.1	10.1	7.1
	St Bernard at W Center		42	541.7	361.1	583.7	403.1	9.7	6.7
	Judge Perez near Aycock		42	541.7	361.1	583.7	403.1	9.7	6.7

Appendix J
LIT Entrance Operational Analysis

Appendix J.1 2045 Build Condtions - LIT Entrance Capacity Analysis.....J-2

URBAN SYSTEMS inc.

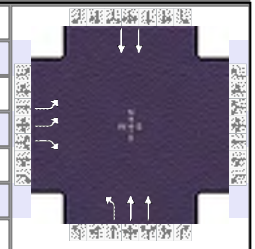
Appendix J
LIT Entrance Operational Analysis

Appendix J.1 2045 Build Condtions - LIT Entrance Capacity Analysis

URBAN SYSTEMS inc.

HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191		3				6	450			298	

Signal Information					EB		WB				NB				SB			
Cycle, s	70.0	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	No	Simult. Gap E/W	On	Green	19.0	39.0	0.0	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.0	5.0	0.0	0.0	0.0	0.0								
				Red	1.0	1.0	0.0	0.0	0.0	0.0								

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191		3				6	450			298	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	94		0				0	0			1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	55		55				55	55			55	

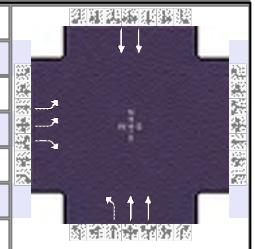
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		45.0				25.0		25.0
Yellow Change Interval (*Y*), s		5.0				5.0		5.0
Red Clearance Interval (R_c), s		1.0				1.0		1.0
Minimum Green (G_{min}), s		6				15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Max				Min		Min
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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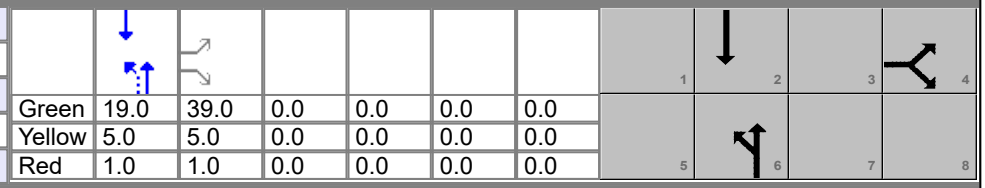
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191		3				6	450			298	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.0	39.0	0.0	0.0	0.0	0.0						
Yellow	5.0	5.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				6		2
Case Number		9.0				6.0		8.0
Phase Duration, s		45.0				25.0		25.0
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		2.9				0.0		0.0
Queue Clearance Time (g_s), s		10.8						
Green Extension Time (g_e), s		0.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

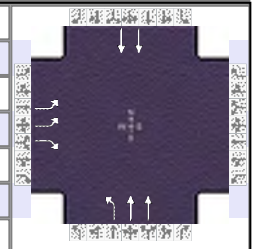
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6			2	
Adjusted Flow Rate (*v*), veh/h	208		3				7	489			324	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	469		1610				1073	1809			1795	
Queue Service Time (g_s), s	8.8		0.1				0.3	8.0			5.1	
Cycle Queue Clearance Time (g_c), s	8.8		0.1				5.4	8.0			5.1	
Green Ratio (*g/C*)	0.56		0.56				0.27	0.27			0.27	
Capacity (*c*), veh/h	522		897				316	982			974	
Volume-to-Capacity Ratio (*X*)	0.397		0.004				0.021	0.498			0.332	
Back of Queue (*Q*), ft/ln (95 th percentile)	61.1		0.8				3.9	140.1			87.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4		0.0				0.2	5.6			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	8.8		6.9				22.6	21.5			20.4	
Incremental Delay (d_2), s/veh	2.3		0.0				0.1	1.8			0.9	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	11.1		6.9				22.7	23.3			21.3	
Level of Service (LOS)	B		A				C	C			C	
Approach Delay, s/veh / LOS	11.0	B		0.0			23.3	C		21.3	C	
Intersection Delay, s/veh / LOS	20.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	0.72	A	2.11	B
Bicycle LOS Score / LOS		F			0.90	A	0.75	A

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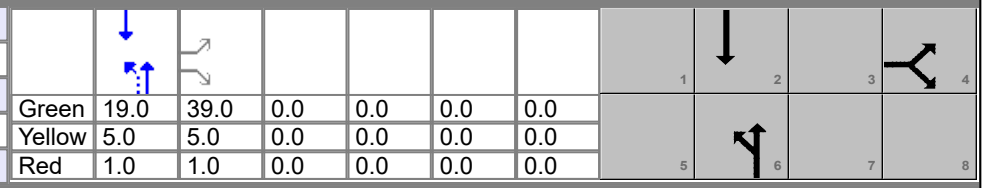
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 AM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191		3				6	450			298	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.0	39.0	0.0	0.0	0.0	0.0						
Yellow	5.0	5.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						

Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.267	1.000	1.000				1.000	1.000	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.565	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	966	0	1610				1073	3709	0	0	3770	0
Proportion of Vehicles Arriving on Green (P)	0.56	0.00	0.56	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27	0.00
Incremental Delay Factor (k)	0.50		0.50				0.50	0.50			0.50	

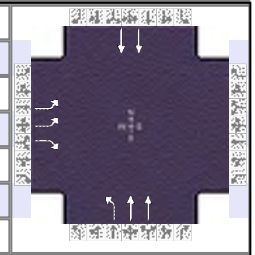
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.56				0.27		0.27
Permitted Saturation Flow Rate (s_p), veh/h/ln		483				1073		922
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0				19.0		0.0
Permitted Service Time (g_u), s		0.0				13.9		0.0
Permitted Queue Service Time (g_{ps}), s						0.3		
Time to First Blockage (g_f), s		0.0				0.0		19.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.000	1.389	0.000	0.000	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.143	0.000	0.117	0.000	0.117
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-200.00	42.35		40.18	542.86	18.58	542.86	18.58
Bicycle F_w / F_v	-3.64	Infinity	-3.64		-3.64	0.41	-3.64	0.27

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HCS Signalized Intersection Results Graphical Summary

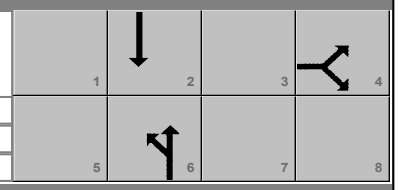
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	AM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 AM.xus		
Project Description	23-018				



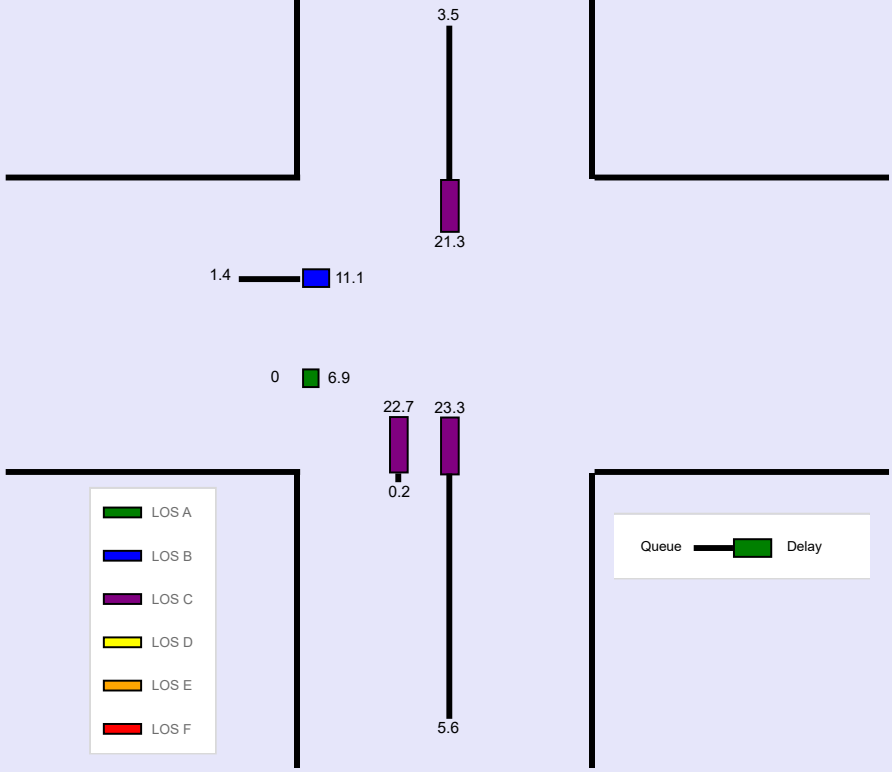
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	191		3				6	450			298	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.0	39.0	0.0	0.0	0.0	0.0	
Yellow	5.0	5.0	0.0	0.0	0.0	0.0	
Red	1.0	1.0	0.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	61.1		0.8				3.9	140.1			87.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4		0.0				0.2	5.6			3.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.00	0.00			0.00	
Control Delay (*d*), s/veh	11.1		6.9				22.7	23.3			21.3	
Level of Service (LOS)	B		A				C	C			C	
Approach Delay, s/veh / LOS	11.0		B	0.0			23.3		C	21.3		C
Intersection Delay, s/veh / LOS	20.2						C					



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--- Messages ---

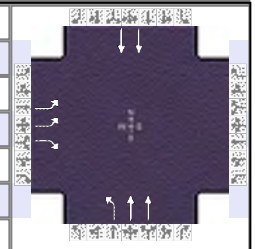
No errors or warnings exist.

--- Comments ---

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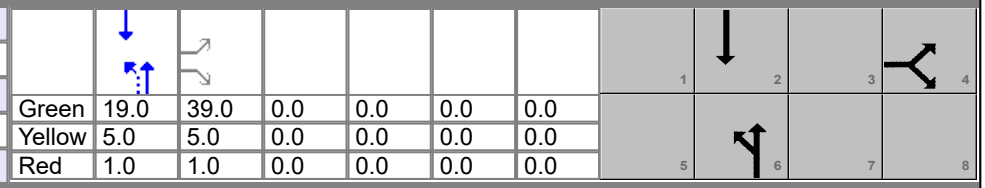
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181		6				6	261			396	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB			WB			NB			SB		
Green	19.0	39.0		0.0	0.0	0.0	0.0					
Yellow	5.0	5.0		0.0	0.0	0.0	0.0					
Red	1.0	1.0		0.0	0.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181		6				6	261			396	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	87		0				0	3			1	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	55		55				55	55			55	

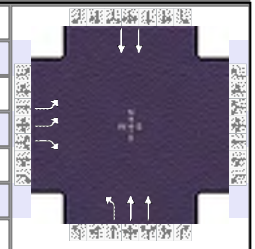
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		45.0				25.0		25.0
Yellow Change Interval (*Y*), s		5.0				5.0		5.0
Red Clearance Interval (R_c), s		1.0				1.0		1.0
Minimum Green (G_{min}), s		6				15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s		2.0				2.0		2.0
Recall Mode		Max				Min		Min
Dual Entry		Yes				Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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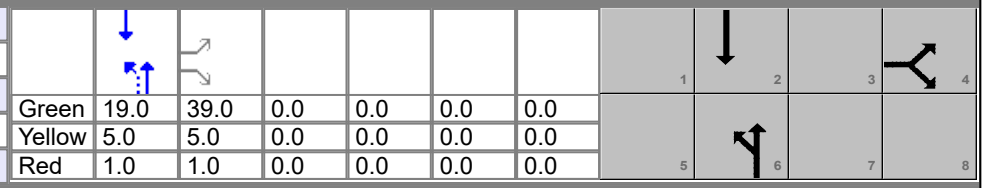
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 Mid.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181		6				6	261			396	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.0	39.0	0.0	0.0	0.0	0.0		
Yellow	5.0	5.0	0.0	0.0	0.0	0.0		
Red	1.0	1.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				6		2
Case Number		9.0				6.0		8.0
Phase Duration, s		45.0				25.0		25.0
Change Period, ($Y+R_c$), s		6.0				6.0		6.0
Max Allow Headway (*MAH*), s		2.9				0.0		0.0
Queue Clearance Time (g_s), s		8.5						
Green Extension Time (g_e), s		0.4				0.0		0.0
Phase Call Probability		1.00						
Max Out Probability		0.00						

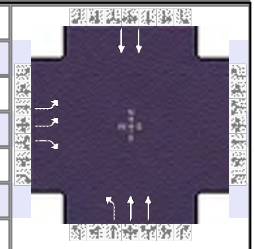
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6			2	
Adjusted Flow Rate (*v*), veh/h	197		7				7	284			430	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	565		1610				973	1766			1795	
Queue Service Time (g_s), s	6.5		0.1				0.4	4.5			6.9	
Cycle Queue Clearance Time (g_c), s	6.5		0.1				7.3	4.5			6.9	
Green Ratio (*g/C*)	0.56		0.56				0.27	0.27			0.27	
Capacity (*c*), veh/h	629		897				270	959			974	
Volume-to-Capacity Ratio (*X*)	0.313		0.007				0.024	0.296			0.442	
Back of Queue (*Q*), ft/ln (95 th percentile)	50.4		1.5				4.1	76.9			121.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2		0.1				0.2	3.0			4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	8.3		6.9				24.1	20.2			21.1	
Incremental Delay (d_2), s/veh	1.3		0.0				0.2	0.8			1.5	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	9.6		6.9				24.3	21.0			22.6	
Level of Service (LOS)	A		A				C	C			C	
Approach Delay, s/veh / LOS	9.5	A		0.0			21.1	C		22.6	C	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	0.72	A	2.11	B
Bicycle LOS Score / LOS		F			0.73	A	0.84	A

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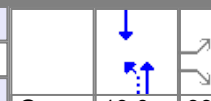
HCS Signalized Intersection Intermediate Values

General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 Mid.xus		
Project Description	23-018				

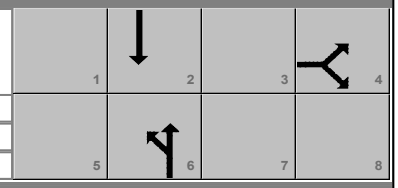


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181		6				6	261			396	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	19.0	39.0	0.0	0.0	0.0	0.0						
Yellow	5.0	5.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.321	1.000	1.000				1.000	0.977	1.000	1.000	0.992	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.512	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)												
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)							1.00			1.00		
Movement Saturation Flow Rate (s), veh/h	1163	0	1610				973	3622	0	0	3770	0
Proportion of Vehicles Arriving on Green (P)	0.56	0.00	0.56	0.00	0.00	0.00	0.27	0.27	0.00	0.00	0.27	0.00
Incremental Delay Factor (k)	0.50		0.50				0.50	0.50			0.50	

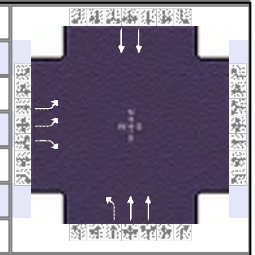
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0				6.0		6.0
Green Ratio (g/C)		0.56				0.27		0.27
Permitted Saturation Flow Rate (s_p), veh/h/ln		582				973		1113
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0				19.0		0.0
Permitted Service Time (g_u), s		0.0				12.1		0.0
Permitted Queue Service Time (g_{ps}), s						0.4		
Time to First Blockage (g_f), s		0.0				0.0		19.0
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.000	1.389	0.000	0.000	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.143	0.000	0.117	0.000	0.117
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-200.00	42.35		40.18	542.86	18.58	542.86	18.58
Bicycle F_w / F_v	-3.64	Infinity	-3.64		-3.64	0.24	-3.64	0.36

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HCS Signalized Intersection Results Graphical Summary

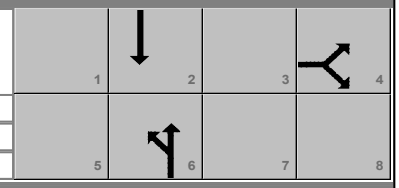
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	Mid	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 Mid.xus		
Project Description	23-018				



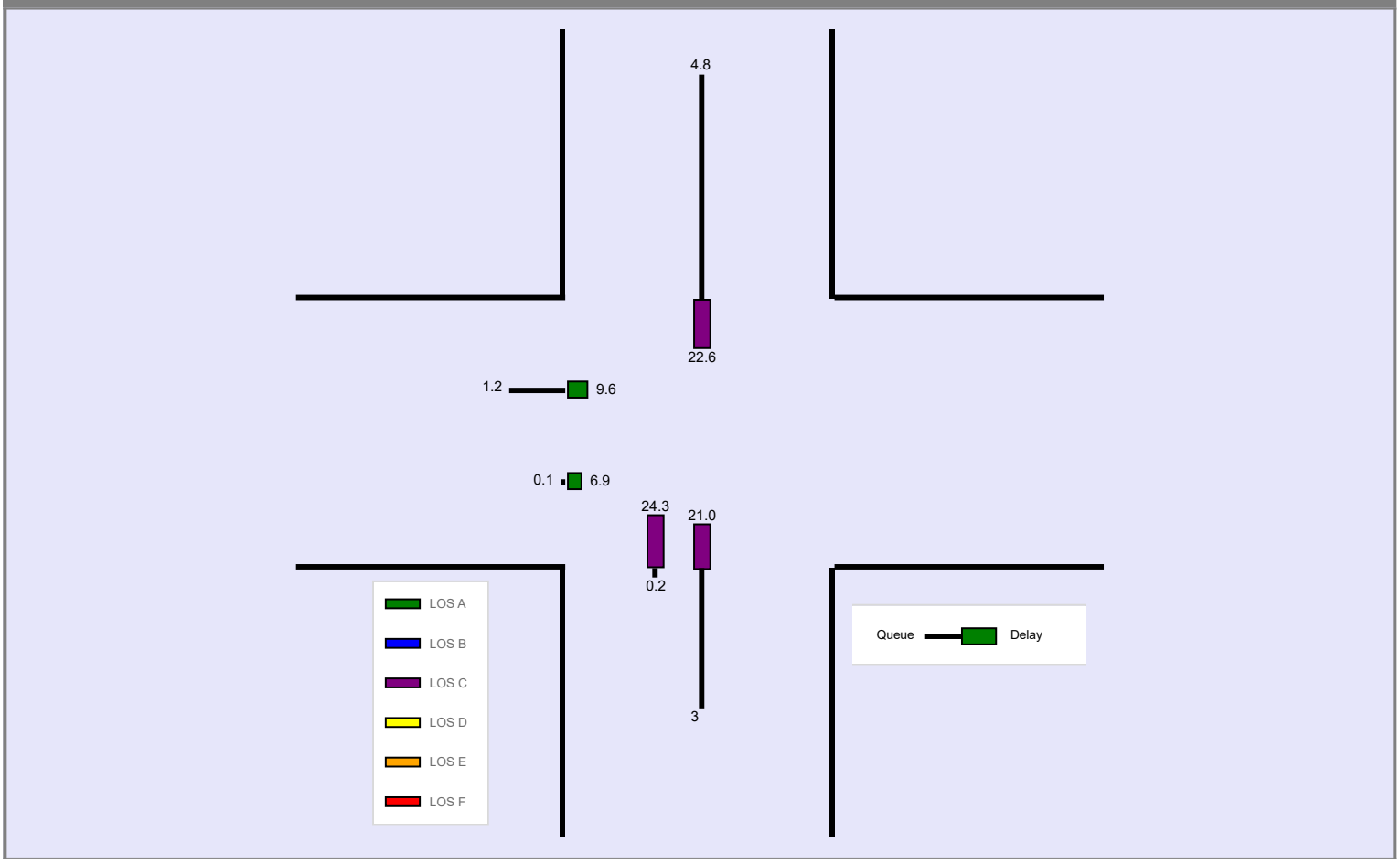
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	181		6				6	261			396	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	19.0	39.0	0.0	0.0	0.0	0.0						
Yellow	5.0	5.0	0.0	0.0	0.0	0.0						
Red	1.0	1.0	0.0	0.0	0.0	0.0						



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	50.4		1.5				4.1	76.9			121.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.2		0.1				0.2	3.0			4.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.00	0.00			0.00	
Control Delay (*d*), s/veh	9.6		6.9				24.3	21.0			22.6	
Level of Service (LOS)	A		A				C	C			C	
Approach Delay, s/veh / LOS	9.5	A		0.0			21.1	C		22.6	C	
Intersection Delay, s/veh / LOS	19.2						B					



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--- Messages ---

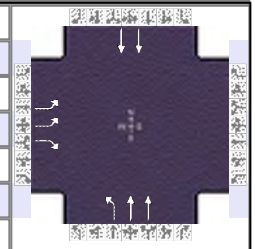
No errors or warnings exist.

--- Comments ---

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HCS Signalized Intersection Input Data

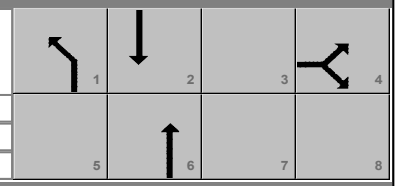
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327		59				37	331			520	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	24.7	24.0	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327		59				37	331			520	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	28		0				0	0			0	
Ped / Bike / RTOR, /h	0	0		0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3		3				3	3			3	
Upstream Filtering (*I*)	1.00		1.00				1.00	1.00			1.00	
Lane Width (*W*), ft	12.0		12.0				12.0	12.0			12.0	
Turn Bay Length, ft	0		0				0	0			0	
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	55		55				55	55			55	

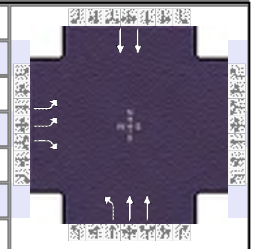
Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0			15.0	40.0		25.0
Yellow Change Interval (*Y*), s		5.0			5.0	5.0		5.0
Red Clearance Interval (R_c), s		1.0			1.0	1.0		1.0
Minimum Green (G_{min}), s		6			6	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s		2.0			2.0	2.0		2.0
Recall Mode		Max			Off	Min		Min
Dual Entry		Yes			No	Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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HCS Signalized Intersection Results Summary

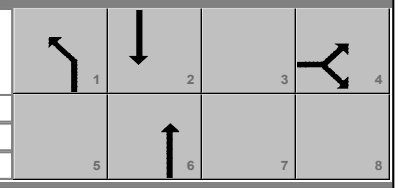
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 PM.xus		
Project Description	23-018				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327		59				37	331			520	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	24.7	24.0	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			1	6		2
Case Number		9.0			2.0	4.0		8.3
Phase Duration, s		30.0			9.3	40.0		30.7
Change Period, ($Y+R_c$), s		6.0			6.0	6.0		6.0
Max Allow Headway (*MAH*), s		3.0			2.9	0.0		0.0
Queue Clearance Time (g_s), s		8.8			3.5			
Green Extension Time (g_e), s		0.8			0.0	0.0		0.0
Phase Call Probability		1.00			0.54			
Max Out Probability		0.00			0.01			

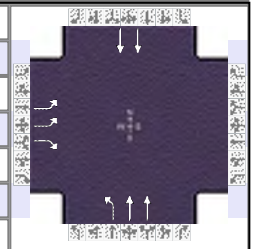
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				1	6			2	
Adjusted Flow Rate (*v*), veh/h	355		64				40	360			565	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1373		1610				1810	1809			1809	
Queue Service Time (g_s), s	6.8		1.9				1.5	4.0			8.4	
Cycle Queue Clearance Time (g_c), s	6.8		1.9				1.5	4.0			8.4	
Green Ratio (*g/C*)	0.34		0.34				0.05	0.49			0.35	
Capacity (*c*), veh/h	942		552				84	1757			1279	
Volume-to-Capacity Ratio (*X*)	0.377		0.116				0.478	0.205			0.442	
Back of Queue (*Q*), ft/ln (95 th percentile)	106.7		29.3				28.5	56.4			138.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5		1.2				1.1	2.3			5.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.00	0.00			0.00	
Uniform Delay (d_1), s/veh	17.4		15.7				32.5	10.3			17.3	
Incremental Delay (d_2), s/veh	1.2		0.4				1.6	0.3			1.1	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	18.5		16.2				34.1	10.5			18.4	
Level of Service (LOS)	B		B				C	B			B	
Approach Delay, s/veh / LOS	18.2		B	0.0			12.9		B	18.4		B
Intersection Delay, s/veh / LOS	16.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.30	B	2.13	B	0.69	A	2.10	B
Bicycle LOS Score / LOS		F			0.82	A	0.95	A

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HCS Signalized Intersection Intermediate Values

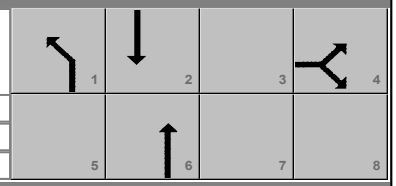
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Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 PM.xus		
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Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327		59				37	331			520	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	24.7	24.0	0.0	0.0	0.0						
Yellow	5.0	5.0	5.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Saturation Flow / Delay	L	T	R	L	T	R	L	T	R	L	T	R
Lane Width Adjustment Factor (f_w)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Heavy Vehicles and Grade Factor (f_{HVg})	0.782	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Parking Activity Adjustment Factor (f_p)	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Bus Blockage Adjustment Factor (f_{bb})	1.000	1.000	1.000	0.000	0.000	0.000	1.000	1.000	1.000	1.000	1.000	1.000
Area Type Adjustment Factor (f_a)	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Lane Utilization Adjustment Factor (f_{LU})	0.971	1.000	1.000	1.000	1.000	1.000	1.000	0.952	1.000	1.000	0.952	1.000
Left-Turn Adjustment Factor (f_{LT})	0.952	0.000					0.952	0.000		1.000	1.000	
Right-Turn Adjustment Factor (f_{RT})		0.000	0.847					1.000	1.000		1.000	1.000
Left-Turn Pedestrian Adjustment Factor (f_{Lpb})	1.000						1.000			1.000		
Right-Turn Ped-Bike Adjustment Factor (f_{Rpb})			1.000						1.000			1.000
Work Zone Adjustment Factor (f_{wz})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
DDI Factor (f_{DDI})	1.000	1.000	1.000				1.000	1.000	1.000	1.000	1.000	1.000
Left-Turn Prot. CAV Adj. Factor ($f_{CAV,prot}$)							1.00					
Left-Turn Perm. CAV Adj. Factor ($f_{CAV,perm}$)										1.00		
Movement Saturation Flow Rate (s), veh/h	2829	0	1610				1810	3709	0	0	3800	0
Proportion of Vehicles Arriving on Green (P)	0.34	0.00	0.34	0.00	0.00	0.00	0.05	0.49	0.00	0.00	0.35	0.00
Incremental Delay Factor (k)	0.50		0.50				0.04	0.50			0.50	

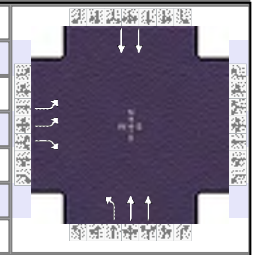
Signal Timing / Movement Groups	EBL	EBT/R	WBL	WBT/R	NBL	NBT/R	SBL	SBT/R
Lost Time (t_L)		4.0			6.0	6.0		6.0
Green Ratio (g/C)		0.34			0.05	0.49		0.35
Permitted Saturation Flow Rate (s_p), veh/h/ln		1414			0	0		1038
Shared Saturation Flow Rate (s_{sh}), veh/h/ln								0
Permitted Effective Green Time (g_p), s		0.0			0.0	0.0		0.0
Permitted Service Time (g_u), s		0.0			0.0	0.0		0.0
Permitted Queue Service Time (g_{ps}), s								
Time to First Blockage (g_f), s		0.0			0.0	0.0		24.7
Queue Service Time Before Blockage (g_{fs}), s								
Protected Right Saturation Flow (s_R), veh/h/ln		0						
Protected Right Effective Green Time (g_R), s		0.0						

Multimodal	EB		WB		NB		SB	
Pedestrian F_w / F_v	1.557	0.000	1.389	0.000	0.000	0.000	1.389	0.000
Pedestrian F_s / F_{delay}	0.000	0.143	0.000	0.143	0.000	0.089	0.000	0.108
Pedestrian M_{corner} / M_{cw}	0.00		0.00		0.00		0.00	
Bicycle c_b / d_b	-200.00	42.35		40.18	971.43	9.26	706.99	14.63
Bicycle F_w / F_v	-3.64	Infinity	-3.64		-3.64	0.33	-3.64	0.47

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HCS Signalized Intersection Results Graphical Summary

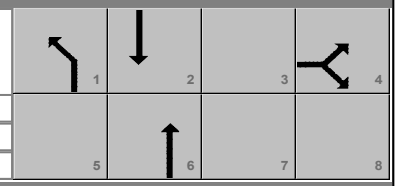
General Information				Intersection Information	
Agency	USI			Duration, h	0.250
Analyst	FGD	Analysis Date	Apr 2, 2024	Area Type	Other
Jurisdiction	LADOTD	Time Period	PM	PHF	0.92
Urban Street	E Judge Perez	Analysis Year	2045 Build	Analysis Period	1> 7:00
Intersection	Port NOLA Entrance	File Name	2045 PM.xus		
Project Description	23-018				



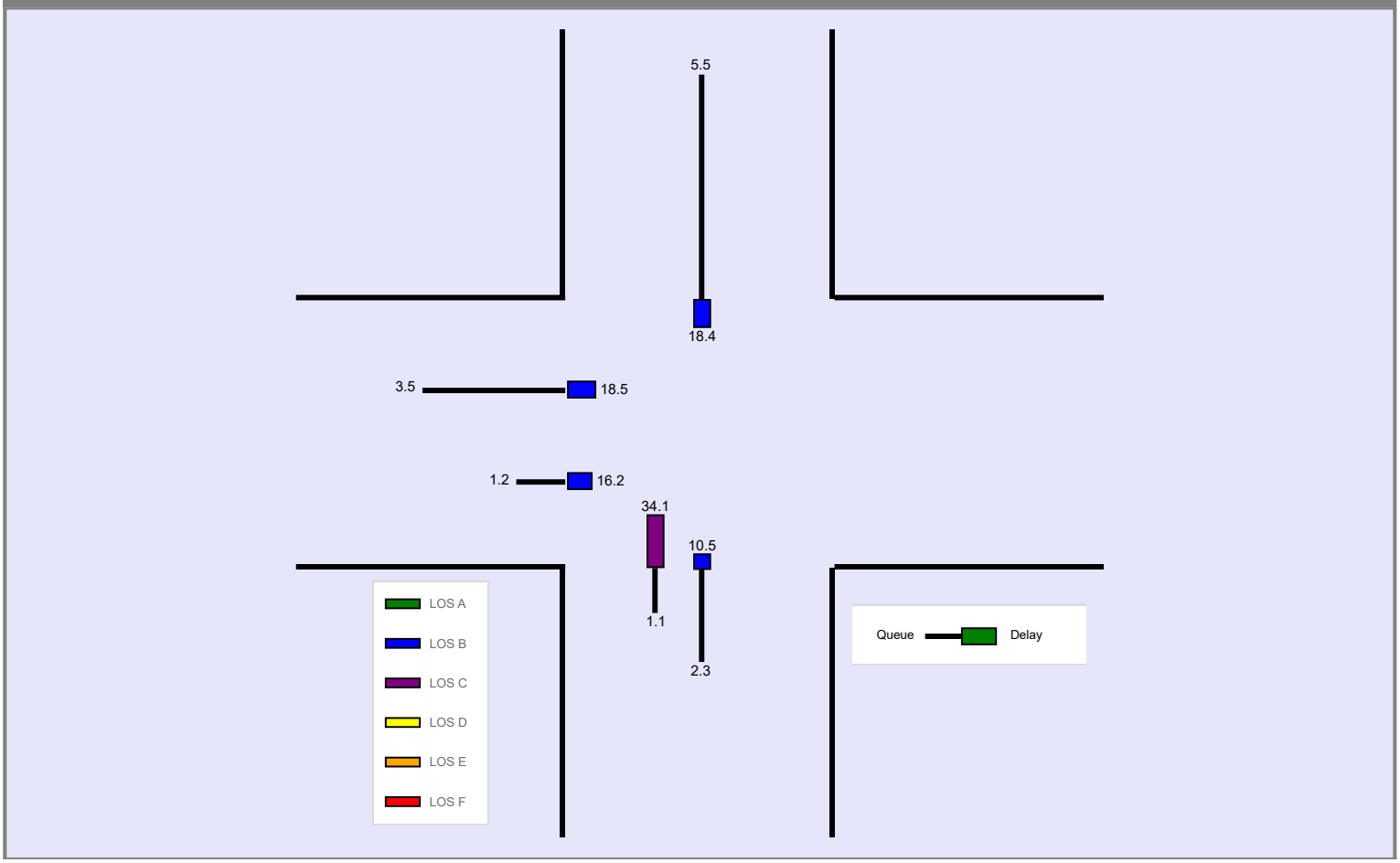
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327		59				37	331			520	

Signal Information			
Cycle, s	70.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	3.3	24.7	24.0	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	1.0	1.0	1.0	0.0	0.0	0.0	



Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Back of Queue (*Q*), ft/ln (95 th percentile)	106.7		29.3				28.5	56.4			138.2	
Back of Queue (*Q*), veh/ln (95 th percentile)	3.5		1.2				1.1	2.3			5.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00		0.00				0.00	0.00			0.00	
Control Delay (*d*), s/veh	18.5		16.2				34.1	10.5			18.4	
Level of Service (LOS)	B		B				C	B			B	
Approach Delay, s/veh / LOS	18.2		B	0.0			12.9		B	18.4		B
Intersection Delay, s/veh / LOS	16.8						B					



--- Messages ---

No errors or warnings exist.

--- Comments ---

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